



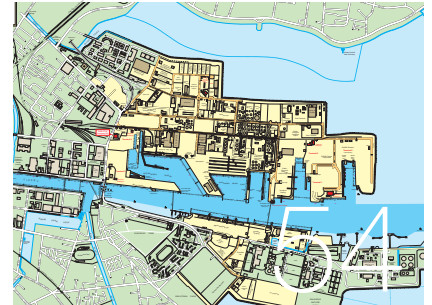
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Contents

2 Message From The Chief Executive

Eamonn O'Reilly, Dublin Port Company Chief Executive, welcomes you to this year's publication.

4 The Year In Review

Some of the highlights of 2014, from RiverFest to the 2014 Tiger Dublin Fringe, which saw Santiago Calatrava's Samuel Beckett Bridge turned into Ireland's largest musical instrument.

24 New Trade Car Facility

Dublin Port Company has invested €3.4m in a new Trade Car facility at East Wall Road, catering for 2,500 vehicles.

26 Tug Master Interview

Tug Master Paul Dorgan explains the key role Dublin Port's tugs, the Beaufort and Shackleton, play in the life of the port, particularly in adverse weather conditions.

32 Corporate Social Responsibility

Corporate Social Responsibility (CSR) has a central and important place at the heart of Dublin Port Company's Strategic Plan.

36 New Firefighting System

Dublin Port Company have invested in a state-of-the-art firefighting system, providing added reassurance to port clients and users.

42 Sustainability Report

Dublin Port Company's first Sustainability Report was launched recently by Paschal Donohoe TD, Minister for Transport, Tourism and Sport, highlighting the positive results across energy, waste and water.

50 IWT Rail Link

The decision to run a rail freight service from Ballina to Dublin Port by International Warehousing & Transport (IWT) has proved a shrewd move since its launch in 2009.

54 Map of Dublin Port

56 Port Facilities & Services

59 Trade Statistics

62 Ro Ro Terminals

67 Lo Lo Terminals

68 Bulk & Cruise Terminals

71 Ro Ro Schedule

74 Lo Lo Schedule

76 Passenger Schedule

78 Tide Tables

90 Three-Year Diary

91 Services Guide

106 Year Planner

108 Index Of Advertisers



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Message From the **Chief Executive**



2014 was an exceptional year for Dublin Port with a 7% increase in cargo volumes on top of the 3% we saw in 2013. The port is now back to the record levels of trade recorded in 2007, with every prospect of continued strong growth in the years ahead.

During 2014, we saw strong increases right across our main business areas, from imports and exports to trade vehicle and ferry passenger numbers. We expect growth to continue into 2015, with importers and exporters choosing to do business through Dublin Port, where they benefit from direct access and frequent services to their main markets.

Dublin Port Company is committed to sustainable investment in port infrastructure and services, including the longer, deeper berths envisaged in our Alexandra Basin Redevelopment Project. These will accommodate the larger ships of the future, carrying increased cargo volumes and greater numbers of passengers. This type of investment will allow Dublin and the wider economy to prosper by ensuring that Dublin Port is ready to facilitate the future trading needs of its customers and the country as a whole.

Having completed major investments during 2014, including the new €3.4m trade car terminal, and with the development of the Alexandra Quay Container Terminal, we are looking forward during 2015 to commencing the Alexandra Basin Redevelopment Project, which the EU is already supporting under its TEN-T infrastructure investment programme.



Eamonn O'Reilly
Chief Executive

The Year in Review

Some of the highlights of 2014.



UNCTAD Programme

Dublin Port Company hosted a training of trainers workshop from March 25 to April 3 for 30 senior managers, representing ports in developing countries. The United Nations Conference on Trade and Development (UNCTAD) runs the port management training programme for developing countries in four languages: English, French, Spanish and Portuguese. The workshop in Dublin was held with the support of Irish Aid and in co-operation with Dublin, Cork and Belfast ports.

The workshop provided training to 30 senior managers from ports in Ghana, Indonesia, Nigeria and the Philippines, who were selected to serve as local and regional instructors for the English-speaking network of the port training programme.

Maureen O'Sullivan TD opened the eight-day training event in Port Centre and welcomed all of the delegates to Dublin. The managers received training in the first four (out of eight) modules of the UNCTAD modern port management course. 2015 sees the Port of Cork Company hosting Part II of the training of trainers event, when modules V to VIII will be delivered in the magnificent surroundings of the National Maritime College.

Dublin Port Company and Port of Cork recently signed an MOU with UNCTAD, reaffirming their strong commitment to UNCTAD's Port Training Programme (PTP) for the next three years.





World's Third-largest Tall Ship

The 370-feet long, four-masted 'Juan Sebastián de Elcano', the world's third largest tall ship, visited Dublin from June 7-12. The impressive steel-hulled schooner was met by Dublin Port Company's tug boats and a flotilla of yachts from local sailing clubs in a ceremonial escort to mark the ship's arrival in Dublin Bay.

Led by Captain Enrique Torres Piñeyro, the "Elcano" is used primarily as a training ship for the Royal Spanish Navy, preparing its officers for long periods at sea. She arrived in Dublin carrying 191 crew, who participated in a five-day programme of engagements in the capital to promote Spanish-Irish cultural exchange, including free public open days, when visitors were able to board and inspect the magnificent vessel.





Record Numbers at Riverfest 2014

With more than 56,000 people attending Dublin Port Riverfest 2014, the event not only achieved record numbers but brought a whole new level of family entertainment and interaction to North Wall Quay. It attracted huge media interest from television, radio, press and online media, both at home and abroad.

Key attractions included free visits to three Tall Ships and four Schooners, the largest of which was the 70-metre Gulden Leeuw. Visitors also took part in family trips around the bay on the St Brigid, enjoyed the tug boat dance and were amused by a host of entertainers, including The Pirate Brethren, a 12-man pirate crew from Liverpool who took part in sword fights and sea battles.







Georgia On My Mind

The Georgian National Ballet Troupe performed on a purpose built stage over the three days of Riverfest on the campshire, which was a huge hit with the audience and indeed with the local Georgian population.

The event, which was also attended by the Georgian Deputy Minister of Culture, also allowed visitors to enjoy the unique Georgian style of polyphonic singing and rich voices which characterise the Rustavi Choir and also many other Georgian performers, including their own martial arts performers who performed a choreographed fight scene from the legend of 'Jason and the Golden Fleece'.





Sail Training Ireland

Dublin Port Company and Dublin City Council signed an agreement with Sail Training Ireland to develop a local Dublin-based Sail Training Programme as a legacy to their partnership during the 2012 Tall Ships Festival. This project will result in up to 10 tall ship visits to Dublin per annum, 100 young Dublin trainees undertaking voyages and 5,000 visits on board ships as they are docked at the quayside in Dublin.



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Cruising to Success

Over 87 cruise liners came into Dublin Port in 2014, including the Marco Polo (above), the Ruby Princess (below), The Club Med 2 (bottom) and mega-yacht, cruiseship Le Boréal, which docked at Dublin Port on June 8. At 142m long, Le Boreal was built by the Italian Fincantieri shipyard and can accommodate 264 guests in 132 luxury cabins.





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Dublin City Liffey Swim 2014

Dublin Port Company sponsored the 95th Liffey Swim on September 13, which commenced from Watling Street to the Custom House. Over 260 men and 100 ladies competed for the prestigious Liffey Cups, in what is generally regarded as the highlight of the open sea swimming season. The Dublin City Liffey Swim is regarded as an Open Sea Race as for much of the race, swimmers are battling against an incoming tide and are swimming in salt water.





Lots of Fun at the Fringe

The 2014 Tiger Dublin Fringe, opened with a bang, as a once-off large-scale outdoor performance turned Santiago Calatrava's Samuel Beckett Bridge into Ireland's largest musical instrument, telling the story of the Harp of Dagda on a massive scale.

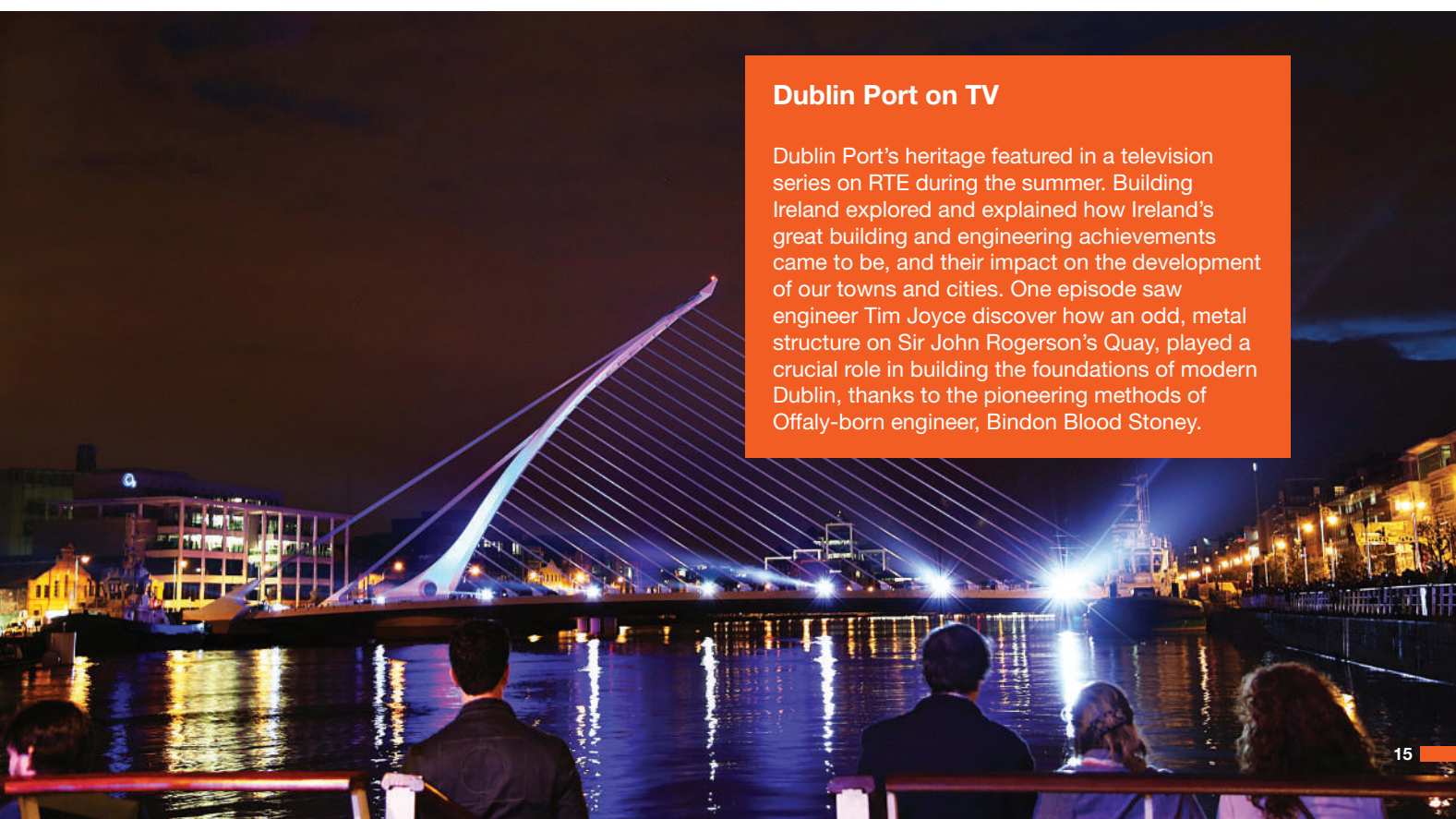
Tom Lane's composition was inspired by the frequencies of the elegant supports or 'strings', featuring artists on the bridge, the river and its north and south banks.

This huge undertaking, rejoicing in the bridge and the city, brought together musicians and performers from all over Dublin, and featured lyrics written by Lily Akerman.

They were joined by opera singers, drummers and dancers, who brought the area to life in spectacular new ways.

Dublin Port on TV

Dublin Port's heritage featured in a television series on RTE during the summer. Building Ireland explored and explained how Ireland's great building and engineering achievements came to be, and their impact on the development of our towns and cities. One episode saw engineer Tim Joyce discover how an odd, metal structure on Sir John Rogerson's Quay, played a crucial role in building the foundations of modern Dublin, thanks to the pioneering methods of Offaly-born engineer, Bindon Blood Stoney.

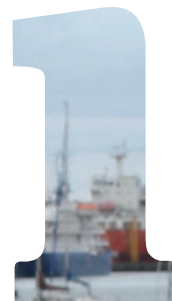




Vintage Rally

Ireland's vintage commercials transport extravaganza took place on September 28 at Dublin Port, which saw more than 2,000 visitors enthralled by a plethora of vintage vehicles, including single and double decker buses, army trucks, private cars and motorbikes and a 1927 Garda car. The event also saw two vintage double decker buses taking more than 500 visitors on guided tours of Dublin Port, provided by DPC's management.





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River Liffey Clean-Up 2014

Following the success of the 2013 River Liffey clean-up, Dublin City Council and Dublin Port Company organised a further joint operation between May and September 2014. Due to the previous year's operation, the quantity of waste was less, but the scope of operation was lengthened as far west as Heuston Bridge.



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Minister Visits the Port

Minister for Transport, Paschal Donohoe TD had an early 5am start on Friday, October 10, to witness the first container vessel discharge at Dublin Port. Minister Donohoe was very impressed with the speed of the Ro-Ro operations. He met with Brian Dalton, VTS operator, to discuss ship movements and berthing operations within the Port.



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Liffey Cruise

Dublin Port Company, Sail Training Ireland and Irish Sailing Association linked up with the Cruising Association of Ireland's yearly Liffey Cruise to create the Dublin Port Parade of Sail on the weekend of September 27 & 28.

Dublin Port Company have installed new permanent pontoons on the River Liffey at North Wall Quay (beside the 3 Arena). A large contingent from the boating community took part in the flotilla to officially open these pontoons, which are now available for use by vessels wishing to visit the Capital City. The purpose of this event is to promote the River Liffey as a destination for the boating community.







Pictured at the official opening of the new trade car terminal are Eamonn O'Reilly CEO, Dublin Port Company; Lucy McCaffrey Chairperson, Dublin Port Company; and Paschal Donohoe TD, Minister for Transport, Tourism & Sport.

New Trade Car Facility

Dublin Port Company has invested €3.4m in a new Trade Car facility, catering for 2,500 vehicles.

Dublin Port Company's new trade car terminal was officially opened in October 2014 by Minister for Transport, Tourism and Sport, Paschal Donohoe TD.

The new facility is located at East Wall Road and will cater for 2,500 vehicles at a time, monitored by a state-of-the-art security system manned on a 24/7 basis, 365 days a year. The opening follows a 13-month development and construction phase and a €3.4m investment.

80-Metre Flyover Bridge

The works included the construction of a new 80-metre flyover bridge across East Wall Road. The bridge allows cars to move between the port estate and the new terminal without any interruption to traffic in the surrounding areas. The perimeter of the terminal also incorporates a 'living wall', or vertical façade of green plants, which will be visible from East Wall Road by mid-2015 as a permanent feature of the facility.

Measuring 4.3 hectares, the terminal will accommodate the growing number of trade vehicles entering Dublin Port as Ireland returns to economic growth. Figures for 2014 show a strong increase in numbers.

There were 58,399 trade vehicles recorded in the first nine months of 2014, up 29.8% on the 44,987 that arrived in the same period in 2013. New figures for the third quarter of 2014 show the arrival of 14,802 trade vehicles, mostly new cars destined for car dealerships, up 48.8% on the corresponding quarter in 2013.

Renewed Confidence

"The opening of the new trade car terminal at Dublin Port signals confidence in Ireland's economic recovery and motor industry," noted Minister for Transport, Tourism and Sport, Paschal Donohoe TD. "The car industry supports thousands of jobs and this investment by Dublin Port Company will further facilitate the growth in this sector. The opening of the terminal



reaffirms Dublin Port Company's commitment to planning for future growth in a timely and forward-thinking manner."

Lucy McCaffrey, Chairperson, Dublin Port Company, added: "Dublin Port Company made a commitment in the Masterplan to utilise existing lands to the greatest extent possible. By locating the new trade car terminal on East Wall Road, Dublin Port Company has further consolidated its use of existing quayside space, allowing other port operations to benefit from improved proximity to the quays. Today's trade car terminal opening is a very practical example of how Dublin Port Company is delivering on that commitment under the Masterplan."

Eamonn O'Reilly, Chief Executive, Dublin Port Company, noted how the new facility will cater for the growing number of trade vehicles arriving at Dublin Port. "We expect 2014 to be Dublin Port's strongest year for trade since the peak of 2007 and trade vehicle imports will be an integral part of future growth," the CEO concluded.





Tug Of Love!

Tug Master Paul Dorgan explains the key role Dublin Port's tugs play in the life of the port, particularly in adverse weather conditions.

When the wind is howling up a storm, the rain is lashing down like a waterfall and you're trying to get a car carrier into a berth in Dublin Port, who are you going to call? The names Beaufort and Shackleton might not be the first to your lips, but Dublin Port Company's two tug boats are arguably the most vital names to have on your side in such an event.

"Ships that wouldn't normally use tugs, such as ferries, may need them in bad weather. When winds get above 30 knots, we tend to be a little bit busy," smiles Tug Master, Paul Dorgan. "If you get a south-easterly gale, which blows right into the bay, we are very busy. Ships can break down, and we have been called in at short notice to get a ship out of trouble, so we have to be ready for all eventualities."

The affable Tug Master explains, however, that the tug teams' main role "is to assist ships that would be restricted in their movements within the confines of the port. These are larger ships that, in the normal course of navigating, are fine in open water but when they come into the confines of a port, they are not very manoeuvrable and so need the assistance of tugs."

In the main, it's larger vessels, from container ships to cruise liners or deep drafted tankers, who need the assistance of tug boats. "Most ship's masters will know from experience whether they need a tug or not, based on wind strength and direction," Paul notes. "Smaller ships would use just one tug, while larger ships tend to use two tugs, to hold them in up



in the wind. If they don't have tugs, they are at the mercy of the elements and can cause damage to the ship and the infrastructure in the port."

The tug crews tend to do most of their work at night, Paul explains, as the majority of vessels tend to arrive for an 8am start, which means that they might be entering the bay from 5am.

A Real Team Effort

When a large ship is arriving into Dublin Port, ensuring it gets safely to its berth is very much a team effort, involving all elements of Dublin Port Company's marine department, including the Harbour Master's office, the VTS team (Vessel



Tracking System), the shipping desk, the pilots and pilot boats, as well as the tugs themselves.

"We are all well used to the procedure of getting a ship safely from the bay to the berth, and vice versa," Paul notes.

The shipping desk receive long-term notice of a ship's arrival from a shipping agent, so the team are aware that a vessel is due into the port on a particular date. On that date, the ship will contact the VTS station, approximately two hours before their ETA. The VTS team then liaise with the ship's master on a berthing time, depending on a number of factors, including tides, available berths etc.

The ship then contacts the VTS team again when they are 30 minutes from the pilot boarding position, south of the main channel in Dublin Bay. This is the signal for the pilot boat to head out to meet the ship, where the pilot boards the incoming vessel to guide it safely into harbour. At the same time, the tug crews board their boats and prepare to meet the vessel at "the Lights" (adjacent to the Poolbeg Lighthouse and the North Bull Lighthouse).

"We know exactly where the ship is because the tugs are fitted with a chart plotter with AIS (Automatic Identification System), which reveals the ship's location and identity," Paul reveals.



Tug Master Paul Dorgan, pictured in the engine room of the Beaufort, one of Dublin Port Company's two tug boats.

"Indeed, we can see every ship in the bay and know exactly what speed they are doing, what course they are on and even the size of the ship, the length, weight, engine type etc.

"We try to meet the incoming ship around the North Bank Lighthouse, between the VTS and the Poolbeg Lighthouse," Paul explains. "The reason we don't meet them further out is because some ships like to keep their speed up coming in for steerage. If a ship was doing above 10 knots, that's not comfortable for us to make our line fast. We like to be a little slower than that, around seven or eight knots, when a ship throws down their heaving line, which we then use to make our line fast."

Good Communication Channels

It's then all about communication between the pilot and the tugs. "The pilot is the Port's representative, who has exceptional local knowledge of the Port," Paul explains. "Every pilot is a Master Mariner and they have great knowledge of ships and their manoeuvring capabilities, and they liaise very closely with the ship's master. We have a great relationship with the pilots. We know them all very well and all their individual traits and peculiarities," he laughs.

By this stage, it has been decided which tug will be fore of the ship and which will be aft, and all stakeholders know which berth the ship is going to, what other ships are in proximity to that berth, the state of the tide and the weather forecast (wind strength etc).

"We know exactly where the ship is because the tugs are fitted with a chart plotter with AIS (Automatic Identification System)."

"If you are swinging a ship into Alexandra Basin, for example, and there's a strong westerly wind blowing, between ourselves and the pilot, we would have to adjust certain parameters to ensure it gets safely to berth," Paul explains. "It might mean the tug which is aft 'putting a drag on' the ship by towing to the east to slow the ship down, in combination with the ship's engines. Some ships have to swing right around so their bow is facing east but all this is established well before it happens, so everyone from the pilot to the tugs are working to the same purpose."

The pilot and the tug master are in constant contact during this process, via their own dedicated radio channel, as clear and

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open communication is critical throughout the berthing process. When the vessel is almost in its berth, the tugs go into “push mode”, nudging the ship into place, but Paul reveals that the tugs can also lift the ship off if it is moving too fast towards its berth. “When we get to within five metres, we ease up completely,” he explains. “A ship could weigh 30,000 tonnes, which could do a lot of damage to a quay wall and to the ship itself. We hold the ship in position until the mooring lines are out and then the tugs are released.”

The tugs are called into action approximately 700 times each year, with Paul estimating that in the region of 50% of this is weather-related work. While the number of vessels needing tugs has fallen from the highs of the Celtic Tiger years, it is creeping back up again as Ireland's economy improves and more large vessels (car carriers in particular) are entering the Port.

Fire Fighting

Dublin Port's two tugs, Beaufort and Shackleton, are operated by a two-man crew, one tug master and one tug mate, operating the engines, both of whom have strong seafaring experience. The two tugs in Dublin Port also double as fire-fighting boats. “We can push a hell of a lot of water through our fire monitor. We're not fire fighters, per se, but we have fire fighting capabilities and work hand in hand with the fire service,” Paul explains.

“The current tugs are a lot more powerful than the old fashioned tugs.”

If a ship is on its maiden voyage into Dublin Port, the tugs sometimes use the fire monitors to spray water in an arc to welcome it to the Port. Indeed, this use of the tugs will be familiar to most Irish people, who viewed last year's hugely popular TV and cinema ad for the National Lottery, which saw the tugs creating a rainbow across the Liffey.

The tugs are also used to provide visiting dignitaries and representatives from other ports with a tour of Dublin Port,

usually in the company of the Harbour Master, while they are also in operation when the tall ships come to town.

One interesting use of the tugs in recent years was when they were used to tow the Samuel Beckett Bridge through the East Link Bridge and into place. “There was a pilot on the bridge and there were only a couple of metres to spare each side, so that was an interesting job,” Paul smiles. “The Dutch engineers had their figures worked out to perfection, though, so it fit perfectly.”

Strong Experience

Paul himself came into Dublin Port in 1983 and has been working on the tugs for 20 years. It's something of a family tradition, as Paul's father was a tug master in Dublin Port, back when the tugs were traditional propeller tugs and not the latest Voith Schneider vessels.

“The current tugs are a lot more powerful than the old fashioned tugs. They're shorter, but they have capability of 55-tonne Bollard Pull, which is almost three times the power of the older tugs,” the Tug Master explains. “Engine-wise they have around 5,500 horsepower, so they can pull a fair weight, and you need that, because ships are getting bigger all the time, especially modern cruise liners like the Dawn Princess, which are 294 metres long.”

The liners don't use tugs as often as one might think, however, as they are fitted with stern thrusters and azipods, the latter being a very manoeuvrable propulsion system. However, 2014 saw more than 90 cruise liners berthing at Dublin Port, so it is a growing concern and the Dublin Port Masterplan includes plans for a dedicated liner terminal.

“You get a real feel for this job and that comes from experience,” Paul concludes. “With different ships, weather conditions and even different pilots, no two jobs are the same, which makes it very interesting work. As jobs go, it's a perfect job for a seafarer. Even though people go away to sea, as family circumstances change, they tend to settle down and get a shore-side job but there aren't many jobs for seafarers shore-side. The Port is a great employer of ex-seafarers, and this is a great job.”



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Corporate Social Responsibility **Giving Back to the Community**

Corporate Social Responsibility is at the heart of
Dublin Port Company's strategy.

Corporate Social Responsibility (CSR) has a central and important place at the heart of Dublin Port Company's Strategic Plan, where they define CSR as "the commitment of the Port to contribute to sustainable economic development – working with employees, the local community and society at large to improve the quality of life, in ways that are both good for the business of the Port and good for Dublin City, its citizens and visitors".

In particular, Dublin Port Company recognise their role in the local communities with which they have had strong connections over past generations and their CSR

programme comprises three elements of support for these local communities:

- Education as a means to improve the economic wellbeing of local people through to the generation of employment opportunities in the local economy;
- Community events;
- Sports in local communities and in Dublin Bay.

The CSR policy approved by the Board sets a target for the company's cash contribution to CSR activities at 1% of Profit Before Tax.

Below is an illustrative range of some of Dublin Port's CSR activities during 2014, across the three strands of their support.

NCI Early Learning Initiative

Dublin Port commenced a multi-annual programme to support National College of Ireland's (NCI) activities including its Early Learning Initiative (ELI).

ELI is an educational support programme that operates in four parishes in the port area. It commenced programme implementation in 2006 after a period of research and development. The ELI supports schools, families and Early Childhood Care and Education Centres (ECCE) in the community to participate in a range of educational activities that are aimed at addressing educational disadvantage. It does this through the provision of a programme of activities, professional development training and resources for children, parents, families, schools and ECCE practitioners that span the early years through to third level.

Ringsend and District Response to Drugs (RDRD)

Dublin Port have supported Ringsend & District Response to Drugs (RDRD) for many years. RDRD works with young people and their families in their struggle to become free of drugs.

To date, RDRD has worked with 178 families in the local community. Many of the families are living in very tragic and traumatic circumstances. Some experience serious illnesses, suicide, poverty, loss and the dreadful feeling of hopelessness. In Dublin Port Company's experience, providing knowledge and support through rehabilitation and education



can make a very positive impact on the family lifestyle and their environment.

Each year, the Ringsend & District Response to Drugs, in partnership with Dublin Port Company, hosts a graduation



ceremony to celebrate a number of participants that achieve drug free status. This sends a strong message that there is hope and you can make a difference. To date, 78 people have successfully maintained their drug free status with the project.

In addition, RDRD runs an awareness festival each year, including a wide range of creative programmes through art, drama, workshops, information evenings and competitions in schools.

In 2014, over 500 families from areas such as Pearse St, Ringsend and East Wall participated in the festival.

Scholarships Programme 2014

Since the commencement of the DPC Scholarships Programme in 2001, over 600 students have received financial support for their third level educational choices. Last year, 32 successful applicants were awarded scholarships, ranging up to four years in duration. All applicants were required to attend for interview and all applications were objectively assessed by an independent interview panel.

In total, DPC currently supports over 100 local students in furthering their education at third level. From 2001 to 2014, 599 students received funding through the scholarships programme.

Applications will open again in August 2015.

Sport

Dublin Port and the River Liffey are vibrant areas for water sports activity and Dublin Port Company recognises the value of these activities to the local communities. They continued to provide support to the two local rowing clubs' (St. Patrick's and Stella Maris) annual regattas, the Dublin Currach race, which is held in the Tolka estuary, the Poolbeg Yacht and Boat Club's and Clontarf Yacht Club's sailing regattas and the annual Liffey Swim.

In addition, the company provided support to the Clan na Gael GAA club in Ringsend. The support goes beyond the realm of sport as the club is deeply rooted in local community activities. The club provides its facilities to various local community groups, including Special Olympics, local resident groups, local charities, Ringsend and Irishtown Response to Drugs and the Ringsend and Irishtown community centre.

The club also plays an active role in education and has set up a partnership programme with Trinity College whereby, in exchange for the use of club facilities, Trinity College students provide grinds to local Junior and Leaving Certificate students.





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The new Fire Main sub-station and switch gear room.

New **Firefighting** System Installed

Dublin Port Company have invested in a state-of-the-art firefighting system, providing added reassurance to port clients and users.

Against a background of increasing requirements for firefighting capability in SEVESO sites, Dublin Port Company (DPC) joined together in recent years with operators of SEVESO facilities in Dublin Port, Dublin Fire Brigade and the Health and Safety Authority to review the adequacy of such systems in the Port. This review produced a definitive study which recommended the building of a new firefighting system capable of delivering 50,000 litres per minute at a minimum pressure of 10 bar to replace an older system with a capacity of 16,000 litres per minute.

DPC engaged engineering consultants to design the new system supplied with water directly from the river. This new

saltwater fire main would not only meet the new requirements but would replace the old salt water fire main, which was to be decommissioned once the new fire main was installed and commissioned.

New Quay Structure

The chosen location for the new system's pumps and water intake was a new quay structure located at the northern end of Berth 51. Two statutory consents were required, foreshore and planning. Foreshore was required as the design for the new pump station envisaged a 10m x 4m platform extending over the water and supported on piles. This structure was required to support the five main fire pumps and one smaller



New Pump Station Electrical Switch Gear.

"jockey" pump. Planning permission was required for the building needed to accommodate the electrical switchgear, back-up emergency generator and transformer.

The contractors selected to build the project were DM Mechanical (for the pipe work) and BAM Civil (for the pump house). The overall cost estimate for the project was €9.6m.

The project was approved in July 2012. Works on the fire main pipes started in September 2012 and the pump house works started in April 2013.

The pipe work consists of 3.5km of 600mm and 500mm diameter pipe, laid mostly overground with connections into each of the Port's SEVESO sites and additional connections



New Fire Main Pump Station Control Panels.





New Underground Flow Meter.

throughout the network to allow Dublin Fire Brigade to connect its fire tenders.

Five Main Pumps

The pump house has five main fire pumps (with one pump in standby) along with a system jockey pump.

The pumps (main and jockey) are controlled by a PLC system, located in the pump house. HMI interfaces are used to control and monitor the system. One HMI is located in the pump house and a second HMI is located in DPC's port operations control centre, which is manned 24 / 7.

The jockey pump's function is to maintain system pressure and, under normal operating conditions, it will keep pressure above 11 bar, with a stop pressure of 14 bar. This compensates for minor leaks. When the pressure in the line falls below 10 bar and the jockey pump cannot maintain system pressure, indicating fault conditions or high demand, the system goes into alarm.

The alarm monitoring station in the port operations control centre is now active, requesting interaction from the operator to acknowledge the alarm condition. The operator now starts the main fire pumps if required.



New Emergency 2.5 Mega Watt Back-up Generator.



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DFB External Training was established by Dublin Fire Brigade (DFB) as an independent training entity. It provides essential fire, health and safety training to private and public sector organisations and individuals outside of DFB personnel. All training instructors are qualified fire officers, providing the latest in safety training. The content and delivery of all courses are of the highest quality in excellence and best practice.

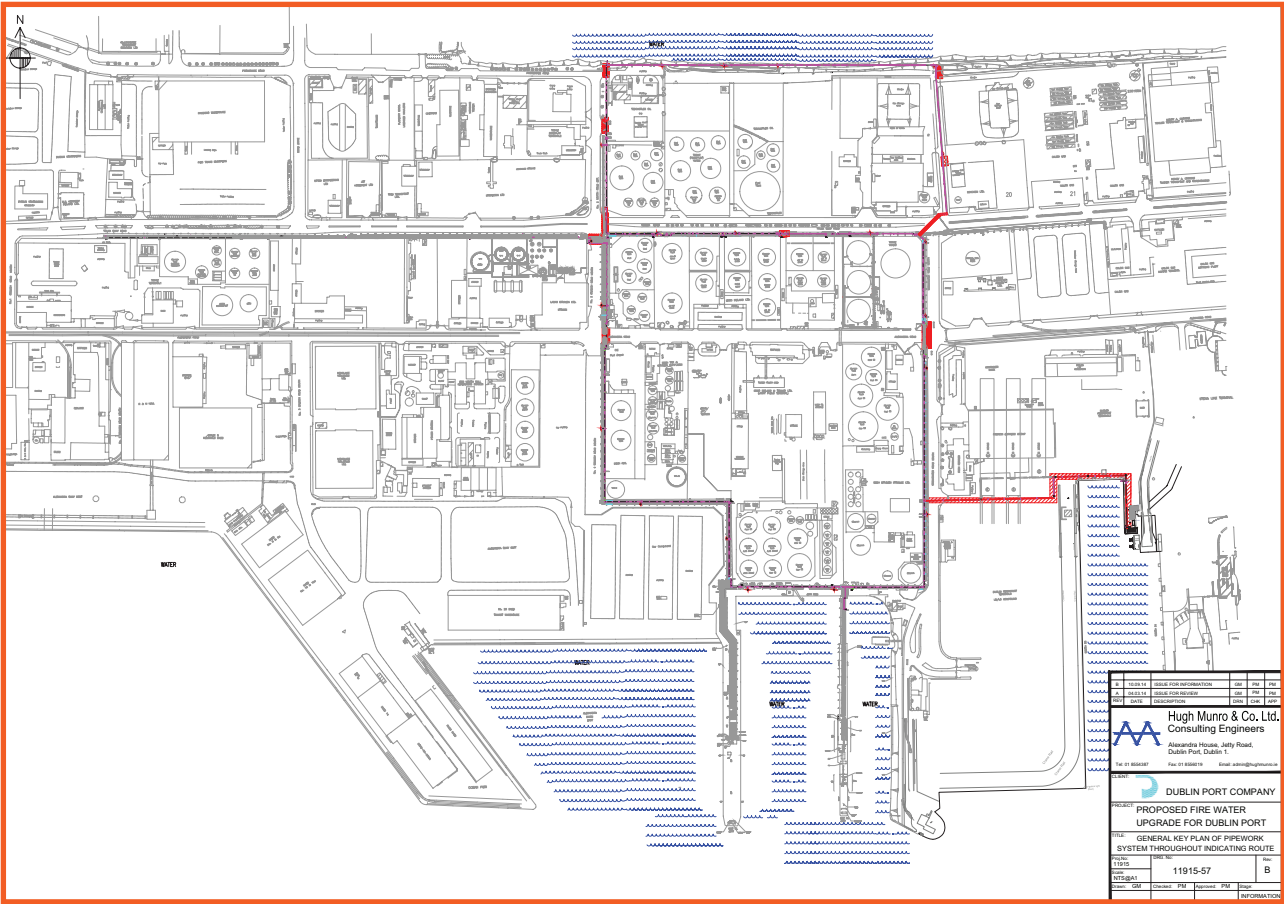
COURSES INCLUDE:

- Advanced Marine Firefighting 5-day – (STCW-95)
- Marine Firefighting 3-day – (STCW-95)
- Medical Care aboard ship 5-day – (STCW-95)
- Medical First aid aboard ship 3-day – (STCW-95)
- Full Fire Service Recruit Course
- Road Traffic Collision Course
- Turntable Ladder Driver/Operator
- Swift Water Rescue Technician
- C.A.F.S. Operator
- ROSPA Accredited Advanced Driving
- Compartment Fire Behaviour/Instructor
- B.A. Wearer/Instructor
- Rope Rescue
- Fire Marshal/Fire Safety Awareness/Fire Manager
- Safe Use of Portable Fire Firefighting Equipment
- Occupational First Aid
- Emergency First Responder
- A.E.D. Training
- Emergency Medical Technician
- Confined Spaces
- Manual Handling
- Water Awareness
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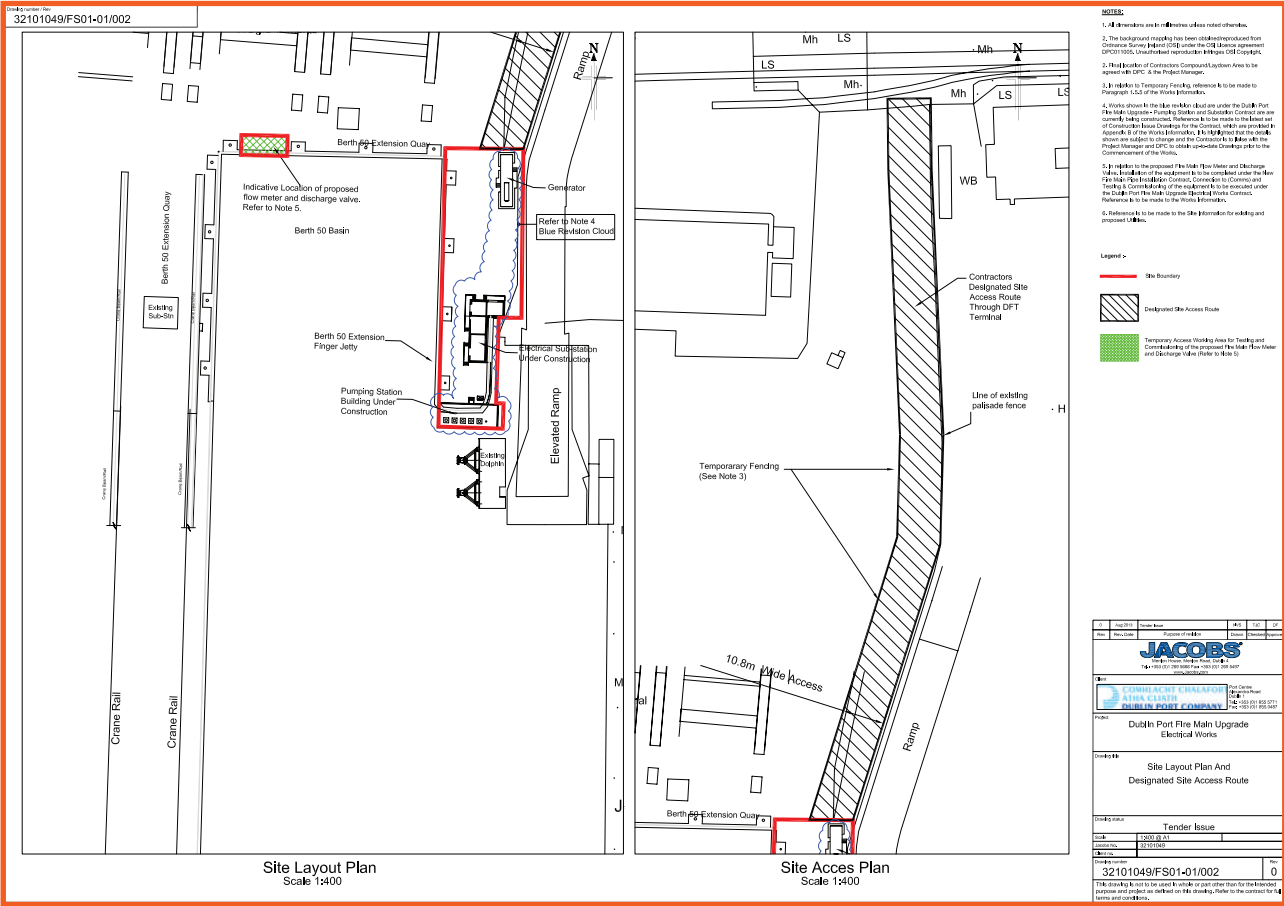


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Dublin Fire Brigade keeping you safe



11915-57 (B) General Keyplan of Pipework System Throughout Indicating Route.



Drg32101049-FS01-01-002-Site Layout Plan.



The new Fire Main Pump House.

Once the operator hits the start button, the first pump comes online and thereafter the system is fully automated.

It takes 20 seconds for the first pump to ramp up to full speed. From here on, the control of the pumps is determined by system pressure and, if the first pump cannot maintain the required pressure, the second pump will come online and so on. With the four pumps running simultaneously, the system can deliver 46,250 litres per minute at a pressure of 12.6 bar (at the furthest location from the pump house).

The stopping of the pumps is similarly determined by pressure in the system. As demand for firewater reduces, pressure in the system rises and pumps are automatically stopped one after the other.

Surpassing Recommended Capability

If there is a requirement for more than 46,250 litres per minute, the new firewater system is augmented by the port's separate oil jetty system. The two systems operating together can



The new 500mm diameter Fire Main Pump.

deliver 60,000 litres per minute at 12 bar, thereby surpassing the recommended capability of 50,000 litres per minute.

The new firefighting system is powered off mains electricity but has a backup 2.5 MVA diesel generator that starts automatically should mains power be lost. The system was fully commissioned in December 2014.



The pumps are controlled by a PLC system.

Taking Sustainability Seriously

Dublin Port Company recently launched its first annual Sustainability Report, which showed the positive results active across energy, waste and water, as well as its impressive CSR development.



Dublin Port Company's first Sustainability Report was launched recently by Paschal Donohoe TD, Minister for Transport, Tourism and Sport. The new report, to be published annually, provides an account of Dublin Port Company's sustainable development responsibilities, challenges and achievements from the previous year with regard to economic, environmental and social considerations.

The report documents the integrated approach that Dublin Port Company takes to facilitating the movement of passengers and goods through Ireland's largest, busiest port – servicing an economic need – balanced with the needs of the port's natural and built environment, and the local communities it operates alongside.

In launching the report, Minister Donohoe highlighted Dublin Port's status "as a port of national significance and its contribution to the economic, environmental and social development of the country and our capital city". He went on to describe the publication of the report as "a milestone in assisting individuals and organisations to further understand

Dublin Port's significant role in this regard, and its future potential. It is important that ports take a holistic approach to their operations, including sustainable business practices, and I commend Dublin Port on its clear progress in this regard."

Eamonn O'Reilly, Chief Executive, Dublin Port Company, noted how the report "provides an accessible account of the economic, environmental and social considerations that drive our approach to doing business more sustainably today, while shaping Dublin Port's future. We are committed to measuring and reporting on our activities as Dublin Port strives to facilitate economic growth, protect our environment and enrich the lives of local communities. The publication of a new Sustainability Report is further testament to Dublin Port Company's commitment."

His views were echoed by Lucy McCaffrey, Chairperson, Dublin Port Company, who said: "Dublin Port Company is dedicated to operating a sustainable port that is good for business, the city of Dublin and its citizens. It is imperative that we give an account of our stewardship and Dublin Port's

journey to greater sustainability that will facilitate not only a thriving economy, but also a vibrant sea- and cityscape for this generation, and future generations to come.”

Joint Energy Efficiency Agreement

The launch of the new report, which was attended by customers and staff, local community groups, individuals, and elected representatives, also saw Dublin Port Company and the Sustainable Energy Authority of Ireland (SEAI) signing a joint energy efficiency agreement. As a member of the Public Sector Energy Partnership Programme, the agreement means that Dublin Port Company and SEAI will work in partnership to achieve a target of 33% energy efficiency savings and improvements by 2020.

The Sustainability Report includes progress made on energy, waste and water up to 2013. These include:

- 200,000 kWh of energy saved using a building management system installed at Port Centre in 2012; enough energy to power approximately 40 Irish homes for a year;
- Almost 20,000 kWh generated from Dublin Port's first wind turbine installed in 2012, enough to power 6.2 houses per day;
- 96% of waste recycled in 2013, compared to 40% in 2009;
- 200,000m³ water consumed in 2013, compared to 400,000m³ in 2009;
- Metered water levels reduced to 26,553 m³ in 2013, compared to 260,000 m³ in 2009;
- 95% reduction in water consumption achieved over four years by 2013 through elimination of leakages on the port's 260 hectare estate.

Energy Action Plan

During 2014, Dublin Port Company prepared an Energy Action Plan to provide a framework for the continuation and expansion of their many energy reduction initiatives, including:

- The installation of a modern combined heat and power unit in Port Centre which during its first full year of operation in 2013 generated an energy saving of 200,000kWh;
- The installation of new lighting systems in Ro-Ro Terminal 2 which will save an additional 45,000kWh per annum;

- The planned installation of more efficient lighting systems in Port Centre (to achieve energy annual reduction of 35,000kWh);
- The commencement of a trial of new LED street lighting which, if successful, would lead to upgrading street lights throughout the Port estate over time;
- Trialling of gas fuelling of one of their pilot boats;
- The generation of 20,000kWh in 2013 by the 11kW wind turbine which was installed in 2012.

Waste Management

DPC has made significant improvements over the past years with regards to waste management. Through awareness programmes and improved management systems, they have increased their recycling rate from 40% in 2009 to 96% in 2013.

Air Emissions

During an environmental audit completed in 2010 by DPC's environmental team on a customer site, it was identified that there was potential for emissions to air due to the nature of their operations. During 2011, DPC completed air monitoring to verify emission levels within the vicinity of its site.

Cargo particles were identified within the samples taken and DPC requested the customer to review their operations and ensure appropriate Standard Operating Procedures (SOPs) were in place to reduce the risk of emissions to air. Further to this, DPC also requested the customer to implement its own air monitoring programme. A positive relationship developed at the initial stage of the air monitoring programme to ensure it addressed all concerns of both parties. The monitoring took place over a one month period from September to October, 2013, with results confirming no exceedance of limits.





Ciaran Callan, Maintenance and Services Manager at Dublin Port Company (right) and Stephen Collier, Technical Craft Supervisor, pictured with Dublin Port's first wind turbine.

Water Consumption & Sampling

DPC's industry-leading water consumption reduction programme over recent years has enabled them to achieve a 95% reduction in water consumption by the systematic elimination of leakages across the port's 260 hectare estate.

Monthly samples of surface water effluent samples and potable water samples are taken by DPC Maintenance & Services (M&S) personnel and tested by an independent laboratory, with all results reviewed monthly.

Community Highlights 2013

DPC's commitment to its Corporate Social Responsibility (CSR) programme is underpinned by the policy set out in the Company's Strategic Plan 2012 to 2016.

2012 saw DPC establishing an Advisory Group, with membership from both the Board and the Executive, in this regard. The CSR policy approved by the Board sets a target for the Company's cash contribution to CSR activities at 1% of Profit Before Tax.

In keeping with this commitment, DPC is keenly aware of the strong connection with local communities which has been established over many years. DPC's CSR programme focuses on three areas: education; community and sport.

Education

Since the commencement of the DPC Scholarships Programme in 2001, over 600 students have received financial support for their third level educational choices. In 2013, 34 successful applicants were awarded scholarships, ranging up to four years in duration. All applicants were required to attend for interview and all applications were objectively assessed by an interview panel.

In total, DPC currently supports over 100 local students in furthering their education at third level. From 2001 to 2013, 601 students received funding through the scholarship programme.

DPC is also proud to support The Early Learning Initiative (ELI) at the National College of Ireland (NCI). The programme engages with parents, educators and the community as a whole in encouraging children's learning journey at pre-school level and preparing them for later success in school.

The ELI mission is working in partnership with local communities to support educational journeys and achievements. The long-term vision is that ELI will lead the way in providing first class educational support programmes within local communities, thereby enabling children, young people and their families to develop the dispositions, skills and knowledge needed to achieve their educational, career and life goals.

During 2013, more than 3,400 children, parents and professionals in the Docklands took part in one of ELI's programmes, with satisfaction rates averaging 98% across all programmes. Assessments indicate that children's oral language, literacy and numeracy skills have improved and that young people have high aspirations for the future.

Community Activities

Dublin Port Company also continued its support for Ringsend & District Response to Drugs (RDRD). The project team work with families that are experiencing tragic and traumatic circumstances, including serious illnesses, suicide, poverty, drug addiction, alcoholism, domestic violence and homelessness. RDRD provides knowledge and support through the form of rehabilitation and education. One of the most important programmes the project continues to provide is the six week drug awareness programme. In 2013, the project provided support services to 228 families in the local



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community, a 28% increase on the 178 families it supported the previous year.

A graduation ceremony is held every year to celebrate the participants who achieve drug free status. To date, 89 people have successfully maintained their drug free status with the project.

Dublin Port Company worked with Dublin City Council between June and August 2013 to remove extraneous waste from the River Liffey, including bicycles, traffic cones, shopping trolleys, trees and general waste from the river bed and banks.

During the 2013 clean-up, a total of 26 tipper loads were removed during four phases of work:

- Phase 1 – Frank Sherwin Bridge to Rory O'Moore Bridge
- Phase 2 – Rory O'Moore Bridge to Father Matthew Bridge
- Phase 3 – Father Matthew Bridge to O'Donovan Rossa Bridge
- Phase 4 – O'Donovan Rossa Bridge to Halfpenny Bridge

Sport

Dublin Port and the River Liffey are vibrant areas for water sports activity. Recognising the value of these activities to the local communities, DPC continued to provide support to the two local rowing clubs' (St. Patrick's and Stella Maris) annual regattas, the Dublin Currach race held in the Tolka estuary, the Poolbeg Yacht and Boat Club's sailing regatta and the annual Liffey Swim.

In addition, the Company provided support to the Clan na Gael GAA club in Ringsend. This support goes beyond the realm of sport as the club is deeply rooted in local community activities. The club provides its facilities to various local community groups, including Special Olympics, local resident groups, local charities, Ringsend and Irishtown Response to Drugs and the Ringsend and Irishtown community centre.

The club also plays an active role in education and has set up a partnership programme with Trinity College whereby, in exchange for the use of club facilities, Trinity College students provide grinds to local Junior and Leaving Certificate students.

Over the course of 2013, the CSR Advisory Group, established by the Company in 2012, began to assess the effectiveness of the Company's CSR spend through presentations and site visits.

The CSR Advisory Group continued this process in 2014 with a view to bringing forward recommendations to the Board as to the appropriate level of expenditure on CSR activities

and, in particular, the split of expenditure across the main categories of spend.

Dublin Bay Birds Project

Dublin Bay is one of Ireland's most important wetlands for migratory wintering waterbirds and holds the fourth largest breeding tern colony in Ireland. In 2013, Dublin Port Company embarked on a three-year Dublin Bay Birds project with BirdWatch Ireland, a new programme of waterbird monitoring and research. The project examines in greater detail how birds use Dublin Bay for feeding and roosting, while investigating their movements between Dublin Bay and neighbouring wetlands. The 2013 highlights include the individual marking of 118 Oystercatchers with coded rings, bi-monthly waterbird counts and the construction of a new temporary nesting site in the Tolka Estuary, since colonised by the terns.

Additional surveys of the Port area (between the two sea walls) included all-day surveys, gull roost surveys, nocturnal observations, tern foraging movements and spring low tide observations.



Seán O'Farrell and Christy Foley, Maintenance & Services.



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Bernadette Brazil, Environmental Health and Safety Specialist, Dublin Port Company.

"Our commitment to achieving the highest feasible environmental standards requires us to better understand the environment within which we operate, particularly the natural habitats within and adjacent to the Port," noted a company spokesperson. "2013 was the first full year of our multi-annual cooperation with BirdWatch Ireland in the Dublin Bay Birds project and this project is beginning to increase greatly the understanding of the habitats within the Bay and the movements of birds throughout the year."

2014 Initiatives

As mentioned, the Sustainability Report is to become an annual publication and DPC has put in place a number of initiatives during 2014, including the development of an internal magazine, *The Mariner*, to inform staff and the wider community on DPC news, as well as the development of an air monitoring programme to assist in pattern identification.

Other 2014 initiatives included updating DPC's existing Traffic Measurement System to increase accuracy on vehicle classification on primary access routes, as well as the development of a company intoxicant testing policy, with the provision for random testing in line with best practice.

Wind Energy

DPC has been very proactive in managing its energy use and reducing its carbon footprint in line with its environmental commitments through certification with both Ecoports and ISO 14001. In order to progress this on-going carbon reduction programme to a higher level, DPC purchased an 11kW wind turbine to provide electricity at a cost of €60,000. This project was defined as a pilot stage and subject to performance, the case would be explored as to the value of replacing the plant with a significant MW unit.

The 11kW wind turbine features active blade pitch control. The blades are automatically controlled to optimise aerodynamic performance under different operating conditions. Bigger blades give more power but demand a more sophisticated control mechanism. This feature enables the turbine to pick up on low wind speeds and, above rated speed,

the turbine can safely draw rated power, which is not achievable with a stall controlled machine. In extreme winds, the blades can be feathered 90 degrees out of the wind, which greatly reduces the wind load. Finally, the blade pitching mechanism serves as a very effective emergency brake.

The turbine also features active yaw control. A wind vane and anemometer are monitored by the turbine microprocessor and used to direct the yaw motor so that the turbine is optimally aligned to the wind. Not only does this improve efficiency but it reduces fatigue loading on the turbine.

If the turbine were to experience some unforeseen set of events and went into an over speed, its failsafe hydraulic brake will bring the machine to a standstill. The brake is failsafe in that it must actively be kept open.

The structural design of the blades has been optimised for performance, strength and durability, while the turbine employs a monopole mast which can withstand hurricane force winds.

The turbine is GSM (Global System for Mobile Communications) linked, so it can be continually monitored and its data recorded. In the event of a fault, it will be immediately and automatically diagnosed. In the event of extreme weather, the turbine can be remotely shut down.

The wind turbine was installed on March 30, 2012. DPC are reviewing and recording the performance of the wind turbine on a weekly basis. Between January 1 and December 31, 2013, a total of almost 20,000kWh had been generated by the wind turbine, enough energy to power 6.2 houses per day.

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IWT Rail Link a Spur to Success

IWT's rail freight service, connecting Ballina and Dublin Port, has proved a massive success for both exporters and importers since its launch in 2009.

The decision to run a rail freight service from Ballina to Dublin Port by International Warehousing & Transport (IWT) may have seemed like folly during the economic downturn, but it has proved a shrewd move for the Irish transport and logistics company, which now operates seven trains per week each way between the Mayo town and the port.

Before IWT began their service, rail freight in Ireland was controlled and operated by CIE/Irish Rail, whose services ran from Cork, Waterford, Limerick, Sligo and Ballina to Dublin's North Wall, along the north quays, close to Dublin Port.

"In 2005, however, Irish Rail made the decision to get out of unit load rail freight," recalls Derek D'Arcy, Director at IWT.

At that time, IWT were a freight customer of Irish Rail. "We could pay for one container on a train, if that was what we needed," Derek recalls. When they exited the rail freight business, Irish Rail informed IWT that they would put in place a facility for a company to lease a full train: it was up to the company to then sell the space on the entire train, consisting of 18 carriages. IWT then enquired about leasing a number of trains on a weekly basis to run right into the Port itself.

"We gathered a group of people in a room in the Department of Transport," recalls Derek, "including representatives from the Department themselves, the Irish Exporters Association, Dublin Port Company, shippers, stevedores etc, and put the proposal forward that we were interested in running a train from Dublin



Port to Ballina and vice versa. We needed the cooperation of a number of stakeholders. Dublin Port Company came on board straight away, as did Burke Shipping Group and Irish Rail, so we knew immediately that this could work."

At that time, bulk goods trains ran down to the Tara Mines site at Dublin Port, and all it took was a little maintenance and track repair to the east of that line, so the train could run further into the Port area.

Hugely Successful

August 2009 saw the first train running from Ballina to Dublin Port, stopping on Alexandra Road. "At the time, Dublin Port cordoned off the road and we lifted our containers from the train to the quay wall," noted Derek.

Initial take-up was good and IWT soon began running two trains per week in each direction. "We began with our own business and then sold container space on the train, mainly to



IWT now operates seven trains per week each way between Ballina and Dublin Port.



The IWT rail link brings materials to the west of Ireland mainly from across Europe, while it also exports goods from Sligo, Mayo and Galway right across the world, as far away as South America and New Zealand.

European shipping and transport companies or manufacturers who were supplying ingredients to companies in the west of Ireland,” explains Colin Dunne, Joint Managing Director, IWT.

Colin believes that the operation proved successful because previously, rail freight in Ireland was “only ever seen as a domestic proposition and we saw it as being much bigger than that. We already had an operation in Holland so we used our contacts there to tap into that market, the Benelux region and Germany.”

Admitting that loading and unloading on Alexandra Road wasn’t “an ideal situation”, particularly when the service increased within six months to five trains per week in each direction, IWT approached Dublin Port Company with a proposal to consider extending the railway track onto the quay wall.

“We put a business plan to them and they agreed that it was a good idea, so much so that DPC invested €1.5m in building 1.4 kilometres of rail spur which runs along Alexandra Road and veers off to Ocean Pier,” Derek explains.

“It wasn’t just because of our growing volumes,” Colin adds. “I think Dublin Port Company recognised that this is the model that is applied throughout Europe. If you’re not ship-side, you’re not a player in an international freight context, plus, you’re adding an extra element in terms of cost and time.”

Significant Investment

So successful has the rail proved that IWT are now running seven trains per week in each direction. Equipment is utilised on a ‘roundtrip’ basis, thereby removing both the laden and empty freight mileage from the Irish road network, reducing our carbon footprint and providing a statistically safer mode of transport. It has proved a significant investment for IWT.

“We have bought a haulage company, purchased a depot and invested over €1m in equipment, so this is a big operation,” Colin notes. “Since we started this operation in 2009, the spend on rail freight in Ireland is probably in the region of €12-15m. Rail freight can be as competitive in the overall transport picture and it is proven in terms of integrity of service. During the really bad snow, we operated as normal, which might not have happened if our clients were dependant on road transport.”

Previously, all the containers in Ireland were stored in port in Dublin, Cork, Waterford and Belfast, Derek explains. Now, however, IWT’s Ballina depot means that their clients in the west of Ireland can have containers delivered within maybe half an hour, compared to the five hours it might take to get it from Dublin, so “it has effectively brought shippers and their global suppliers closer to Dublin Port”.

“It enhances the attractiveness of Dublin as the port of choice to clients delivering to or from the west of Ireland,” sums up Colin.

The IWT rail link brings materials to the west of Ireland mainly from across Europe, while it also exports goods from Sligo, Mayo and Galway right across the world, as far away as South America and New Zealand.

Environmental Advantages

It is also extremely good news for the environment. It is estimated that the IWT train takes approximately 250 trucks per week off Irish roads, which is a massive 13,000 less container trucks on our roads every year, which equates to 1,200 tonnes of CO² emissions saved. Perhaps even better news is that there is huge potential for even more savings.

"Rail freight represents less than 1% of every piece of freight that moves on this island," Colin explains, "so there is huge untapped potential there."

So could a similar rail freight line work for other parts of the country?

"Yes, it could, and we are constantly looking at other routes," Colin reveals. "What is required is stakeholders and commitment. There is a very substantial risk to something like this. But as an international company, we have significant worldwide shipping so we can effectively be our own biggest customer when it comes to rail freight. It wasn't without risk but we had enough belief in the product, in ourselves and in where we saw it going: that is why we established the only containerised rail transport in and out of Dublin Port."

Multiple Benefits

The benefits for a potential client are manifold. Flexibility is a major advantage, Derek stresses, while Colin points out other potential gains.

"Multinational companies are interested in quality, price and innovation," he says. "They also want to deliver on sustainability and to decrease their carbon footprint, especially when it doesn't cost them anything. Rail freight can do all of that. It also leads to a more fluid supply chain. The fact that companies in the west of Ireland can now have a container on site within perhaps half an hour cannot be underestimated. That's not just about cost of shipping but the cost of the entire factory. It requires a mature buyer to look at rail and to incorporate it into their supply chain."

Colin also feels that there is scope for success in terms of moving domestic freight around Ireland. "If you are at a concept stage at looking at locating a distribution centre in the west of Ireland, it should be rail-side," he advises. He cites the example of the hotel sector as a perfect formula, where, for example, clean linen goes in one direction and dirty



Colin Dunne, Joint Managing Director, IWT.

linen comes back, so there are no empty containers. "If that industry, and many others, were structured in a way that was complementary to rail, there are endless opportunities," he says.

IWT turns over in the region of €40-45m per year, a substantial amount of which goes through Dublin Port and the company is keen to highlight its superb working relationship with Dublin Port Company.

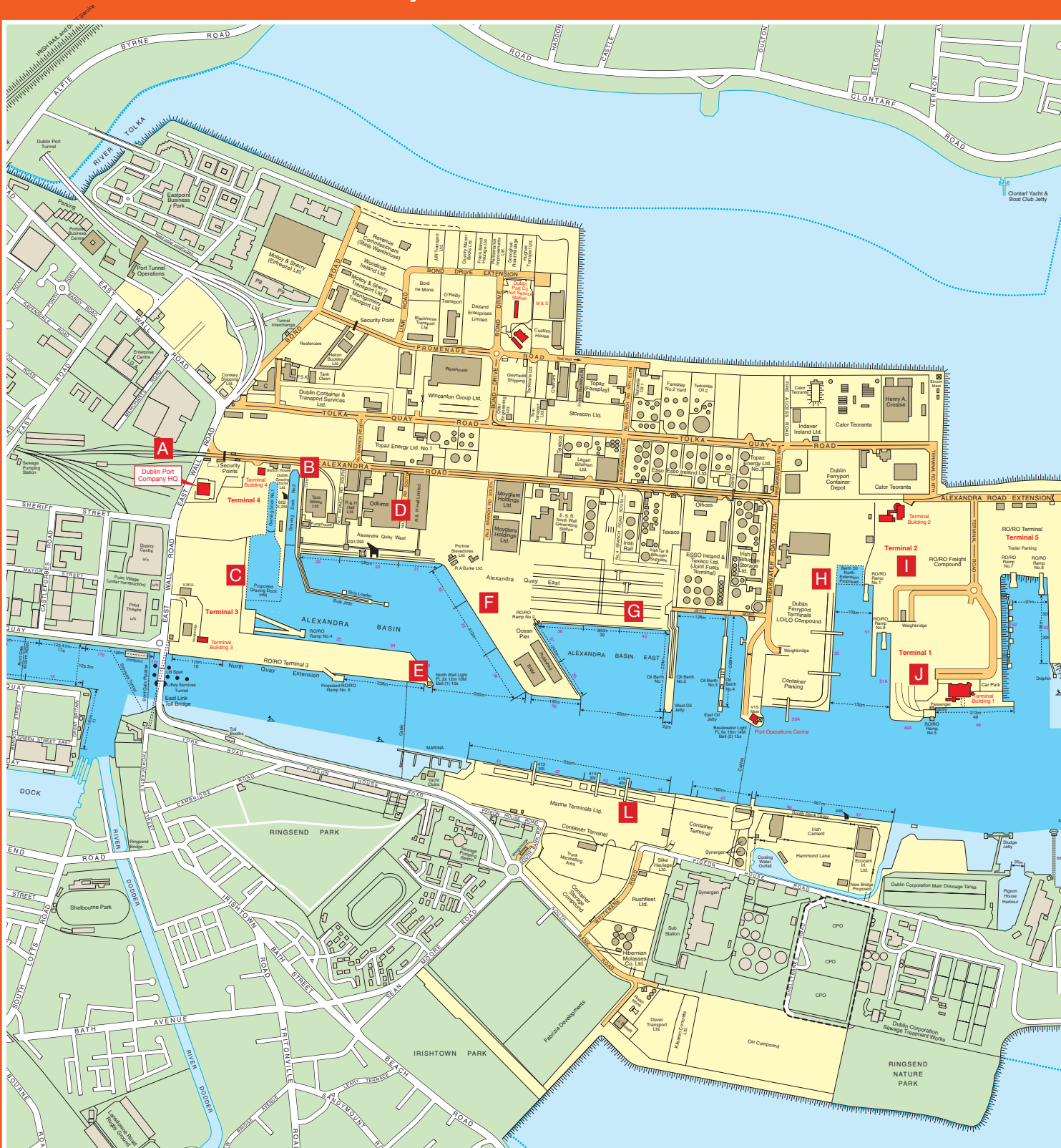
"IWT see ourselves as one of the stakeholders in the port," Colin concludes. "We see Dublin Port Company as progressive, with a can-do attitude, and they are quick to change and to embrace new ideas and proposals."

About IWT

International Warehousing & Transport (IWT), a wholly owned Irish company with offices in Dublin, Ballina and Rotterdam, is a leading provider of European and global logistics services. Founded in 1981, the company is run by the current Directors, following a management buyout in 2003. For more information, see www.iwt-irl.com.

Map of Dublin Port

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



A Dublin Port Company HQ

B Graving Dock

C Terminal 3: RoRo - P&O

D Dry Bulk Area

E North Wall Lighthouse

F Ocean Pier West: Cruise Ships

G Alexandra Quay West: LoLo

H DFT

I Terminal 2: RoRo - Stena Line

J Terminal 1: RoRo - Irish Ferries

K Terminal 5: RoRo - Seatruck

L LoLo Marine Terminals

M ESB Chimneys

N North Bank Lighthouse

O Great South Wall

P Poolbeg Lighthouse

Q North Bull Lighthouse

R North Bull Wall

S Bull Island



Port Facilities & Services

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

Limits of Dublin Port

Under the 1996 Harbours Act the limits of Dublin Port consist of the waters of the River Liffey commencing from 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 chart datum. This datum is referred to as C.D. and is 2.51m below Ordnance Datum Malin Head.

Verification of depths

Verification of depths in the port should be obtained from Port Operations, Eastern Breakwater Road, Dublin 1.
Tel: (01) 887 6028/887 6033.

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 the Port Operations building situated on the Eastern Breakwater Road and is operated by direct boarding fast cutters each capable of speeds up to 20 knots. Dublin Port V.T.S. operates VHF channel 12.

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

Towage

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

To request towage contact Dublin Port Company shipping desk at Tel: (01) 887 6028/887 6033 or VHF channel 12.

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.

For graving dock services contact Dublin Graving Docks Ltd.
Alexandra Road
Tel: (01) 887 9506.

Stevedoring

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

Dublin Ferryport Terminals	Dublin Stevedores
Irish Ferries	Marine Terminals Ltd.
P&O Ferries	Portroe Stevedores
Stena Line	Seatruck Ferries

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T: 01 – 8555236 | **F:** 01 – 8014316 | **E:** dps@eircom.net | **W:** www.dublinstevedores.ie

Trade Statistics

Record Year for Dublin Port

Dublin Port Company is facilitating Ireland's economic recovery as cargo volumes grew by 7% in 2014.

2014 was a record year for trade at Dublin Port, with year-on-year growth of 7%. Total throughput for 2014 was 31m gross tonnes, with 7,108 ship arrivals in the year, bringing the port's activity back to the record levels of 2007.

Imports in 2014 were over 18m gross tonnes, while exports exceeded 12m gross tonnes, representing increases of 6.3% and 8% respectively on 2013 trade levels.

Summary of 2014 Trade Statistics

	2014	2013	% change
Throughput ('000 gross tonnes)	30,849	28,840	7.0%
Imports ('000 gross tonnes)	18,358	17,271	6.3%
Exports ('000 gross tonnes)	12,491	11,569	8.0%
Ro-Ro (freight units)	821,876	761,958	7.9%
Lo-Lo (TEUs)	565,698	516,872	9.4%
Ferry Passengers	1,710,275	1,607,987	6.4%
Tourist Vehicles	462,215	428,468	7.9%
Trade Vehicles	81,169	60,905	33.3%

An Exceptional Year

"2014 was an exceptional year for Dublin Port with a 7% increase in cargo volumes on top of the 3% we saw in 2013," noted Eamonn O'Reilly, Chief Executive, Dublin Port Company. "The port is now back to the record levels of trade recorded in 2007, with every prospect of

continued strong growth in the years ahead."

The recovery in the Port's trade has been export-led, with volumes of exports 1.6m gross tonnes greater than in 2007. On the import side, there has been continuing recent growth (driven by improving domestic consumption) and this has pushed Dublin Port's overall volumes ahead to equal previous record levels of 31m gross tonnes.

High levels of growth were recorded for trade vehicles, mostly new cars destined for dealerships around the country. The port received 81,169 trade vehicles in 2014, up 33.3% on the previous year. To accommodate the growing number of trade vehicles entering the port, Dublin Port opened a new €3.4m 4.2 hectare trade car terminal at East Wall Road in October 2014. This new terminal can cater for 2,500 vehicles at a time.

Port of Choice for Ro-Ro and Lo-Lo Services

There was particularly strong growth in the unitised modes, with Ro-Ro trailers ahead by 7.9% and Dublin Port's Lo-Lo container business ahead by 9.4%. In 2014, the Ro-Ro sector achieved strong results with 821,876 units while Lo-Lo containers finished the year at 565,698 twenty foot equivalent units (TEU). The strong performance of the unitised business highlights Dublin Port as the island's port of choice for both Ro-Ro and Lo-Lo services.

On the tourism side, 1.7m ferry passengers travelled through the port in 2014, representing a 6.4% increase on last year and placing Dublin Port on a par with major airports, including Cork and Shannon. In addition, 2014 was a strong year for the port's cruise business, with 140,000 visitors on 86 cruise ships.

Trade Statistics - continued

Direct Access to Market

“During 2014, we saw strong increases right across our main business areas, from imports and exports to trade vehicle and ferry passenger numbers,” Eamonn O’Reilly explained. “We expect growth to continue into 2015, with importers and exporters choosing to do business through Dublin Port, where they benefit from direct access and frequent services to their main markets.

Table 1:

Gross Tonnage by Cargo Mode '000

Gross Tonnes	2014 YTD	2013 YTD	% VAR
Ro-Ro	19,796	18,133	9.2%
Lo-Lo	5,507	5,172	6.5%
Bulk Liquid	3,624	3,498	3.6%
Bulk Solid	1,885	1,998	-5.7%
Break Bulk	37	39	-5.1%
Total	30,849	28,840	7.0%
Unitised	25,303	23,305	8.6%
Non-Unitised	5,546	5,535	0.2%
Total	30,849	28,840	7.0%

Table 2:

Unitised Freight

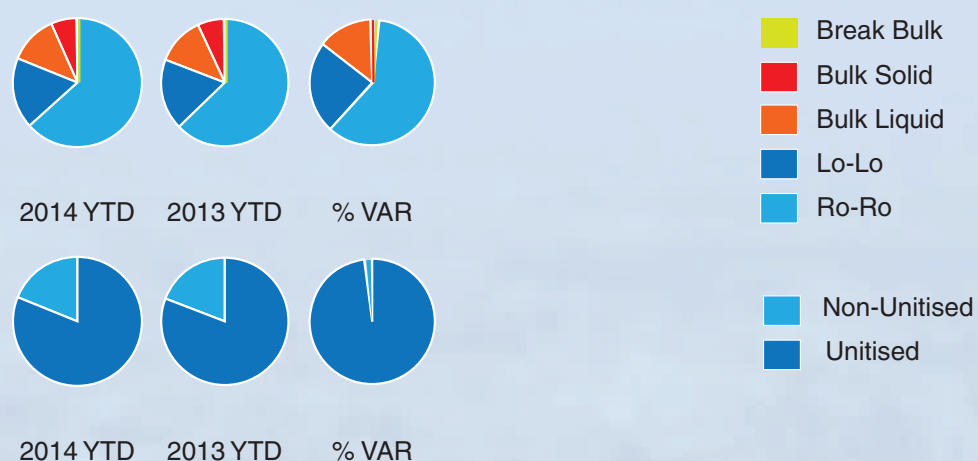
Units	2014 YTD	2013 YTD	% VAR
Ro-Ro Freight Units	821,876	761,958	7.9%
Lo-Lo TEUs	565,698	516,872	9.4%

Table 3:

Tourism & Trade Vehicles

Units	2014 YTD	2013 YTD	% VAR
Trade Vehicles	81,169	60,905	33.3%
Passengers	1,710,275	1,607,987	6.4%
Vehicles	462,215	428,468	7.9%

“Dublin Port Company is committed to sustainable investment in port infrastructure and services including the longer, deeper berths envisaged in our Alexandra Basin Redevelopment Project. These will accommodate the larger ships of the future, carrying increased cargo volumes and greater numbers of passengers. This type of investment will allow Dublin and the wider economy to prosper by ensuring that Dublin Port is ready to facilitate the future trading needs of its customers and the country as a whole.”



Ro Ro Terminals

Terminal	Operator	Berth Details	Facility Details	Contact Details
T1	Irish Ferries	Berth No.49 Length 213m Depth at L.A.T. 11m standard	No. 5 ramp Two Tier Ramp Upper Deck Length of Shore Ramp 43m Width of Shore Ramp 10.8m Maximum Vehicle Load 40 tonnes Lower Deck Length of Shore Ramp 40m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 607 5700 www.irishferries.com
T1	Irish Ferries	Berth No. 51A Length 190m Depth at L.A.T. 8m standard	No. 9 ramp Single Tier Ramp Length of Shore Ramp 45m Width of Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 607 5700 www.irishferries.com
T1	Isle of Man Steampacket Co.	Details as above	Details as above	1800 805 055 www.steam-packet.com
T2	Stena Line	Berth No. 51 Length 205m Depth at L.A.T. 8m standard	Ramp No. 1 Two Tier Ramp Upper Deck Length of Shore Ramp 49m Width of Shore Ramp 12m Maximum Vehicle Load 40 tonnes Lower Deck Length of Shore Ramp 46m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 204 7777 www.stenaline.com
T3	P&O Ferries	Berth No. 21 Length 238m Depth at L.A.T. 7m standard	Ramp No. 6 Single Tier Ramp Length of Shore Ramp 41m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 180 tonnes	+353 1 876 2345 www.poferries.com



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Ro Ro Terminals

Terminal	Operator	Berth Details	Facility Details	Contact Details
T4		Berth No. 25 Length 290m Depth at L.A.T. 7m standard	Ramp No. 4 Double Tier Ramp 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	+353 1 887 6000 www.dublinport.ie
T5	Seatruck Ferries	Berth No. 52 Length 200m Depth at L.A.T. 7m standard	Ramp No. 7 Single Tier Ramp Length of Shore Ramp 35m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 180 tonnes	+353 1 823 0492 www.seatruckferries.com
T5	Seatruck Ferries	Berth No. 53 Length 156m Depth at L.A.T. 7m standard	Ramp No. 8 Single Tier Ramp Length of Shore Ramp 48m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 100 tonnes	+353 1 823 0492 www.seatruckferries.com
Ocean Pier	CLdN (Cobelfret)	Berth No. 36/37 Length 200m Depth at L.A.T. 7m standard	Ramp No. 2 Single Tier Ramp Length of Shore Ramp 60m floating Linkspan Width of Shore Ramp 31m Maximum Vehicle Load 200 tonnes	+353 1 856 1608 www.cobelfret.com



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2010 – Berth 50 Extension

2010 – Graving Docks
2012 – Berth 53 Bankseat
2012 – Dublin Port Rail Track
2013 – Dublin Port Firemain Upgrade - Pumping Station
2014 – Alexandra Quay East - Phase 3

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Lo Lo Terminals

Terminal	Operator	Berth Details	Facility Details	Contact Details
Dublin Ferryport Terminals	DFT	Berth No's 50 & 50A Total Berth Lengths 580m Depth at L.A.T. 9.00-11.00m standard	Cranes 3 x 40 tonnes gantry 1x 45 tonnes gantry Reachstacker 1 x 45 tonnes Second-handling equipment 8 x 40 RTG cranes 1 x 12 FLT 4 x 18 tonne empty handlers Reefer Points 250 Area 15.2 hectares	+353 1 607 5700 info@dft.ie
Marine Terminals Ltd	MTL	Berth No's 41,42,43,44,45 Total Berth Lengths 700m Depth at L.A.T. 8.50-11.00m standard	Cranes 3 x 45 tonne Ship to Shore Gantry Second-handling equipment 4 x 40 tonne RMG Reefer Points 300	+353 1 667 7765 www.peelports.co.uk
Ocean Pier	Burke Shipping	Berth No.'s 32,33,38,39,40 Total Berth Length 900m Depth at L.A.T. 10m	Cranes 2 x 400 mobile (104 tonnes SWL) 3 x 250 mobile (65 tonnes SWL) 6 x 250 tonnes RTG's Second-handling equipment 3 Kalmar reachstackers 20 tugmasters 11 Novatech Flexmasters Reefer points 300 Warehousing 300,000sq feet	+353 1 836 5736 www.burkeshipping.com

Bulk

Terminal	Operator	Berth Details	Facility Details	Contact Details
Ocean Pier Dry Bulk/ Break Bulk	Common User	Berth No's 29,30,31,32,33,34	Cranes 2 x 400 mobile (104 tonnes SWL) 3 x 250 mobile (65 tonnes SWL) 1 x 20 tonnes electric portal grabbing crane	+353 1 887 6000 www.dublinport.ie
South Bank Quay	Common User	Berth 46 & 47	Cranes 2 x 250 mobile	+353 1 887 6000 www.dublinport.ie
Liquid Bulk	Common User	Berths 4 oil jetties	41 Hectare oil zone storage capacity 330,000 tonnes facilities for handling oil products, bitumen, chemicals and liquid petroleum gases linked to a common user pipe line system.	+353 1 887 6000 www.dublinport.ie
Alexandra Basin East	Common User	Berths 29,30 & 31		+353 1 887 6000 www.dublinport.ie

Cruise

Terminal	Operator	Berth Details	Facility Details	Contact Details
Cruise Tourism	Various	Berths 18,33,36/37, 35,38,39,40 Smaller vessels can berth up river close to the city		+353 1 887 6000 www.dublinport.ie



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Ro Ro Schedule

Irish Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passengers & Freight) Tel: +353 1 607 5700	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
Fast Ferry (Passengers) Tel: +353 818 300 400	Holyhead	2	13.40 19.15	14.30 08.45*	Terminal 1

Stena Line

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passengers & Freight) Tel: +353 1 204 7777	Holyhead	4	23.45 05.45 12.10 17.05	02.15 08.20 15.10 20.40	Terminal 2

P&O Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Freight) Tel: + 353 1 876 2345 (Passengers) Tel: +353 1 407 3434	Liverpool	3	05.15 10.30 17.30	09.15 15.00 21.30	Terminal 3

* Next Day Sailing

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

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

Ro Ro Schedule

Isle Of Man Steam Packet Company

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Fast Ferry Tel: 1800 805 055	Douglas		Seasonal	Seasonal	Terminal 1

Seatruck Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Freight) Tel: +353 1 823 0492	Liverpool	2	05.00 17.00	09.00 21.00	Terminal 5
	Heysham	1	11.20	14:30	Terminal 5

CLDN (Compagnie Luxembourgeoise De Navigation)

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
ConRo Ferry	Zeebrugge	1 Thursday	11.00	17.30	Ocean Pier
	Zeebrugge	1 Sunday	11.00	17.30	Ocean Pier
	Rotterdam	1 Thursday	18.30	17.30	Ocean Pier
	Rotterdam	1 Sunday	18.30	01.00*	Ocean Pier

* Next Day Sailing

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

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



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Lo Lo Schedule

European

Country	Port	Frequency	Agent	Line	Contact Details
Belgium	Antwerp	2 sailings weekly		BG Freight Line	+353 1 803 8700
		2 sailings weekly		Eucon	+353 1 607 5700
Cyprus	Limassol	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
France	Le Havre	1 sailing weekly	CMA-CGM (Ireland) Ltd	CMA-CGM	+353 1 887 7423
		1 sailing weekly		MSC	+353 1 294 8704
	Marseilles (Exports Only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Radicatel	1 sailing weekly		Eucon	+353 1 607 5700
Greece	Piraeus	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Italy	Genoa (Exports Only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Salerno	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Netherlands	Rotterdam	2 sailings weekly	Burke Shipping Group	Eucon	+353 1 607 5700
		2 sailings weekly		X-Press CL	+353 1 819 2600
		2 sailings weekly		Samskip/DFDS	+353 1 631 0900
		4 sailings weekly		BG Freight Line	+353 1 803 8700
		1 sailing weekly	Burke Shipping Group	Evergreen	+353 1 819 2600
Portugal	Leixoes	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews & Co. Ltd	+353 1 855 2644
	Setubal	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
		1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews & Co. Ltd	+353 1 855 2644
Spain	Barcelona (Exports Only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Bilbao	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews & Co. Ltd	+353 1 855 2644
	Castellon	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Turkey	Mersin	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Izmir	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Istanbul	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500

Irish Sea

Country	Port	Frequency	Agent	Line	Contact Details
UK	Cardiff	1 sailing monthly	Connect Logistics	Cardiff Container Lines	+353 1 895 1015
UK	Liverpool	2 sailings weekly	MacAndrews (Ireland) Ltd	BG Freight Line	+353 1 803 8700
		2 sailings weekly		Mac Andrews & Co. Ltd	+353 1 855 2644
UK	Southampton	1 sailing weekly	Burke Shipping Group	X-Press CL	+353 1 819 2600
	Greenock	1 sailing weekly	Burke Shipping Group	X-Press CL	+353 1 819 2600
UK	Felixstowe	1 sailing weekly		BG Freight Line	+353 1 803 8700

Non-European

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



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Passenger Schedule

Irish Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passengers & Freight) Tel: +353 1 607 5700	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
Fast Ferry (Passengers) Tel: +353 818 300 400	Holyhead	2	13.40 19.15	14.30 08.45*	Terminal 1
The Epsilon (Passengers) Tel: +353 818 300 400	Holyhead	2 (Monday to Friday)	11.20 23.15	14.15 01.55*	Terminal 1
The Epsilon (Passengers) Tel: +353 818 300 400	Cherbourg	1 (Saturday to Monday)	11.00	15.30	Terminal 1

Stena Line

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passengers & Freight) Tel: +353 1 204 7777	Holyhead	4	23.45 05.45 12.10 17.05	02.15 08.20 15.10 20.40	Terminal 2

P&O Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passengers & Freight) Tel: +353 1 407 3434	Liverpool	3	05.15 10.30 17.30	09.15 15.00 21.30	Terminal 3

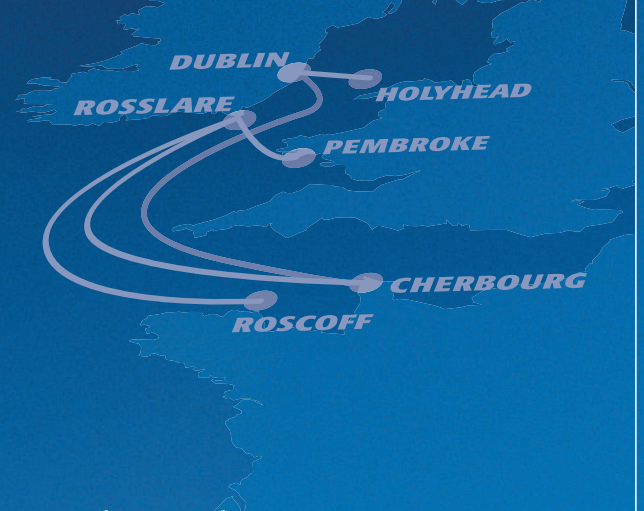
Isle Of Man Steam Packet Company

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Fast Ferry Tel: 1800 805 055	Douglas		Seasonal	Seasonal	Terminal 1

* Next Day Sailing

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

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



Leading the way.

The finest fleet of ships, maintaining the highest standards. With optimum schedules and the best value fares for drivers, passengers and freight customers alike, it's no wonder Irish Ferries is Ireland's leading ferry company.



IRISH FERRIES

Tide Tables

Dublin (North Wall)

JANUARY 2015

Date	Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases	
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M		
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres				
Thur 1	08:38	3.79	01:48	1.15	08:40		Full Moon 04:53	Fri 16	07:55	3.45	01:06	1.40	08:31		New Moon 13:14	
	20:57	3.79	14:16	1.26		16:16			20:20	3.46	13:36	1.49		16:37		
Fri 2	09:36	3.90	02:51	1.11	08:39			Sat 17	08:50	3.63	02:05	1.27	08:30			16:39
	21:57	3.82	15:16	1.13		16:17			21:16	3.63	14:32	1.27		16:39		
Sat 3	10:28	3.99	03:43	1.04	08:39			Sun 18	09:38	3.85	02:57	1.07	08:29			16:41
	22:48	3.85	16:06	0.99		16:18	Full Moon 04:53		22:06	3.82	15:21	0.98		16:41		
Sun 4	11:12	4.06	04:27	0.97	08:39			Mon 19	10:22	4.07	03:43	0.84	08:28		16:42	
	23:29	3.85	16:51	0.87		16:19			22:51	3.99	16:07	0.69		16:42		
Mon 5	11:48	4.08	05:06	0.93	08:39			Tues 20	11:05	4.26	04:26	0.64	08:27		16:44	
			17:30	0.79		16:21			23:34	4.12	16:51	0.44		16:44		
Tues 6	00:03	3.83	05:41	0.91	08:38		Full Moon 04:53	Wed 21	11:48	4.39	05:09	0.49	08:26		16:46	
	12:18	4.09	18:08	0.75		16:22					17:35	0.27		16:46		
Wed 7	00:33	3.81	06:15	0.91	08:38			Thur 22	00:18	4.18	05:51	0.42	08:25		16:48	
	12:50	4.07	18:44	0.76		16:23			12:32	4.45	18:21	0.21		16:48		
Thur 8	01:06	3.78	06:48	0.95	08:37			Fri 23	01:04	4.18	06:36	0.44	08:23		16:49	
	13:24	4.03	19:20	0.79		16:25	Full Moon 04:53		13:18	4.45	19:09	0.25		16:49		
Fri 9	01:43	3.74	07:21	1.01	08:37			Sat 24	01:52	4.12	07:25	0.54	08:22		16:51	
	14:01	3.96	19:57	0.86		16:26			14:08	4.38	20:00	0.37		16:51		
Sat 10	02:22	3.68	07:58	1.11	08:36			Sun 25	02:44	4.01	08:18	0.70	08:21		16:53	
	14:40	3.87	20:36	0.96		16:28			15:01	4.25	20:54	0.57		16:53		
Sun 11	03:03	3.60	08:38	1.23	08:35		Last Quarter 09:46	Mon 26	03:39	3.87	09:15	0.89	08:19		16:55	
	15:22	3.74	21:17	1.08		16:29			15:58	4.07	21:51	0.81		16:55		
Mon 12	03:48	3.50	09:23	1.37	08:35			Tues 27	04:42	3.72	10:18	1.09	08:18		16:57	
	16:09	3.60	22:03	1.22		16:31			17:02	3.86	22:54	1.06		16:57		
Tues 13	04:40	3.40	10:16	1.51	08:34			Wed 28	05:51	3.61	11:26	1.26	08:16		16:59	
	17:00	3.46	22:58	1.35		16:32	Last Quarter 09:46	Thur 29	07:03	3.58	00:03	1.26	08:15		17:01	
Wed 14	05:41	3.33	11:23	1.61	08:33				19:28	3.58	12:40	1.36		17:01		
	18:03	3.36				16:34		Fri 30	08:12	3.63	01:22	1.36	08:13		17:03	
Thur 15	06:51	3.34	00:02	1.42	08:32				20:39	3.57	13:57	1.32		17:03		
	19:14	3.36	12:33	1.61		16:36		Sat 31	09:16	3.73	02:35	1.32	08:12		17:05	
									21:44	3.62	15:03	1.19		17:05		

All times are given in Local Time

All times are given in Local Time

FEBRUARY 2015

Date	Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases	
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M		
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres				
Sun 1	10:11	3.86	03:30	1.21	08:10		Full Moon 23:09	Mon 16	09:12	3.74	02:34	1.11	07:42		New Moon 23:47	
	22:36	3.67	15:54	1.03		17:07			21:46	3.75	15:02	0.88		17:36		
Mon 2	10:57	3.95	04:14	1.08	08:09			Tues 17	10:02	4.00	03:26	0.82	07:40			17:38
	23:17	3.71	16:37	0.88		17:08			22:33	3.96	15:51	0.54		17:38		
Tues 3	11:33	3.99	04:51	0.97	08:07			Wed 18	10:47	4.23	04:11	0.55	07:38			17:40
	23:48	3.72	17:14	0.78		17:10	Last Quarter 03:50		23:18	4.12	16:36	0.26		17:40	First Quarter 17:14	
Wed 4	12:01	4.01	17:48	0.72	08:05			Thur 19	11:30	4.39	04:53	0.34	07:36			17:42
	00:13	3.73	05:55	0.84	08:03						17:19	0.08		17:42		
Thur 5	12:29	4.00	18:21	0.71		17:14		Fri 20	00:00	4.20	05:35	0.23	07:33			17:44
	00:41	3.74	06:24	0.83	08:01				12:14	4.46	18:03	0.02		17:44		
Fri 6	12:59	3.98	18:51	0.72		17:16	First Quarter 17:14	Sat 21	00:43	4.20	06:18	0.22	07:31		17:46	
	01:12	3.75	06:52	0.84	07:59				12:59	4.45	18:48	0.09		17:46		
Sat 7	13:32	3.94	19:21	0.76		17:18		Sun 22	01:28	4.14	07:05	0.31	07:29		17:48	
	01:47	3.74	07:22	0.89	07:58				13:47	4.35	19:36	0.26		17:48		
Sun 8	14:08	3.88	19:53	0.82		17:20		Mon 23	02:16	4.02	07:55	0.48	07:27		17:50	
Mon 9	02:25	3.70	07:57	0.97	07:56				14:38	4.19	20:27	0.51		17:50		
	14:48	3.78	20:29	0.91		17:22	First Quarter 17:14	Tues 24	03:08	3.87	08:50	0.69	07:25		17:52	
Tues 10	03:07	3.62	08:38	1.08	07:54				15:33	3.97	21:21	0.80		17:52		
	15:31	3.65	21:11	1.04		17:24		Wed 25	04:06	3.69	09:50	0.93	07:22		17:54	
Wed 11	03:54	3.50	09:24	1.23	07:52				16:36	3.73	22:20	1.10		17:54		
	16:19	3.50	22:00	1.20		17:26		Thur 26	05:15	3.53	10:55	1.15	07:20		17:55	
Thur 12	04:46	3.37	10:20	1.38	07:50		Last Quarter 03:50		17:49	3.52	23:26	1.36		17:55		
	17:15	3.35	23:00	1.36		17:28		Fri 27	06:29	3.45			07:18		17:57	
Fri 13	05:50	3.29	11:33	1.47	07:48				19:04	3.39	12:10	1.30		17:57		
	18:26	3.27				17:30		Sat 28	07:41	3.47	00:49	1.50	07:16		17:59	
Sat 14	07:06	3.32	00:18	1.42	07:46										17:59	
	19:45	3.34	12:55	1.42		17:32	Last Quarter 03:50		20:19	3.38	13:35	1.30		17:59		
	08:15	3.49	01:32	1.33	07:44										17:59	
Sun 15	20:51	3.52	14:04	1.19		17:34									17:59	

All times are given in Local Time

All times are given in Local Time

Tide Tables

Dublin (North Wall)

MARCH 2015

Date	Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Sun 1	08:51	3.57	02:14	1.45	07:13		Full Moon 18:05	Mon 16	07:42	3.44	01:02	1.32	06:38		New Moon 09:36
	21:27	3.46	14:45	1.17		18:01			20:28	3.48	13:39	1.05		18:29	
Mon 2	09:49	3.71	03:12	1.30	07:11			Tues 17	08:46	3.68	02:11	1.10	06:36		
	22:18	3.55	15:36	1.00		18:03			21:26	3.72	14:42	0.74			
Tues 3	10:35	3.82	03:56	1.12	07:09			Wed 18	09:40	3.95	03:06	0.80	06:33		18:33
	22:57	3.62	16:16	0.85		18:05			22:15	3.93	15:33	0.42			
Wed 4	11:10	3.88	04:32	0.96	07:06			Thur 19	10:27	4.18	03:54	0.50	06:31		18:35
	23:25	3.66	16:51	0.74		18:07			23:00	4.09	16:19	0.16			
Thur 5	11:39	3.91	05:03	0.84	07:04		Last Quarter 17:48	Fri 20	11:12	4.33	04:36	0.27	06:28		18:37
	23:50	3.70	17:23	0.68		18:09			23:41	4.17	17:02	0.01		18:37	09:36
Fri 6			05:33	0.76	07:02			Sat 21	11:56	4.39	05:18	0.14	06:26		18:38
	12:06	3.91	17:52	0.65		18:11					17:45	-0.02			
Sat 7	00:15	3.74	05:59	0.72	06:59			Sun 22	00:22	4.18	06:01	0.12	06:24		18:40
	12:33	3.90	18:19	0.65		18:13			12:41	4.36	18:27	0.08			
Sun 8	00:42	3.77	06:23	0.71	06:57			Mon 23	01:05	4.12	06:46	0.20	06:21		18:42
	13:03	3.88	18:45	0.67		18:14			13:27	4.25	19:13	0.28			
Mon 9	01:15	3.79	06:51	0.72	06:55			Tues 24	01:51	4.01	07:35	0.36	06:19		18:44
	13:39	3.84	19:17	0.71		18:16			14:18	4.08	20:01	0.54			
Tues 10	01:52	3.77	07:27	0.76	06:52			Wed 25	02:39	3.87	08:29	0.57	06:16		18:46
	14:19	3.78	19:54	0.79		18:18			15:12	3.86	20:53	0.84			
Wed 11	02:34	3.71	08:07	0.85	06:50			Thur 26	03:33	3.69	09:27	0.80	06:14		18:48
	15:02	3.67	20:37	0.92		18:20			16:12	3.61	21:49	1.13			
Thur 12	03:19	3.59	08:54	0.99	06:48		Last Quarter 17:48	Fri 27	04:39	3.51	10:29	1.02	06:12		18:49
	15:50	3.52	21:26	1.09		18:22			17:22	3.40	22:51	1.39		18:49	07:43
Fri 13	04:10	3.45	09:48	1.14	06:45			Sat 28	05:52	3.40	11:38	1.19	06:09		18:51
	16:45	3.37	22:24	1.27		18:24			18:36	3.28					
Sat 14	05:10	3.33	10:59	1.27	06:43			Sun 29	08:06	3.38	00:06	1.55	07:07		19:53
	17:54	3.27	23:41	1.39		18:26			20:49	3.27	14:00	1.24			
Sun 15	06:25	3.30			06:41			Mon 30	09:15	3.46	02:37	1.53	07:04		19:55
	19:16	3.30	12:24	1.25		18:27			21:57	3.36	15:13	1.14			
								Tues 31	10:15	3.58	03:42	1.37	07:02		19:57
									22:48	3.48	16:06	0.99			

All times are given in Local Time

All times are given in Local Time

APRIL 2015

Date	Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Wed 1	11:03	3.70	04:28	1.17	07:00		Full Moon 12:06	Thur 16	10:17	3.93	03:44	0.82	06:24		New Moon 18:57
	23:26	3.57	16:48	0.85		19:58			22:56	3.91	16:14	0.41		20:26	
Thur 2	11:40	3.77	05:05	0.99	06:57			Fri 17	11:09	4.11	04:34	0.55	06:22		
	23:56	3.65	17:22	0.75		20:00			23:41	4.04	17:01	0.21		20:29	
Fri 3			05:37	0.85	06:55			Sat 18	11:56	4.23	05:19	0.35	06:20		
	12:12	3.81	17:53	0.68		20:02	Full Moon 12:06				17:45	0.12		20:29	
Sat 4	00:23	3.70	06:06	0.76	06:52			Sun 19	00:23	4.12	06:03	0.22	06:17		20:31
	12:40	3.82	18:21	0.65		20:04			12:41	4.27	18:27	0.13		20:31	
Sun 5	00:47	3.76	06:30	0.70	06:50			Mon 20	01:04	4.13	06:45	0.19	06:15		
	13:07	3.83	18:46	0.64		20:06			13:25	4.23	19:09	0.23		20:33	
Mon 6	01:13	3.81	06:55	0.66	06:48			Tues 21	01:45	4.09	07:30	0.25	06:13		
	13:38	3.83	19:14	0.64		20:07			14:11	4.13	19:52	0.41		20:35	
Tues 7	01:46	3.85	07:25	0.65	06:45			Wed 22	02:29	4.01	08:18	0.37	06:11		
	14:14	3.81	19:48	0.67		20:09			15:00	3.97	20:39	0.64		20:36	
Wed 8	02:25	3.84	08:02	0.67	06:43			Thur 23	03:15	3.89	09:10	0.54	06:09		
	14:55	3.77	20:27	0.75		20:11			15:51	3.77	21:27	0.89		20:38	
Thur 9	03:08	3.79	08:45	0.73	06:40			Fri 24	04:07	3.74	10:05	0.74	06:06		
	15:40	3.68	21:12	0.87		20:13			16:48	3.56	22:21	1.15		20:40	
Fri 10	03:54	3.70	09:34	0.84	06:38			Sat 25	05:06	3.58	11:03	0.94	06:04		First Quarter 23:55
	16:29	3.56	22:03	1.04		20:15			17:52	3.37	23:20	1.37		20:42	
Sat 11	04:45	3.58	10:33	0.98	06:36			Sun 26	06:15	3.44			06:02	20:44	
	17:26	3.43	23:04	1.21		20:17			19:00	3.25	12:06	1.10		20:44	
Sun 12	05:45	3.46	11:42	1.07	06:33		Last Quarter 03:44	Mon 27	07:26	3.38	00:25	1.52	06:00		
	18:34	3.35				20:18			20:09	3.23	13:15	1.18		20:45	
Mon 13	06:56	3.43	00:17	1.31	06:31			Tues 28	08:33	3.41	01:40	1.56	05:58		20:47
	19:52	3.37	13:02	1.06		20:20			21:12	3.31	14:27	1.16		20:47	
Tues 14	08:12	3.52	01:36	1.27	06:29			Wed 29	09:32	3.49	02:55	1.45	05:56		
	21:04	3.52	14:17	0.91		20:22			22:04	3.43	15:25	1.06		20:49	
Wed 15	09:19	3.71	02:45	1.08	06:26			Thur 30	10:22	3.59	03:49	1.28	05:54		
	22:04	3.72	15:20	0.66		20:24			22:46	3.55	16:10	0.94		20:51	

All times are given in Local Time

All times are given in Local Time

Tide Tables

Dublin (North Wall)

MAY 2015

Date	Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Fri 1	11:04	3.68	04:30	1.10	05:51	20:53	Full Moon 03:42	Sat 16	10:51	4.04	04:14	0.72	05:24	21:18	New Moon 04:13
	23:22	3.65	16:48	0.84					23:25	3.98	16:43	0.43			
Sat 2	11:40	3.73	05:04	0.96	05:49	20:54		Sun 17	11:42	4.11	05:03	0.55	05:22	21:20	
	23:52	3.73	17:19	0.76							17:29	0.38			
Sun 3	12:12	3.77	05:34	0.85	05:47	20:56	Last Quarter 10:36	Mon 18	00:09	4.05	05:49	0.44	05:21	21:22	First Quarter 17:19
	17:48	0.71							12:28	4.13	18:12	0.39			
Mon 4	00:18	3.80	06:00	0.76	05:45	20:58		Tues 19	00:49	4.07	06:33	0.40	05:19	21:23	
	12:42	3.80	18:16	0.67					13:12	4.09	18:53	0.47			
Tues 5	00:47	3.87	06:29	0.69	05:44	21:00		Wed 20	01:29	4.06	07:18	0.42	05:18	21:25	
	13:14	3.82	18:47	0.66					13:57	4.00	19:34	0.60			
Wed 6	01:21	3.92	07:03	0.65	05:42	21:01		Thur 21	02:10	4.01	08:04	0.49	05:16	21:26	
	13:53	3.83	19:24	0.68					14:42	3.87	20:18	0.76			
Thur 7	02:02	3.94	07:43	0.65	05:40	21:03		Fri 22	02:54	3.93	08:52	0.60	05:15	21:28	
	14:36	3.80	20:06	0.75					15:29	3.73	21:03	0.94			
Fri 8	02:47	3.91	08:30	0.68	05:38	21:05		Sat 23	03:42	3.82	09:43	0.74	05:14	21:29	
	15:23	3.75	20:54	0.86					16:20	3.56	21:54	1.13			
Sat 9	03:36	3.85	09:22	0.76	05:36	21:07		Sun 24	04:34	3.69	10:37	0.90	05:12	21:31	
	16:15	3.66	21:48	1.00					17:16	3.41	22:48	1.31			
Sun 10	04:28	3.77	10:23	0.84	05:34	21:08		Mon 25	05:34	3.55	11:33	1.05	05:11	21:32	
	17:12	3.57	22:49	1.13					18:18	3.29	23:46	1.45			
Mon 11	05:27	3.69	11:30	0.90	05:32	21:10		Tues 26	06:40	3.44			05:10	21:34	
	18:18	3.50	23:57	1.21					19:21	3.25	12:32	1.16			
Tues 12	06:34	3.64			05:31	21:12		Wed 27	07:45	3.40	00:49	1.53	05:09	21:35	
	19:29	3.51	12:42	0.90					20:22	3.29	13:33	1.20			
Wed 13	07:45	3.68	01:09	1.20	05:29	21:14		Thur 28	08:45	3.43	01:54	1.51	05:07	21:36	
	20:39	3.60	13:53	0.83					21:17	3.39	14:33	1.18			
Thur 14	08:54	3.79	02:18	1.09	05:27	21:15		Fri 29	09:38	3.50	02:55	1.41	05:06	21:38	
	21:41	3.73	14:57	0.69					22:04	3.51	15:24	1.10			
Fri 15	09:55	3.92	03:19	0.91	05:26	21:17		Sat 30	10:25	3.59	03:45	1.27	05:05	21:39	
	22:36	3.87	15:53	0.54					22:45	3.63	16:06	1.00			
								Sun 31	11:06	3.67	04:25	1.12	05:04	21:40	
									23:20	3.75	16:42	0.90			

All times are given in Local Time

All times are given in Local Time

JUNE 2015

Date	Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Mon 1	11:42	3.74	04:59	0.98	05:03	21:41	Full Moon 16:19	Tues 16	12:19	3.97	05:38	0.68	04:56	21:54	New Moon 14:05
	23:51	3.85	17:16	0.80				Wed 17	00:38	4.03	06:23	0.61	04:55	21:55	
Tues 2	12:17	3.81	17:49	0.73	05:02	21:43		Thur 18	13:02	3.94	18:39	0.70			
	00:24	3.95	06:06	0.73	05:02	21:44			01:15	4.04	07:06	0.59	04:55	21:55	
Wed 3	12:54	3.86	18:25	0.68				Fri 19	13:41	3.88	19:18	0.76			
	01:01	4.03	06:45	0.64	05:01	21:45			01:51	4.02	07:48	0.61	04:55	21:56	
Thur 4	13:34	3.89	19:05	0.68				Sat 20	14:21	3.80	19:57	0.84			
	01:43	4.07	07:28	0.60	05:00	21:46			02:31	3.97	08:33	0.68	04:56	21:56	
Fri 5	14:19	3.89	19:48	0.72				Sun 21	15:02	3.71	20:38	0.95			
	02:29	4.07	08:17	0.61	04:59	21:47			03:14	3.90	09:18	0.77	04:56	21:56	
Sat 6	15:08	3.86	20:38	0.80				Mon 22	15:46	3.60	21:22	1.07			
	03:19	4.05	09:11	0.65	04:59	21:48			04:00	3.79	10:06	0.89	04:56	21:57	
Sun 7	16:00	3.81	21:32	0.91			Last Quarter 15:42	Tues 23	16:34	3.49	22:11	1.22			
	04:12	3.99	10:11	0.71	04:58	21:49			04:48	3.66	10:56	1.02	04:56	21:57	
Mon 8	16:57	3.73	22:31	1.02				Wed 24	17:26	3.38	23:04	1.36			
	05:10	3.92	11:14	0.77	04:58	21:50			05:44	3.53	11:48	1.15	04:56	21:57	
Tues 9	17:58	3.66	23:35	1.11				Thur 25	18:24	3.30			21:57	11:03	
	06:13	3.86			04:57	21:51			06:48	3.42	00:01	1.47	04:57	21:57	
Wed 10	19:06	3.63	12:21	0.82				Fri 26	19:27	3.28	12:42	1.25			
	07:21	3.82	00:42	1.15	04:57	21:51			07:53	3.38	01:01	1.54	04:57	21:57	
Thur 11	20:14	3.65	13:27	0.85				Sat 27	20:27	3.34	13:39	1.29			
	08:31	3.83	01:50	1.14	04:56	21:52			08:52	3.41	02:00	1.52	04:58	21:57	
Fri 12	21:19	3.73	14:33	0.83				Sun 28	21:21	3.44	14:34	1.26			
	09:37	3.88	02:55	1.06	04:56	21:53			09:45	3.49	02:56	1.42	04:58	21:56	
Sat 13	22:18	3.83	15:33	0.78				Mon 29	22:07	3.59	15:24	1.17			
	10:38	3.93	03:55	0.93	04:56	21:53			10:33	3.60	03:45	1.27	04:59	21:56	
Sun 14	23:11	3.92	16:27	0.72				Tues 30	22:48	3.74	16:08	1.04			
	11:32	3.97	04:49	0.80	04:56	21:54			11:15	3.72	04:27	1.08	04:59	21:56	
Mon 15	23:57	3.99	17:15	0.68					23:25	3.90	16:48	0.90			

All times are given in Local Time

All times are given in Local Time

Tide Tables

Dublin (North Wall)

JULY 2015

Date	Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Wed 1	11:55	3.84	05:06	0.88	05:00	21:56	Full Moon 02:20	Thur 16	00:27	4.01	06:12	0.74	05:15	21:44	New Moon 01:24
Thur 2	00:03	4.04	05:46	0.69	05:01	21:55		Fri 17	12:51	3.82	18:24	0.85	05:17	21:43	
	12:35	3.94	18:06	0.65					01:00	4.03	06:51	0.69			
Fri 3	00:42	4.16	06:28	0.55	05:02	21:55		Sat 18	13:24	3.79	19:00	0.84	05:18	21:42	
Sat 4	13:17	3.99	18:47	0.60					01:31	4.02	07:30	0.68			
	01:25	4.23	07:13	0.47	05:02	21:54	Sun 19	13:56	3.75	19:34	0.86	05:19	21:41		
Sun 5	14:02	4.01	19:31	0.60	05:03	21:54	Last Quarter 20:24	Mon 20	02:06	4.00	08:08	0.72	05:21	21:40	
	02:11	4.26	08:01	0.45					14:32	3.71	20:09	0.91	05:22	21:38	
Mon 6	14:50	4.00	20:19	0.66	05:04	21:53		Tues 21	02:43	3.95	08:47	0.78	05:24	21:37	
	03:00	4.24	08:54	0.49	05:05	21:53			15:10	3.66	20:47	0.99			
Tues 7	15:41	3.94	21:12	0.76				Wed 22	03:23	3.86	09:27	0.88	05:25	21:35	
Wed 8	03:53	4.18	09:52	0.58	05:06	21:52	First Quarter 04:04	Thur 23	04:05	3.75	10:11	1.00	05:27	21:34	
	16:36	3.86	22:09	0.89	05:07	21:51			16:34	3.51	22:11	1.23			
Thur 9	17:34	3.76	23:10	1.02	05:08	21:50		Fri 24	04:51	3.61	10:57	1.13	05:30	21:31	
	05:51	3.96	11:55	0.83	05:09	21:50			18:18	3.32	11:50	1.26	05:31	21:29	
Fri 10	18:40	3.68			05:10	21:48		Sat 25	09:07	3.38	02:12	1.50	05:33	21:28	
Sat 11	07:00	3.85	00:15	1.14	05:12	21:48		Sun 26	19:25	3.30	12:48	1.36	05:34	21:26	
	19:50	3.65	13:01	0.96	05:13	21:47			08:01	3.31	01:08	1.56	05:36	21:24	
Sun 12	20:57	3.68	14:09	1.04	05:14	21:46		Mon 27	20:33	3.36	13:48	1.38	05:38	21:23	
	09:23	3.76	02:35	1.20	05:15	21:46		Tues 28	09:07	3.38	02:12	1.50	05:39	21:22	
Mon 13	22:01	3.77	15:15	1.05	05:16	21:46			21:30	3.52	14:45	1.31	05:40	21:21	
	10:27	3.79	03:41	1.11	05:17	21:46	Wed 29	10:03	3.53	03:10	1.33	05:41	21:20		
Tues 14	22:57	3.87	16:13	1.00	05:18	21:46		Thur 30	22:18	3.72	15:38	1.15	05:42	21:19	
	11:24	3.83	04:39	0.98	05:19	21:46			10:51	3.71	04:01	1.09	05:43	21:18	
Wed 15	23:46	3.96	17:03	0.94	05:20	21:46		Fri 31	23:02	3.93	16:24	0.95	05:44	21:17	
			05:28	0.84	05:21	21:46			11:35	3.88	04:46	0.81	05:45	21:16	
	12:12	3.84	17:46	0.88	05:22	21:46			23:43	4.13	17:06	0.74	05:46	21:15	
					05:23	21:46		12:17	4.01	17:48	0.56	05:47	21:14		

All times are given in Local Time

All times are given in Local Time

AUGUST 2015

Date	Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases		
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M			
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres					
Sat 1	00:24	4.28	06:12	0.36	05:39	21:21	Last Quarter 02:03	Sun 16	01:09	4.02	07:06	0.69	06:05	20:52	First Quarter 19:31		
Sun 2	12:59	4.10	18:29	0.45	05:41	21:19		Mon 17	13:30	3.75	19:10	0.83	06:06	20:49			
	01:06	4.38	06:56	0.26	05:43	21:17		Tues 18	01:39	4.00	07:39	0.71	06:08	20:47			
Mon 3	13:42	4.13	19:12	0.42	05:44	21:16		Wed 19	14:01	3.75	19:40	0.84	06:10	20:45			
Tues 4	01:50	4.41	07:42	0.25	05:46	21:14	New Moon 14:53	Thur 20	02:12	3.97	08:11	0.77	06:12	20:43	Full Moon 18:35		
	14:28	4.11	19:59	0.48	05:48	21:12		Fri 21	14:36	3.74	20:11	0.89	06:13	20:41			
Wed 5	02:38	4.38	08:33	0.34	05:51	21:08		Sun 23	02:48	3.90	08:44	0.84	06:15	20:38			
	15:18	4.04	20:49	0.60	05:53	21:06		Mon 24	15:12	3.70	20:45	0.98	06:17	20:36			
Thur 6	03:30	4.28	09:27	0.50	05:54	21:04	First Quarter 19:31	Tues 25	03:28	3.80	09:20	0.95	06:18	20:34			
	16:09	3.93	21:45	0.77	05:56	21:02		Wed 26	15:53	3.64	21:24	1.10	06:20	20:32			
Fri 7	04:24	4.13	10:25	0.70	05:58	21:00		Thur 27	04:12	3.67	10:02	1.08	06:22	20:29			
	17:07	3.80	22:45	0.96	05:59	20:58		Fri 28	16:38	3.54	22:09	1.25	06:24	20:27			
Sat 8	05:27	3.94	11:27	0.92	06:01	20:56	Sat 29	05:00	3.51	10:51	1.24	06:25	20:25				
	18:12	3.68	23:50	1.14	06:03	20:54	Mon 30	17:28	3.41	23:03	1.41	06:27	20:23				
Sun 9	06:39	3.76			06:05	20:52	New Moon 14:53	Tues 25	05:57	3.35	11:51	1.40	06:29		20:20		
	19:24	3.61	12:33	1.12	06:07	20:50		Wed 26	18:28	3.32			06:31		20:18		
Mon 10	07:57	3.64	01:01	1.27	06:09	20:48		Thur 27	07:10	3.25	00:13	1.52	06:33	20:16			
	20:36	3.62	13:45	1.26	06:11	20:46		Fri 28	19:42	3.32	13:03	1.47	06:35	20:14			
Tues 11	09:09	3.62	02:18	1.30	06:13	20:44		Sat 29	08:32	3.30	01:33	1.50	06:37	20:12			
	21:43	3.71	14:58	1.28	06:15	20:42		Mon 30	20:54	3.46	14:12	1.41	06:39	20:10			
Wed 12	10:18	3.66	03:30	1.20	06:17	20:40		Tues 25	09:36	3.47	02:41	1.32	06:41	20:08			
	22:43	3.83	16:00	1.21	06:19	20:38		Wed 26	21:51	3.69	15:12	1.23	06:43	20:06			
Thur 13	11:15	3.72	04:30	1.04	06:21	20:36	Thur 27	10:30	3.70	03:39	1.03	06:45	20:04				
	23:33	3.94	16:50	1.09	06:23	20:34	Fri 28	22:39	3.95	16:03	0.97	06:47	20:02				
Fri 14	12:01	3.76	17:31	0.98	06:25	20:32	Sat 29	11:15	3.92	04:27	0.69	06:49	20:00				
	00:12	4.00	05:57	0.77	06:27	20:30	Mon 30	23:22	4.19	16:48	0.70	06:51	19:58				
Sat 15	12:37	3.76	18:06	0.90	06:29	20:28	Tues 25	11:57	4.09	05:12	0.39	06:53	19:56				
	00:42	4.02	06:33	0.71	06:31	20:26	Wed 26	00:04	4.38	05:54	0.18	06:55	19:54				
Sun 16	13:04	3.75	18:39	0.85	06:33	20:24	Thur 27	12:39	4.19	18:10	0.32	06:57	19:52				
					06:35	20:22	Fri 28	00:45	4.49	06:36	0.08	06:59	19:50				
					06:37	20:20	Sat 29	13:21	4.23	18:53	0.27	07:01	19:48				
					06:39	20:18	Mon 30										

All times are given in Local Time

All times are given in Local Time

Tide Tables

Dublin (North Wall)

SEPTEMBER 2015

Date		Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases
		High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
		Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Tues	1	01:28	4.50	07:21	0.11	06:32			Wed	16	01:45	3.96	07:34	0.75	06:58	
		14:05	4.20	19:38	0.33		20:15				14:04	3.83	19:39	0.84		19:39
Wed	2	02:15	4.43	08:09	0.26	06:34			Thur	17	02:19	3.91	08:04	0.82	07:00	
		14:52	4.11	20:27	0.47		20:13				14:40	3.81	20:12	0.90		19:37
Thur	3	03:05	4.29	09:00	0.48	06:36			Fri	18	02:58	3.83	08:39	0.92	07:02	
		15:42	3.98	21:21	0.68		20:11				15:21	3.75	20:51	1.00		19:34
Fri	4	04:00	4.08	09:57	0.75	06:38			Sat	19	03:41	3.70	09:21	1.05	07:04	
		16:39	3.83	22:20	0.91		20:08				16:05	3.65	21:36	1.14		19:32
Sat	5	05:03	3.85	10:57	1.04	06:39		Last Quarter 09:54	Sun	20	04:29	3.55	10:09	1.23	07:05	
		17:43	3.67	23:25	1.13		20:06				16:54	3.53	22:29	1.30		19:30
Sun	6	06:19	3.63			06:41			Mon	21	05:24	3.38	11:09	1.41	07:07	First Quarter 08:59
		18:57	3.58	12:03	1.28		20:04			17:51	3.41	23:36	1.43		19:27	
Mon	7	07:39	3.51	00:37	1.29	06:43			Tues	22	06:34	3.27			07:09	
		20:11	3.58	13:18	1.44		20:01				19:00	3.37	12:24	1.51		19:25
Tues	8	08:54	3.50	02:00	1.33	06:45			Wed	23	07:59	3.30	01:00	1.43	07:10	
		21:21	3.67	14:39	1.45		19:59				20:17	3.47	13:42	1.47		19:22
Wed	9	10:04	3.57	03:16	1.22	06:46			Thur	24	09:10	3.48	02:15	1.25	07:12	
		22:24	3.80	15:43	1.34		19:56				21:21	3.70	14:47	1.27		19:20
Thur	10	11:00	3.67	04:13	1.04	06:48			Fri	25	10:07	3.72	03:18	0.94	07:14	
		23:13	3.92	16:31	1.19		19:54				22:14	3.98	15:42	0.99		19:17
Fri	11	11:43	3.74	04:57	0.88	06:50			Sat	26	10:54	3.96	04:09	0.60	07:16	
		23:51	3.99	17:11	1.04		19:52				23:00	4.23	16:28	0.69		19:15
Sat	12			05:35	0.77	06:51			Sun	27	11:38	4.14	04:54	0.31	07:17	
		12:16	3.77	17:45	0.92		19:49				23:44	4.41	17:11	0.44		19:13
Sun	13	00:21	4.01	06:09	0.70	06:53		New Moon 06:41	Mon	28			05:36	0.11	07:19	Full Moon 02:50
		12:41	3.78	18:17	0.84		19:47				12:19	4.26	17:52	0.28		
Mon	14	00:47	4.01	06:39	0.69	06:55			Tues	29	00:26	4.51	06:18	0.05	07:21	
		13:06	3.80	18:45	0.81		19:44				13:00	4.29	18:34	0.23		19:08
Tues	15	01:14	3.99	07:08	0.71	06:57			Wed	30	01:09	4.51	07:00	0.11	07:23	
		13:33	3.82	19:12	0.81		19:42				13:42	4.26	19:19	0.28		19:05

All times are given in Local Time

All times are given in Local Time

OCTOBER 2015

Date		Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases	
		High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M		
		Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres				
Thur	1	01:55 14:28	4.41 4.17	07:46 20:07	0.29 0.42	07:24			Fri	16	01:54 14:13	3.90 3.91	07:32 19:47	0.84 0.89			
Fri	2	02:45 15:18	4.24 4.04	08:35 21:00	0.55 0.63	07:26			Sat	17	02:33 14:54	3.84 3.87	08:09 20:27	0.93 0.96	07:53		18:25
Sat	3	03:40 16:12	4.01 3.88	09:29 21:59	0.85 0.87	07:28		18:58	Sun	18	03:17 15:39	3.74 3.78	08:51 21:13	1.06 1.07	07:55		18:23
Sun	4	04:43 17:15	3.76 3.72	10:28 23:02	1.15 1.09	07:30		Last Quarter 21:06	Mon	19	04:06 16:27	3.61 3.67	09:42 22:07	1.23 1.29	07:57		18:21
Mon	5	05:57 18:27	3.55 3.60	11:32	1.40	07:32			18:53	Tues	20	05:02 17:23	3.47 3.57	10:41 23:12	1.40 1.29	07:59	
Tues	6	07:15 19:40	3.43 3.57	00:12 12:45	1.26 1.57	07:33		18:51	Wed	21	06:09 18:28	3.38 3.52	11:54 1:00	1.50	08:01		18:16
Wed	7	08:30 20:51	3.43 3.64	01:33 14:09	1.32 1.58	07:35		18:49	Thur	22	07:28 19:41	3.40 3.59	00:31 13:11	1.30 1.48	08:03		18:14
Thur	8	09:40 21:54	3.53 3.76	02:51 15:16	1.23 1.45	07:37		18:46	Fri	23	08:41 20:48	3.55 3.77	01:48 14:19	1.15 1.30	08:05		18:12
Fri	9	10:35 22:44	3.65 3.87	03:48 16:06	1.07 1.28	07:39		18:44	Sat	24	09:41 21:47	3.77 4.00	02:53 15:17	0.90 1.05	08:06		18:10
Sat	10	11:16 23:23	3.74 3.94	04:32 16:46	0.92 1.11	07:41		18:41	Sun	25	10:32 21:38	3.99 4.21	02:48 15:07	0.61 0.77	07:08		17:08
Sun	11	11:48 23:55	3.81 3.97	05:09 17:21	0.81 0.98	07:42		18:39	Mon	26	10:18 22:25	4.16 4.37	03:35 15:53	0.37 0.54	07:10		17:06
Mon	12	12:15 00:24	3.85 3.97	05:41 17:53	0.75 0.90	07:44		18:37	Tues	27	11:00 23:10	4.27 4.44	04:18 16:36	0.22 0.38	07:12		17:04
Tues	13	12:41 00:51	3.88 3.96	18:21 06:37	0.85 0.75	07:46		18:35	Wed	28	11:42 23:54	4.31 4.43	05:01 17:20	0.19 0.31	07:14		17:02
Wed	14	13:07 01:20	3.90 3.94	18:46 07:02	0.85 0.78	07:48		18:32	Thur	29	12:24 13:09	4.29 4.33	18:05 06:27	0.34 0.43	07:16		17:00
Thur	15	13:36 01:30	3.92 4.16	19:14 07:13	0.86 0.67	07:50		18:30	Fri	30	13:09 01:30	4.22 4.16	18:52 07:13	0.45 0.67	07:18		16:58
									Sat	31	13:57 01:30	4.11 4.16	19:43 07:13	0.62 0.67	07:20		16:56

All times are given in Local Time

All times are given in Local Time

Tide Tables

Dublin (North Wall)

NOVEMBER 2015

Date		Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases	
		High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M		
		Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres				
Sun	1	02:24	3.96	08:04	0.94	07:22	16:54	Last Quarter 12:24	Mon	16	01:58	3.81	07:29	1.05	07:50	16:28	
		14:49	3.97	20:39	0.83						14:18	3.94	19:57	0.96			
Mon	2	03:23	3.74	09:00	1.21	07:23	16:52			Tues	17	02:48	3.72	08:20	1.18	07:52	16:26
		15:48	3.81	21:39	1.03						15:07	3.87	20:51	1.04			
Tues	3	04:30	3.54	10:00	1.44	07:25	16:50			Wed	18	03:43	3.62	09:18	1.32	07:54	16:25
		16:54	3.68	22:42	1.20						16:02	3.79	21:54	1.11			
Wed	4	05:41	3.42	11:06	1.61	07:27	16:48		Thur	19	04:46	3.55	10:26	1.42	07:55	16:23	
		18:03	3.60	23:54	1.30						17:03	3.74	23:04	1.13		06:27	
Thur	5	06:52	3.40			07:29	16:46		Fri	20	05:57	3.55	11:39	1.43	07:57	16:22	
		19:11	3.61	12:21	1.66						18:09	3.76					
Fri	6	07:58	3.48	01:09	1.28	07:31	16:44		Sat	21	07:09	3.64	00:18	1.06	07:59	16:21	
		20:12	3.67	13:36	1.58						19:17	3.84	12:49	1.32			
Sat	7	08:54	3.61	02:12	1.18	07:33	16:42		Sun	22	08:13	3.80	01:24	0.92	08:01	16:20	
		21:06	3.76	14:33	1.42						20:20	3.98	13:51	1.14			
Sun	8	09:37	3.73	03:00	1.05	07:35	16:41		Mon	23	09:09	3.97	02:24	0.74	08:02	16:18	
		21:49	3.84	15:17	1.26						21:18	4.13	14:47	0.93			
Mon	9	10:13	3.83	03:39	0.95	07:37	16:39		Tues	24	10:00	4.13	03:16	0.57	08:04	16:17	
		22:27	3.89	15:54	1.12						22:10	4.24	15:37	0.73			
Tues	10	10:46	3.90	04:12	0.88	07:39	16:37		Wed	25	10:46	4.23	04:03	0.47	08:06	16:16	
		22:59	3.91	16:26	1.02						22:59	4.29	16:24	0.57		22:44	
Wed	11	11:15	3.95	04:42	0.85	07:41	16:35	New Moon 17:47	Thur	26	11:30	4.29	04:48	0.44	08:07	16:15	
		23:29	3.91	16:56	0.95						23:45	4.28	17:09	0.48			
Thur	12	11:43	3.99	05:09	0.84	07:42	16:34		Fri	27			05:30	0.49	08:09	16:14	
		23:58	3.91	17:23	0.91						12:12	4.29	17:54	0.47			
Fri	13			05:36	0.84	07:44	16:32		Sat	28	00:30	4.20	06:12	0.61	08:11	16:13	
		12:13	4.01	17:52	0.88						12:54	4.25	18:40	0.52			
Sat	14	00:33	3.90	06:07	0.87	07:46	16:31		Sun	29	01:17	4.08	06:55	0.78	08:12	16:12	
		12:50	4.02	18:28	0.88						13:39	4.17	19:28	0.63			
Sun	15	01:13	3.87	06:45	0.94	07:48	16:29		Mon	30	02:06	3.92	07:42	0.97	08:14	16:11	
		13:32	4.00	19:09	0.90						14:27	4.05	20:18	0.78			

All times are given in Local Time

All times are given in Local Time

DECEMBER 2015

Date	Tide at North Wall, Dublin				Sun		Moon's Phases	Date	Tide at North Wall, Dublin				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Tues 1	02:58	3.74	08:32	1.19	08:15	16:11	Last Quarter 07:40	Wed 16	02:30	3.86	08:01	1.03	08:34	16:06	
	15:18	3.91	21:12	0.95	14:48				4.08	20:35	0.81				
Wed 2	03:56	3.57	09:27	1.39	08:17	16:10		Thur 17	03:24	3.79	08:57	1.14	08:34	16:06	
	16:15	3.76	22:09	1.12	15:40				4.02	21:33	0.89				
Thur 3	04:59	3.44	10:27	1.55	08:18	16:09		Fri 18	04:22	3.72	09:59	1.25	08:35	16:06	First Quarter 15:14
	17:18	3.64	23:09	1.26	16:38				3.94	22:36	0.96				
Fri 4	06:04	3.39	11:31	1.65	08:20	16:09		Sat 19	05:27	3.67	11:06	1.31	08:36	16:07	
	18:23	3.56			17:40				3.88	23:45	1.01				
Sat 5	07:06	3.42	00:13	1.34	08:21	16:08		Sun 20	06:37	3.69			08:36	16:07	
	19:24	3.55	12:40	1.66	18:48				3.86	12:17	1.32				
Sun 6	08:03	3.52	01:20	1.33	08:23	16:08	Mon 21	07:46	3.77	00:56	1.01	08:37	16:07		
	20:21	3.60	13:46	1.57	19:57			3.89	13:25	1.24					
Mon 7	08:54	3.64	02:17	1.26	08:24	16:07	Tues 22	08:48	3.89	02:01	0.94	08:38	16:08		
	21:11	3.67	14:40	1.44	21:01			3.96	14:28	1.09					
Tues 8	09:37	3.77	03:03	1.16	08:25	16:07	Wed 23	09:45	4.02	03:00	0.84	08:38	16:08		
	21:54	3.74	15:22	1.30	22:00			4.03	15:25	0.92					
Wed 9	10:15	3.88	03:39	1.07	08:26	16:06	Thur 24	10:36	4.14	03:52	0.75	08:38	16:09		
	22:33	3.80	15:58	1.17	22:52			4.08	16:16	0.76					
Thur 10	10:49	3.96	04:12	0.99	08:28	16:06	Fri 25	11:21	4.21	04:38	0.70	08:39	16:10	Full Moon 11:11	
	23:07	3.85	16:30	1.05	23:39			4.09	17:03	0.63					
Fri 11	11:20	4.03	04:42	0.92	08:29	16:06	Sat 26			05:20	0.69	08:39	16:10		
	23:39	3.89	17:01	0.94	12:02			4.24	17:46	0.57					
Sat 12	11:52	4.09	05:13	0.87	08:30	16:06	Sun 27	00:21	4.04	05:59	0.73	08:39	16:11		
			17:34	0.85	12:40			4.22	18:29	0.56					
Sun 13	00:15	3.92	05:48	0.85	08:31	16:06	Mon 28	01:01	3.97	06:38	0.81	08:40	16:12		
	12:30	4.13	18:12	0.78	13:20			4.17	19:12	0.62					
Mon 14	00:56	3.93	06:27	0.87	08:32	16:06	Tues 29	01:43	3.86	07:19	0.92	08:40	16:13		
	13:12	4.14	18:54	0.75	14:01			4.09	19:55	0.72					
Tues 15	01:41	3.91	07:11	0.93	08:33	16:06	Wed 30	02:27	3.74	08:03	1.07	08:40	16:14		
	13:58	4.12	19:42	0.77	14:45			3.97	20:42	0.86					
							Thur 31	03:15	3.62	08:51	1.23	08:40	16:15		
								15:33	3.82	21:30	1.02				

All times are given in Local Time

All times are given in Local Time

Tide Tables

Soldiers Point (Dundalk)

JANUARY 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases	
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M		
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres				
Thur 1	08:29	4.71	02:01	1.16	08:44		Full Moon 04:53	Fri 16	07:46	4.26	01:11	1.47	08:35		New Moon 13:14	
	20:48	4.70	14:35	1.30		16:13			20:11	4.27	13:46	1.59		16:35		
Fri 2	09:27	4.84	03:18	1.11	08:44			Sat 17	08:41	4.50	02:22	1.31	08:34			16:36
	21:48	4.74	15:49	1.14		16:14			21:07	4.49	14:55	1.31		16:38		
Sat 3	10:19	4.96	04:21	1.02	08:43			Sun 18	09:29	4.78	03:26	1.06	08:33			16:38
	22:39	4.78	16:47	0.96		16:15	Last Quarter 09:46	Mon 19	21:57	4.74	15:55	0.95		16:40	First Quarter 04:48	
Sun 4	11:03	5.04	05:11	0.94	08:43			16:16		10:13	5.06	04:21	0.78	08:32		
	23:20	4.78	17:36	0.81		16:16		Tues 20	22:42	4.96	16:49	0.59		16:42		
Mon 5	11:39	5.08	05:51	0.88	08:43			16:18		10:56	5.30	05:10	0.52	08:31		
	23:54	4.76	18:14	0.71		16:18		Wed 21	23:25	5.13	17:36	0.28		16:44		
Tues 6			06:25	0.86	08:42		First Quarter 04:48		11:39	5.47	05:54	0.34	08:29		First Quarter 04:48	
	12:09	5.08	18:50	0.66		16:19					18:19	0.07		16:44		
Wed 7	00:24	4.72	06:57	0.87	08:42			Thur 22	00:09	5.21	06:34	0.25	08:28			16:45
	12:41	5.06	19:23	0.67		16:20			12:23	5.55	19:02	-0.02		16:47		
Thur 8	00:57	4.69	07:26	0.91	08:41			Fri 23	00:55	5.20	07:15	0.28	08:27			16:47
	13:15	5.01	19:54	0.72		16:22	First Quarter 04:48		13:09	5.55	19:44	0.03		16:49	Last Quarter 09:46	
Fri 9	01:34	4.63	07:55	0.99	08:41			Sat 24	01:43	5.12	07:58	0.40	08:25			16:51
	13:52	4.92	20:25	0.81		16:23			13:59	5.45	20:28	0.19		16:53		
Sat 10	02:13	4.56	08:26	1.11	08:40			Sun 25	02:35	4.98	08:43	0.60	08:24			16:55
	14:31	4.80	20:57	0.93		16:25			14:52	5.29	21:12	0.44		16:57		
Sun 11	02:54	4.45	08:59	1.26	08:39		Last Quarter 09:46	Mon 26	03:30	4.80	09:30	0.84	08:22		Last Quarter 09:46	
	15:13	4.64	21:32	1.08		16:26			15:49	5.06	22:01	0.73		16:59		
Mon 12	03:39	4.32	09:37	1.44	08:39			Tues 27	04:33	4.62	10:24	1.09	08:21			17:01
	16:00	4.46	22:11	1.25		16:28			16:53	4.80	22:57	1.04		17:03		
Tues 13	04:31	4.19	10:22	1.62	08:38			Wed 28	05:42	4.48	11:27	1.31	08:19			17:05
	16:51	4.28	23:00	1.41		16:30	Last Quarter 09:46	Thur 29	18:05	4.57				17:07	Last Quarter 09:46	
Wed 14	05:32	4.11	11:24	1.74	08:37				06:54	4.43	00:03	1.30	08:18			17:09
	17:54	4.15				16:31		Fri 30	19:19	4.44	12:42	1.42		17:11		17:11
Thur 15	06:42	4.12	00:02	1.50	08:36				08:03	4.49	01:30	1.42	08:16			17:13
	19:05	4.14	12:34	1.74		16:33		Sat 31	20:30	4.42	14:12	1.38		17:15		17:15
									09:07	4.63	02:59	1.38	08:15		17:17	
									21:35	4.48	15:33	1.21			17:19	

All times are given in Local Time

All times are given in Local Time

FEBRUARY 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Sun	1	10:02	4.79	04:06	1.24	08:13		Mon	16	09:03	4.64	02:57	1.11	07:44	
		22:27	4.55	16:34	1.01		17:05			21:37	4.65	15:32	0.82		17:35
Mon	2	10:48	4.90	04:56	1.08	08:11		Tues	17	09:53	4.97	04:01	0.75	07:42	
		23:08	4.60	17:21	0.83		17:06			22:24	4.92	16:30	0.40		17:37
Tues	3	11:24	4.96	05:36	0.94	08:10		Wed	18	10:38	5.27	04:53	0.41	07:40	
		23:39	4.61	17:59	0.70		17:08			23:09	5.12	17:20	0.05		17:39
Wed	4	11:52	4.98	06:09	0.84	08:07		Thur	19	11:21	5.47	05:38	0.15	07:37	
				18:32	0.63		17:11			23:51	5.23	18:04	-0.18		17:41
Thur	5	00:04	4.63	06:38	0.78	08:06						06:19	0.01	07:35	
		12:20	4.97	19:02	0.61		17:13	Fri	20						17:43
Fri	6	00:32	4.64	07:05	0.76	08:04				12:05	5.56	18:46	-0.25		
		12:50	4.94	19:29	0.62		17:15	Sat	21	00:34	5.23	06:59	0.00	07:33	
Sat	7	01:03	4.65	07:30	0.78	08:02				12:50	5.55	19:26	-0.16		17:45
		13:23	4.89	19:55	0.67		17:17	Sun	22	01:19	5.15	07:41	0.11	07:31	
Sun	8	01:38	4.64	07:55	0.83	08:00				13:38	5.43	20:07	0.05		17:47
		13:59	4.81	20:22	0.75		17:19	Mon	23	02:07	5.00	08:23	0.32	07:29	
Mon	9	02:16	4.58	08:25	0.93	07:58				14:29	5.22	20:50	0.36		17:49
		14:39	4.69	20:52	0.86		17:21	Tues	24	02:59	4.80	09:09	0.59	07:26	
Tues	10	02:58	4.48	08:59	1.08	07:56				15:24	4.94	21:35	0.72		17:51
		15:22	4.52	21:27	1.03		17:23	Wed	25	03:57	4.57	10:00	0.89	07:24	
Wed	11	03:45	4.33	09:38	1.26	07:54				16:27	4.63	22:26	1.10		17:53
		16:10	4.32	22:08	1.23		17:25	Thur	26	05:06	4.37	10:58	1.16	07:22	
Thur	12	04:37	4.16	10:26	1.45	07:52				17:40	4.35	23:27	1.42		17:55
		17:06	4.14	23:02	1.42		17:27	Fri	27	06:20	4.26			07:19	
Fri	13	05:41	4.06	11:33	1.57	07:50				18:55	4.19	12:10	1.34		17:57
		18:17	4.04				17:29	Sat	28	07:32	4.29	00:52	1.60	07:17	
Sat	14	06:57	4.10	00:18	1.51	07:48				18:55	4.19	12:10	1.34		17:59
		19:36	4.12	12:59	1.50		17:31			20:10	4.18	13:45	1.34		
Sun	15	08:06	4.32	01:42	1.39	07:46									
		20:42	4.36	14:20	1.22		17:33								

All times are given in Local Time

All times are given in Local Time

Tide Tables

Soldiers Point (Dundalk)

MARCH 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Sun 1	08:42	4.42	02:33	1.54	07:15			Mon 16	07:33	4.25	01:07	1.38	06:39		
	21:18	4.27	15:11	1.18		18:01			20:19	4.31	13:50	1.04		18:30	
Mon 2	09:40	4.60	03:44	1.35	07:12			Tues 17	08:37	4.56	02:29	1.10	06:36		
	22:09	4.39	16:13	0.97		18:03			21:17	4.61	15:07	0.65		18:32	
Tues 3	10:26	4.74	04:36	1.13	07:10			Wed 18	09:31	4.90	03:37	0.72	06:34		
	22:48	4.48	16:59	0.79		18:05			22:06	4.89	16:09	0.25		18:33	
Wed 4	11:01	4.82	05:16	0.93	07:08			Thur 19	10:18	5.20	04:34	0.35	06:31		
	23:16	4.54	17:36	0.65		18:07			22:51	5.09	17:02	-0.08		18:35	
Thur 5	11:30	4.85	05:48	0.78	07:05			Fri 20	11:03	5.40	05:20	0.07	06:29		New Moon 09:36
	23:41	4.58	18:08	0.57		18:09			23:32	5.19	17:47	-0.27		18:37	
Fri 6	11:57	4.85	06:17	0.68	07:03			Sat 21	11:47	5.48	06:03	-0.10	06:26		
			18:35	0.54		18:11					18:29	-0.29		18:39	
Sat 7	00:06	4.63	06:42	0.63	07:01			Sun 22	00:13	5.20	06:44	-0.13	06:24		
	12:24	4.84	19:00	0.54		18:13			12:32	5.44	19:07	-0.17		18:41	
Sun 8	00:33	4.68	07:04	0.61	06:58			Mon 23	00:56	5.13	07:24	-0.03	06:22		
	12:54	4.82	19:23	0.56		18:14			13:18	5.30	19:48	0.07		18:43	
Mon 9	01:06	4.71	07:29	0.62	06:56			Tues 24	01:42	4.99	08:06	0.17	06:19		
	13:30	4.77	19:51	0.61		18:16			14:09	5.07	20:28	0.40		18:45	
Tues 10	01:43	4.68	08:00	0.68	06:53			Wed 25	02:30	4.80	08:52	0.43	06:17		
	14:10	4.68	20:22	0.71		18:18			15:03	4.79	21:12	0.77		18:47	
Wed 11	02:25	4.59	08:33	0.79	06:51			Thur 26	03:24	4.57	09:40	0.73	06:14		
	14:53	4.54	20:58	0.87		18:20			16:03	4.47	21:59	1.14		18:48	
Thur 12	03:10	4.45	09:12	0.96	06:49			Fri 27	04:30	4.35	10:34	1.01	06:12		First Quarter 07:43
	15:41	4.35	21:39	1.09		18:22			17:13	4.20	22:54	1.47		18:50	
Fri 13	04:01	4.26	09:58	1.15	06:46			Sat 28	05:43	4.19	11:38	1.22	06:09		
	16:36	4.16	22:30	1.32		18:24			18:27	4.04				18:52	
Sat 14	05:01	4.11	11:01	1.31	06:44			Sun 29	07:57	4.17	00:06	1.66	07:07		
	17:45	4.03	23:41	1.46		18:26			20:40	4.03	14:04	1.27		19:54	
Sun 15	06:16	4.08			06:41			Mon 30	09:06	4.27	02:48	1.64	07:04		
	19:07	4.08	12:25	1.29		18:28			21:48	4.15	15:32	1.15		19:56	
								Tues 31	10:06	4.44	04:07	1.43	07:02		
									22:39	4.30	16:37	0.97		19:58	

All times are given in Local Time

All times are given in Local Time

APRIL 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases	
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M		
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres				
Wed	1	10:54	4.58	05:03	1.19	06:59		Thur	16	10:08	4.88	04:10	0.74	06:23		
		23:17	4.42	17:27	0.79		20:00			22:47	4.85	16:47	0.23		20:28	
Thur	2	11:31	4.68	05:46	0.96	06:57		Fri	17	11:00	5.12	05:10	0.42	06:21		
		23:47	4.52	18:05	0.66		20:02			23:32	5.03	17:42	-0.01		20:29	
Fri	3			06:21	0.79	06:54		Sat	18	11:47	5.27	06:02	0.16	06:19		
		12:03	4.73	18:38	0.58		20:03					18:30	-0.13		20:31	
Sat	4	00:14	4.59	06:51	0.67	06:52		Full Moon 12:06	Sun	19	00:14	5.12	06:48	0.01	06:16	
		12:31	4.74	19:06	0.54		20:05				12:32	5.32	19:12	-0.12		20:33
Sun	5	00:38	4.66	07:14	0.60	06:50		Mon	20	00:55	5.14	07:29	-0.03	06:14		
		12:58	4.75	19:30	0.52		20:07			13:16	5.27	19:51	0.02		20:35	
Mon	6	01:04	4.73	07:38	0.55	06:47		Tues	21	01:36	5.09	08:10	0.04	06:12		
		13:29	4.75	19:56	0.52		20:09			14:02	5.13	20:30	0.24		20:37	
Tues	7	01:37	4.77	08:06	0.53	06:45		Wed	22	02:20	4.98	08:52	0.19	06:09		
		14:05	4.73	20:26	0.56		20:11			14:51	4.93	21:10	0.53		20:39	
Wed	8	02:16	4.77	08:38	0.56	06:42		Thur	23	03:06	4.83	09:36	0.41	06:07		
		14:46	4.67	21:00	0.66		20:13			15:42	4.68	21:50	0.84		20:41	
Thur	9	02:59	4.71	09:15	0.64	06:40		Fri	24	03:58	4.64	10:22	0.65	06:05		
		15:31	4.57	21:38	0.82		20:15			16:39	4.40	22:35	1.16		20:42	
Fri	10	03:45	4.59	09:56	0.78	06:37		Sat	25	04:57	4.43	11:11	0.89	06:03		
		16:20	4.41	22:20	1.03		20:16			17:43	4.16	23:26	1.44		20:44	
Sat	11	04:36	4.43	10:45	0.94	06:35		Sun	26	06:06	4.25			06:01		
		17:17	4.24	23:12	1.24		20:18			18:51	4.01	12:08	1.10		20:46	
Sun	12	05:36	4.28	11:46	1.07	06:33		Mon	27	07:17	4.18	00:26	1.63	05:58		
		18:25	4.13				20:20	Last Quarter 03:44		20:00	3.99	13:15	1.21		20:48	
Mon	13	06:47	4.23	00:18	1.36	06:30			Tues	28	08:24	4.21	01:42	1.67	05:56	
		19:43	4.17	13:02	1.05		20:22			21:03	4.08	14:36	1.17		20:50	
Tues	14	08:03	4.35	01:38	1.31	06:28		Wed	29	09:23	4.32	03:09	1.54	05:54		
		20:55	4.35	14:24	0.86		20:24			21:55	4.23	15:46	1.05		20:52	
Wed	15	09:10	4.60	02:57	1.07	06:26		Thur	30	10:13	4.45	04:16	1.32	05:52		
		21:55	4.61	15:40	0.55		20:26			22:37	4.39	16:42	0.90		20:54	

All times are given in Local Time

All times are given in Local Time

Tide Tables

Soldiers Point (Dundalk)

MAY 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Fri 1	10:55	4.56	05:06	1.10	05:50	20:55	Full Moon 03:42	Sat 16	10:42	5.02	04:47	0.62	05:21	21:22	New Moon 04:13
	23:13	4.52	17:27	0.77					23:16	4.95	17:21	0.26			
Sat 2	11:31	4.63	05:45	0.92	05:48	20:57		Sun 17	11:33	5.12	05:44	0.41	05:20	21:24	
	23:43	4.62	18:02	0.68							18:13	0.19			
Sun 3	12:03	4.67	06:18	0.79	05:46	20:59		Mon 18	00:00	5.04	06:34	0.28	05:18	21:25	
Mon 4	00:09	4.72	06:45	0.68	05:44	21:01	Last Quarter 10:36	Tues 19	12:19	5.13	18:57	0.22	05:17	21:27	First Quarter 17:19
	12:33	4.71	19:01	0.57					00:40	5.07	07:17	0.22			
Tues 5	00:38	4.81	07:13	0.59	05:42	21:03		Wed 20	13:03	5.08	19:36	0.32	05:15	21:29	
	13:05	4.74	19:31	0.55					01:20	5.05	07:59	0.24			
Wed 6	01:12	4.87	07:46	0.54	05:40	21:05		Thur 21	13:48	4.97	20:14	0.48		21:30	
	13:44	4.75	20:05	0.58				02:01	4.99	08:40	0.33	05:14			
Thur 7	01:53	4.89	08:22	0.53	05:38	21:06		Fri 22	14:33	4.81	20:52	0.68		21:32	
	14:27	4.72	20:42	0.66					02:45	4.88	09:21	0.48	05:12		
Fri 8	02:38	4.86	09:02	0.58	05:36	21:08		Sat 23	15:20	4.62	21:30	0.90		21:32	
	15:14	4.65	21:22	0.80					03:33	4.74	10:03	0.65	05:11	21:33	
Sat 9	03:27	4.78	09:46	0.67	05:34	21:10		Sun 24	16:11	4.41	22:12	1.14		21:35	
	16:06	4.54	22:07	0.97				04:25	4.57	10:49	0.85	05:09			
Sun 10	04:19	4.68	10:37	0.78	05:32	21:12	Mon 25	17:07	4.21	22:58	1.36		21:36		
	17:03	4.42	22:59	1.13				05:25	4.39	11:38	1.03	05:08	21:36		
Mon 11	05:18	4.57	11:35	0.85	05:30	21:13	Last Quarter 10:36	Tues 26	18:09	4.06	23:49	1.54	05:07	21:38	
	18:09	4.33	23:59	1.24					06:31	4.25				21:39	
Tues 12	06:25	4.51			05:28	21:15		Wed 27	19:12	4.01	12:32	1.17		21:38	
	19:20	4.34	12:42	0.86					07:36	4.21	00:49	1.64	05:06	21:39	
Wed 13	07:36	4.56	01:09	1.22	05:27	21:17		Thur 28	20:13	4.06	13:34	1.23		21:41	
	20:30	4.45	13:56	0.76				08:36	4.24	01:58	1.62	05:04			
Thur 14	08:45	4.70	02:25	1.09	05:25	21:19			21:08	4.18	14:43	1.19		21:42	
	21:32	4.63	15:12	0.59				Fri 29	09:29	4.33	03:09	1.49	05:03		
Fri 15	09:46	4.87	03:39	0.86	05:23	21:20		Sat 30	21:55	4.34	15:45	1.10		21:43	
	22:27	4.81	16:21	0.40					10:16	4.44	04:11	1.32	05:02		
								Sun 31	22:36	4.50	16:37	0.97		21:45	
								10:57	4.55	05:00	1.13	05:01			
								23:11	4.65	17:20	0.85				

All times are given in Local Time

All times are given in Local Time

JUNE 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Mon 1	11:33 23:42	4.64 4.78	05:40 17:59	0.95 0.73	05:00	21:46	Full Moon 16:19	Tues 16	12:10 00:29	4.94 5.01	06:22 18:44	0.58 0.57	04:52	21:59	New Moon 14:05
Tues 2	12:08	4.73	06:16 18:34	0.78 0.64	04:59	21:47		Wed 17	12:53 01:06	4.90 5.02	07:08 07:48	0.49 0.46	04:52	22:00	
Wed 3	00:15 12:45	4.91 4.79	06:51 19:10	0.64 0.58	04:58	21:48		Thur 18	13:32 01:42	4.82 5.00	07:48 08:26	0.46 0.49	04:52	22:00	
Thur 4	00:52 13:25	5.00 4.83	07:29 19:47	0.53 0.57	04:58	21:49		Fri 19	14:12 02:22	4.72 4.94	20:34 09:05	0.78 0.57	04:52	22:00	
Fri 5	01:34 14:10	5.06 4.83	08:08 20:26	0.48 0.62	04:57	21:50		Sat 20	14:53 03:05	4.60 4.84	21:09 09:43	0.91 0.69	04:52	22:01	
Sat 6	02:20 14:59	5.07 4.79	08:51 21:09	0.48 0.72	04:56	21:51	Sun 21	15:37 03:51	4.46 4.70	21:46 10:23	1.07 0.84	04:52	22:01	Last Quarter 15:42	
Sun 7	03:10 15:51	5.03 4.72	09:37 21:54	0.53 0.86	04:55	21:52	Mon 22	16:25 04:39	4.32 4.53	22:27 11:05	1.24 1.00	04:52	22:01		
Mon 8	04:03 16:48	4.96 4.63	10:27 22:44	0.61 0.99	04:55	21:53	Tues 23	17:17 05:35	4.18 4.36	23:12 11:51	1.42 1.16	04:52	22:01		First Quarter 11:03
Tues 9	05:01 17:49	4.87 4.54	11:21 23:39	0.69 1.11	04:54	21:54	Wed 24	18:15 06:39	4.08 4.23			04:53	22:01		
Wed 10	06:04 18:57	4.79 4.49			04:54	21:55	Thur 25	19:18 07:44	4.05 4.17	12:42 01:01	1.28 1.65	04:53	22:01		
Thur 11	07:12 20:05	4.74 4.52	00:42 13:28	1.17 0.78	04:53	21:56	Fri 26	20:18 08:43	4.12 4.21	13:41 02:04	1.33 1.62	04:54	22:01		
Fri 12	08:22 21:10	4.75 4.62	01:53 14:43	1.15 0.76	04:53	21:57	Sat 27	21:12 09:36	4.26 4.32	14:44 03:11	1.30 1.50		22:01		
Sat 13	09:28 22:09	4.81 4.75	03:09 15:56	1.05 0.70	04:53	21:57	Sun 28	21:58 10:24	4.44 4.46	15:45 04:11	1.18 1.31	04:54	22:01		
Sun 14	10:29 23:02	4.88 4.87	04:23 17:02	0.89 0.63	04:52	21:58	Mon 29	22:39 11:06	4.64 4.62	16:39 05:02	1.02 1.07	04:55	22:01		
Mon 15	11:23 23:48	4.93 4.96	05:28 17:58	0.72 0.58	04:52	21:59	Tues 30	23:16 4.84		17:27 0.84		04:56	22:01		

All times are given in Local Time

All times are given in Local Time

Tide Tables

Soldiers Point (Dundalk)

JULY 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Wed 1	11:46 23:54	4.77 5.02	05:47 18:11	0.82 0.67	04:57	22:00	Full Moon 02:20	Thur 16	00:18 12:42	4.98 4.75	06:57 19:09	0.65 0.78	05:12	21:49	New Moon 01:24
Thur 2	12:26 00:33	4.89 5.17	06:31 07:13	0.59 0.41	04:57	22:00		Fri 17	00:51 13:15	5.01 4.70	07:34 19:43	0.59 0.77	05:14	21:47	First Quarter 04:04
Fri 3	13:08 01:16	4.96 5.27	19:31 07:55	0.47 0.31	04:58	21:59		Sat 18	01:22 13:47	5.00 4.65	08:10 20:14	0.58 0.80	05:15	21:46	
Sat 4	13:53 02:02	4.99 5.30	20:11 08:37	0.47 0.29	04:59	21:59		Sun 19	01:57 14:23	4.97 4.60	08:43 20:44	0.62 0.86	05:16	21:45	
Sun 5	14:41 02:51	4.97 5.28	20:53 09:22	0.55 0.34	05:00	21:58	Last Quarter 20:24	Mon 20	15:01 03:14	4.90 4.80	09:17 09:50	0.70 0.82	05:18	21:44	Full Moon 10:43
Mon 6	15:32 03:44	4.90 5.20	21:38 10:11	0.68 0.45	05:01	21:58		Tues 21	15:42 03:56	4.45 4.65	21:50 10:27	1.10 0.97	05:19	21:42	
Tues 7	04:40 16:27	5.08 4.79	11:02 22:25	0.60 0.84	05:02	21:57		Wed 22	16:25 04:42	4.34 4.47	22:27 11:06	1.27 1.14	05:21	21:41	
Wed 8	17:25 05:42	4.67 4.92	23:17 11:58	1.00 0.77	05:03	21:56		Thur 23	17:13 05:34	4.21 4.28	23:10 11:53	1.45 1.31	05:22	21:39	
Thur 9	18:31 06:51	4.56 4.77			05:04	21:56	Fri 24	18:09 06:38	4.10 4.13		1.31 1.61	05:24	21:38	Full Moon 10:43	
Fri 10	19:41 08:03	4.52 4.69	13:01 01:25	0.92 1.24	05:05	21:55	Sat 25	19:16 07:52	4.07 4.09	12:48 01:08	1.43 1.67	05:25	21:36		
Sat 11	20:48 09:14	4.57 4.67	14:15 02:45	1.02 1.23	05:06	21:54	Sun 26	20:24 21:21	4.15 4.35	13:51 14:57	1.46 1.36	05:27	21:35		
Sun 12	21:52 10:18	4.67 4.70	15:34 04:06	1.03 1.11	05:07	21:53	Mon 27	09:54 22:09	4.37 4.61	03:28 16:02	1.39 1.16	05:29	21:33		
Mon 13	22:48 11:15	4.80 4.75	16:45 05:16	0.98 0.94	05:08	21:52	Tues 28	10:42 22:53	4.59 4.88	04:31 16:59	1.08 0.91	05:30	21:31		
Tues 14	23:37 12:03	4.91 4.77	17:44 18:31	0.89 0.82	05:10	21:51	Wed 29	11:26 23:34	4.81 5.13	05:25 17:47	0.74 0.65	05:32	21:30		Full Moon 10:43
Wed 15			06:12 18:31	0.78 0.82	05:11	21:50	Thur 30			06:13 18:33	0.42 0.43	05:34	21:28		
							Fri 31					05:35	21:26		

All times are given in Local Time

All times are given in Local Time

AUGUST 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Sat 1	00:15 12:50	5.34 5.10	06:57 19:13	0.18 0.29	05:37	21:24	Last Quarter 02:03	Sun 16	01:00 13:21	5.00 4.65	07:48 19:52	0.59 0.76	06:03	20:54	First Quarter 19:31
Sun 2	00:57 13:33	5.46 5.14	07:39 19:54	0.05 0.25	05:39	21:23		Mon 17	01:30 13:52	4.97 4.65	08:18 20:19	0.62 0.78	06:05	20:52	
Mon 3	01:41 14:19	5.50 5.11	08:21 20:36	0.04 0.32	05:40	21:21		Tues 18	02:03 14:27	4.93 4.63	08:46 20:46	0.68 0.84	06:07	20:50	
Tues 4	02:29 15:09	5.46 5.02	09:05 21:18	0.15 0.48	05:42	21:19		Wed 19	02:39 15:03	4.84 4.59	09:14 21:15	0.78 0.95	06:08	20:48	
Wed 5	03:21 16:00	5.33 4.89	09:50 22:05	0.35 0.69	05:44	21:17	New Moon 14:53	Thur 20	03:19 15:44	4.72 4.51	09:44 21:48	0.91 1.10	06:10	20:45	Full Moon 18:35
Thur 6	04:15 16:58	5.13 4.72	10:39 22:56	0.60 0.93	05:45	21:15		Fri 21	04:03 16:29	4.55 4.37	10:19 22:25	1.08 1.28	06:12	20:43	
Fri 7	05:18 18:03	4.89 4.56	11:32 23:53	0.87 1.15	05:47	21:13		Sat 22	04:51 17:19	4.34 4.22	11:01 23:11	1.28 1.48	06:14	20:41	
Sat 8	06:30 19:15	4.66 4.47	12:33 01:01	1.32 1.32	05:49	21:11		Sun 23	05:48 18:19	4.13 4.10	11:54 00:14	1.47 1.63	06:16	20:38	
Sun 9	07:48 20:27	4.51 4.48	01:01 13:47	1.32 1.30	05:51	21:09	Mon 24	07:01 19:33	4.01 4.10	00:14 13:03	1.63 1.56	06:17	20:36		
Mon 10	09:00 21:34	4.48 4.60	02:25 15:13	1.35 1.32	05:52	21:07	Tues 25	08:23 20:45	4.07 4.27	01:34 14:18	1.60 1.49	06:19	20:34		
Tues 11	10:09 22:34	4.53 4.76	03:53 16:29	1.23 1.23	05:54	21:05	Wed 26	09:27 21:42	4.30 4.57	02:52 15:30	1.37 1.26	06:21	20:31		
Wed 12	11:06 23:24	4.61 4.89	05:06 17:29	1.03 1.09	05:56	21:03	Thur 27	10:21 22:30	4.58 4.91	04:04 16:33	1.01 0.93	06:23	20:29		
Thur 13	11:52	4.66	05:59 18:15	0.83 0.95	05:58	21:01	Fri 28	11:06 23:13	4.86 5.22	05:02 17:27	0.59 0.59	06:25	20:27	Full Moon 18:35	
Fri 14	00:03 12:28	4.97 4.67	06:42 18:51	0.69 0.85	06:00	20:58	Sat 29	11:48 23:55	5.08 5.46	05:54 18:14	0.22 0.31	06:26	20:24		
Sat 15	00:33 12:55	5.00 4.65	07:17 19:23	0.61 0.78	06:01	20:56	Sun 30	12:30 00:36	5.22 5.60	18:55 07:20	0.12 -0.17	06:28	20:22		
								Mon 31	13:12	5.27	19:36	0.06	06:30	20:20	

All times are given in Local Time

All times are given in Local Time

Tide Tables

Soldiers Point (Dundalk)

SEPTEMBER 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Tues 1	01:19	5.62	08:02	-0.13	06:32			Wed 16	01:36	4.92	08:14	0.67	06:58		
	13:56	5.22	20:17	0.14		20:17			13:55	4.75	20:18	0.78		19:40	
Wed 2	02:06	5.53	08:44	0.05	06:33			Thur 17	02:10	4.85	08:40	0.75	07:00		
	14:43	5.11	21:00	0.32		20:15			14:31	4.73	20:47	0.86		19:38	
Thur 3	02:56	5.34	09:28	0.33	06:35			Fri 18	02:49	4.75	09:10	0.87	07:02		
	15:33	4.95	21:45	0.58		20:12			15:12	4.65	21:20	0.98		19:35	
Fri 4	03:51	5.08	10:15	0.67	06:37			Sat 19	03:32	4.59	09:45	1.04	07:04		
	16:30	4.75	22:34	0.87		20:10			15:56	4.53	21:57	1.15		19:33	
Sat 5	04:54	4.77	11:06	1.02	06:39		Last Quarter 09:54	Sun 20	04:20	4.39	10:25	1.26	07:06		
	17:34	4.55	23:30	1.14		20:07				16:45	4.36	22:42	1.35		19:30
Sun 6	06:10	4.50			06:41			Mon 21	05:15	4.18	11:16	1.48	07:07		First Quarter 08:59
	18:48	4.43	12:05	1.33		20:05			17:42	4.21	23:40	1.51		19:28	
Mon 7	07:30	4.34	00:37	1.34	06:42			Tues 22	06:25	4.03			07:09		
	20:02	4.43	13:18	1.53		20:03			18:51	4.16	12:25	1.62		19:25	
Tues 8	08:45	4.33	02:04	1.38	06:44			Wed 23	07:50	4.07	01:00	1.51	07:11		
	21:12	4.54	14:50	1.54		20:00			20:08	4.30	13:44	1.56		19:23	
Wed 9	09:55	4.42	03:35	1.24	06:46			Thur 24	09:01	4.30	02:22	1.28	07:13		
	22:15	4.72	16:09	1.40		19:58			21:12	4.59	15:00	1.32		19:20	
Thur 10	10:51	4.55	04:45	1.03	06:48			Fri 25	09:58	4.62	03:38	0.90	07:14		
	23:04	4.87	17:07	1.21		19:55			22:05	4.94	16:07	0.96		19:18	
Fri 11	11:34	4.63	05:37	0.83	06:50			Sat 26	10:45	4.92	04:40	0.48	07:16		
	23:42	4.95	17:53	1.02		19:53			22:51	5.26	17:03	0.59		19:16	
Sat 12			06:19	0.68	06:51			Sun 27	11:29	5.16	05:34	0.11	07:18		
	12:07	4.67	18:30	0.87		19:50			23:35	5.50	17:53	0.28		19:13	
Sun 13	00:12	4.98	06:54	0.61	06:53		New Moon 06:41	Mon 28			06:20	-0.13	07:20		Full Moon 02:50
	12:32	4.69	19:02	0.78		19:48				12:10	5.30	18:37	0.08	07:22	
Mon 14	00:38	4.98	07:23	0.59	06:55			Tues 29	00:17	5.63	07:03	-0.22	07:22		
	12:57	4.71	19:29	0.74		19:45			12:51	5.35	19:18	0.01		19:08	
Tues 15	01:05	4.96	07:50	0.61	06:57			Wed 30	01:00	5.62	07:43	-0.13	07:24		
	13:24	4.73	19:54	0.74		19:43			13:33	5.30	20:00	0.07		19:06	

All times are given in Local Time

All times are given in Local Time

OCTOBER 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases	
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M		
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres				
Thur 1	01:46	5.50	08:24	0.09	07:25		Last Quarter 21:06	Fri 16	01:45	4.85	08:12	0.77	07:53		First Quarter 20:31	
	14:19	5.19	20:43	0.26		19:03			14:04	4.86	20:25	0.84		18:27		
Fri 2	02:36	5.28	09:06	0.41	07:27			Sat 17	02:24	4.76	08:44	0.88	07:55			18:25
	15:09	5.02	21:28	0.52		19:01			14:45	4.80	21:00	0.93				
Sat 3	03:31	4.99	09:52	0.79	07:29			Sun 18	03:08	4.64	09:20	1.05	07:57			18:23
	16:03	4.82	22:17	0.81		18:58	Last Quarter 21:06	Mon 19	15:30	4.69	21:38	1.06				
Sun 4	04:34	4.67	10:41	1.16	07:31			18:56	03:57	4.47	10:02	1.26	07:59		18:20	
	17:06	4.61	23:10	1.09				Tues 20	16:18	4.55	22:23	1.21				
Mon 5	05:48	4.39	11:37	1.48	07:33				04:53	4.29	10:52	1.47	08:01		18:18	
	18:18	4.46				18:53		Wed 21	17:14	4.42	23:19	1.34				
Tues 6	07:06	4.23	00:13	1.31	07:34		Last Quarter 21:06		06:00	4.17	11:57	1.60	08:03		18:16	
	19:31	4.42	12:45	1.69		18:51		Thur 22	18:19	4.36						
Wed 7	08:21	4.24	01:34	1.37	07:36				07:19	4.20	00:32	1.35	08:05			
	20:42	4.50	14:15	1.70		18:48		Fri 23	19:32	4.44	13:11	1.57		18:13		
Thur 8	09:31	4.36	03:05	1.26	07:38				08:32	4.39	01:51	1.16	08:07		18:11	
	21:45	4.66	15:35	1.54		18:46	Last Quarter 21:06	Sat 24	20:39	4.67	14:26	1.36				
Fri 9	10:26	4.52	04:15	1.07	07:40				09:32	4.68	03:07	0.84	08:08		18:09	
	22:35	4.80	16:37	1.33		18:44		Sun 25	21:38	4.97	15:36	1.04				
Sat 10	11:07	4.64	05:08	0.88	07:42				09:23	4.96	03:15	0.49	07:10		17:07	
	23:14	4.90	17:25	1.12		18:41		Mon 26	21:29	5.24	15:38	0.69				
Sun 11	11:39	4.72	05:51	0.74	07:44		Last Quarter 21:06	Tues 27	10:09	5.18	04:12	0.19	07:12		17:05	
	23:46	4.94	18:04	0.95		18:39			22:16	5.44	16:33	0.40				
Mon 12			06:26	0.66	07:46			Wed 28	10:51	5.32	05:01	0.00	07:14		17:03	
	12:06	4.78	18:38	0.84		18:36			23:01	5.54	17:20	0.20				
Tues 13	00:15	4.94	06:55	0.64	07:47			Thur 29	11:33	5.38	05:46	-0.04	07:16		17:00	
	12:32	4.81	19:06	0.79		18:34	Last Quarter 21:06		23:45	5.52	18:05	0.12				
Wed 14	00:42	4.92	07:21	0.66	07:49			Fri 30			06:27	0.05	07:18			
	12:58	4.85	19:30	0.78		18:32			12:15	5.35	18:47	0.15		16:58		
Thur 15	01:11	4.89	07:45	0.70	07:51			Sat 31	00:32	5.39	07:07	0.27	07:20		16:56	
	13:27	4.87	19:56	0.79		18:29			13:00	5.26	19:30	0.29				
									01:21	5.18	07:48	0.56	07:22			
									13:48	5.11	20:13	0.50		16:54		

All times are given in Local Time

All times are given in Local Time

Tide Tables

Soldiers Point (Dundalk)

NOVEMBER 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M	
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres			
Sun 1	02:15 14:40	4.92 4.93	08:31 21:00	0.90 0.76	07:24	16:52	Last Quarter 12:24	Mon 16	01:49 14:09	4.72 4.90	08:01 20:25	1.03 0.92	07:53	16:26	First Quarter 06:27
Mon 2	03:14 15:39	4.63 4.73	09:17 21:50	1.23 1.01	07:26	16:50		Tues 17	02:39 14:58	4.61 4.81	08:44 21:10	1.20 1.02	07:55	16:24	
Tues 3	04:21 16:45	4.38 4.55	10:08 22:46	1.53 1.23	07:28	16:48		Wed 18	03:34 15:53	4.49 4.71	09:33 22:03	1.38 1.11	07:57	16:23	
Wed 4	05:32 17:54	4.22 4.46	11:08 23:54	1.74 1.35	07:30	16:46		Thur 19	04:37 16:54	4.39 4.64	10:31 23:06	1.50 1.13	07:59	16:21	
Thur 5	06:43 19:02	4.20 4.46			07:32	16:44		Fri 20	05:48 18:00	4.39 4.66	11:39	1.51	08:01	16:20	
Fri 6	07:49 20:03	4.30 4.55	01:15 13:46	1.33 1.69	07:34	16:43	New Moon 17:47	Sat 21	07:00 19:08	4.51 4.77	00:18 12:52	1.05 1.38	08:02	16:18	Full Moon 22:44
Sat 7	08:45 20:57	4.46 4.67	02:30 14:56	1.20 1.50	07:36	16:41		Sun 22	08:04 20:11	4.71 4.95	01:32 14:05	0.87 1.15	08:04	16:17	
Sun 8	09:28 21:40	4.62 4.76	03:29 15:50	1.04 1.29	07:38	16:39		Mon 23	09:00 21:09	4.94 5.13	02:45 15:13	0.65 0.89	08:06	16:16	
Mon 9	10:04 22:18	4.75 4.82	04:16 16:34	0.91 1.12	07:40	16:37		Tues 24	09:51 22:01	5.13 5.27	03:49 16:14	0.44 0.63	08:08	16:15	
Tues 10	10:37 22:50	4.84 4.85	04:54 17:10	0.83 1.00	07:42	16:35		Wed 25	10:37 22:50	5.27 5.34	04:44 17:07	0.31 0.44	08:09	16:14	
Wed 11	11:06 23:20	4.91 4.86	05:27 17:41	0.78 0.92	07:44	16:34	Thur 26	11:21 23:36	5.34 5.33	05:33 17:54	0.28 0.33	08:11	16:12		
Thur 12	11:34 23:49	4.95 4.86	05:54 18:08	0.77 0.87	07:45	16:32	Fri 27			06:14 18:37	0.34 0.31	08:13	16:11		
Fri 13			06:20 18:35	0.78 0.83	07:47	16:30	Sat 28	00:21 12:45	5.23 5.29	06:54 19:19	0.48 0.38	08:15	16:11		
Sat 14	00:24 12:41	4.85 5.00	06:49 19:08	0.82 0.82	07:49	16:29	Sun 29	01:08 13:30	5.07 5.19	07:32 20:01	0.69 0.51	08:16	16:10		
Sun 15	01:04 13:23	4.80 4.97	07:23 19:44	0.90 0.85	07:51	16:27	Mon 30	01:57 14:18	4.86 5.04	08:12 20:43	0.94 0.70	08:18	16:09		

All times are given in Local Time

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DECEMBER 2015

Date	Tide at Dundalk				Sun		Moon's Phases	Date	Tide at Dundalk				Sun		Moon's Phases	
	High Water		Low Water		AM Rises H : M	PM Sets H : M			High Water		Low Water		AM Rises H : M	PM Sets H : M		
	Time H : M	Height Metres	Time H : M	Height Metres					Time H : M	Height Metres	Time H : M	Height Metres				
Tues 1	02:49	4.64	08:54	1.21	08:19		Last Quarter 07:40	Wed 16	02:21	4.79	08:28	1.01	08:38		First Quarter 15:14	
	15:09	4.86	21:28	0.91		16:08				14:39	5.08	20:57	0.74			16:03
Wed 2	03:47	4.42	09:40	1.46	08:21			Thur 17	03:15	4.70	09:15	1.15	08:39			16:03
	16:06	4.67	22:16	1.13		16:07				15:31	4.99	21:45	0.83			
Thur 3	04:50	4.25	10:32	1.67	08:22			Fri 18	04:13	4.61	10:08	1.28	08:40			16:03
	17:09	4.50	23:11	1.30		16:06			16:29	4.90	22:40	0.93				
Fri 4	05:55	4.18	11:32	1.79	08:24			Sat 19	05:18	4.55	11:08	1.37	08:40		16:03	
	18:14	4.41				16:06			17:31	4.82	23:45	0.99				
Sat 5	06:57	4.23	00:13	1.40	08:25			Sun 20	06:28	4.57			08:41			
	19:15	4.40	12:42	1.80		16:05			18:39	4.79	12:17	1.37		16:04		
Sun 6	07:54	4.35	01:27	1.39	08:27			Mon 21	07:37	4.67	01:00	0.98	08:42		16:04	
	20:12	4.45	13:58	1.69		16:05			19:48	4.83	13:33	1.27				
Mon 7	08:45	4.51	02:36	1.29	08:28			Tues 22	08:39	4.83	02:17	0.90	08:42		16:05	
	21:02	4.54	15:05	1.52		16:04			20:52	4.92	14:50	1.09				
Tues 8	09:28	4.67	03:33	1.17	08:29			Wed 23	09:36	5.00	03:29	0.78	08:43		16:05	
	21:45	4.63	15:56	1.35		16:04			21:51	5.01	16:00	0.87		16:05		
Wed 9	10:06	4.81	04:16	1.06	08:30			Thur 24	10:27	5.15	04:32	0.67	08:43		16:06	
	22:24	4.71	16:38	1.18		16:03			22:43	5.08	16:59	0.67				
Thur 10	10:40	4.92	04:54	0.96	08:32			Fri 25	11:12	5.24	05:22	0.60	08:43		Full Moon 11:11	
	22:58	4.78	17:14	1.04		16:03			23:30	5.08	17:48	0.51		16:07		
Fri 11	11:11	5.01	05:27	0.88	08:33		New Moon 10:29	Sat 26	11:53	5.28	06:05	0.59	08:44		16:07	
	23:30	4.83	17:46	0.90		16:03					18:30	0.43				
Sat 12	11:43	5.09	05:58	0.81	08:34			Sun 27	00:12	5.03	06:42	0.64	08:44		16:08	
			18:18	0.79		16:03				12:31	5.26	19:09	0.43			
Sun 13	00:06	4.87	06:32	0.79	08:35			Mon 28	00:52	4.93	07:17	0.74	08:44		16:09	
	12:21	5.14	18:54	0.70		16:03			13:11	5.19	19:47	0.50				
Mon 14	00:47	4.88	07:07	0.81	08:36			Tues 29	01:34	4.80	07:53	0.88	08:44		16:10	
	13:03	5.15	19:31	0.67		16:03			13:52	5.08	20:23	0.62				
Tues 15	01:32	4.86	07:46	0.89	08:37			Wed 30	02:18	4.64	08:30	1.06	08:44		16:11	
	13:49	5.13	20:12	0.68		16:03			14:36	4.93	21:02	0.80		16:11		
								Thur 31	03:06	4.48	09:10	1.26	08:44		16:12	
									15:24	4.74	21:43	1.00		16:12		

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3 Year Calendar

2014

2015

2016

January		2014				
Week	1	2	3	4	5	
M		6	13	20	27	
T		7	14	21	28	
W	1	8	15	22	29	
T	2	9	16	23	30	
F	3	10	17	24	31	
S	4	11	18	25		
S	5	12	19	26		

May		2014				
Week	18	19	20	21	22	
M		5	12	19	26	
T		6	13	20	27	
W		7	14	21	28	
T	1	8	15	22	29	
F	2	9	16	23	30	
S	3	10	17	24	31	
S	4	11	18	25		

September					2014
Week	36	37	38	39	40
M	1	8	15	22	29
T	2	9	16	23	30
W	3	10	17	24	
T	4	11	18	25	
F	5	12	19	26	
S	6	13	20	27	
S	7	14	21	28	

February		2014				
Week	5	6	7	8	9	
M		3	10	17	24	
T		4	11	18	25	
W		5	12	19	26	
T		6	13	20	27	
F		7	14	21	28	
S	1	8	15	22		
S	2	9	16	23		

June		2014				
Week	22	23	24	25	26	27
M		2	9	16	23	30
T		3	10	17	24	
W		4	11	18	25	
T		5	12	19	26	
F		6	13	20	27	
S		7	14	21	28	
S	1	8	15	22	29	

March		2014				
Week	9	10	11	12	13	14
M		3	10	17	24	31
T		4	11	18	25	
W		5	12	19	26	
T		6	13	20	27	
F		7	14	21	28	
S	1	8	15	22	29	
S	2	9	16	23	30	

July		2014				
Week	27	28	29	30	31	
M		7	14	21	28	
T	1	8	15	22	29	
W	2	9	16	23	30	
T	3	10	17	24	31	
F	4	11	18	25		
S	5	12	19	26		
S	6	13	20	27		

April		2014				
Week	14	15	16	17	18	
M		77	14	21	28	
T	1	8	15	22	29	
W	2	9	16	23	30	
T	3	10	17	24		
F	4	11	18	25		
S	5	12	19	26		
S	6	13	20	27		

August		2014				
Week	31	32	33	34	35	
M		4	11	18	25	
T		5	12	19	26	
W		6	13	20	27	
T		7	14	21	28	
F	1	8	15	22	29	
S	2	9	16	23	30	
S	3	10	17	24	31	

October					2014
Week	40	41	42	43	44
M		6	13	20	27
T		7	14	21	28
W	1	8	15	22	29
T	2	9	16	23	30
F	3	10	17	24	31
S	4	11	18	25	
S	5	12	19	26	

November		2014				
Week	44	45	46	47	48	
M		3	10	17	24	
T		4	11	18	25	
W		5	12	19	26	
T		6	13	20	27	
F		7	14	21	28	
S	1	8	15	22	29	
S	2	9	16	23	30	

December				2014	
Week	49	50	51	52	
M	1	8	15	22	29
T	2	9	16	23	30
W	3	10	17	24	31
T	4	11	18	25	
F	5	12	19	26	
S	6	13	20	27	
S	7	14	21	28	

January		2015				
Week	1	2	3	4	5	
M		5	12	19	26	
T		6	13	20	27	
W		7	14	21	28	
T	1	8	15	22	29	
F	2	9	16	23	30	
S	3	10	17	24	31	
S	4	11	18	25		

May		2015				
Week	18	19	20	21	22	
M		4	11	18	25	
T		5	12	19	26	
W		6	13	20	27	
T		7	14	21	28	
F	1	8	15	22	29	
S	2	9	16	23	30	
S	3	10	17	24	31	

September					2015
Week	36	37	38	39	40
M		7	14	21	28
T	1	8	15	22	29
W	2	9	16	23	30
T	3	10	17	24	
F	4	11	18	25	
S	5	12	19	26	
S	6	13	20	27	

February				2015	
Week	5	6	7	8	9
M		2	9	16	23
T		3	10	17	24
W		4	11	18	25
T		5	12	19	26
F		6	13	20	27
S		7	14	21	28
S	1	8	15	22	

June		2015				
Week	23	24	25	26	27	
M	1	8	15	22	29	
T	2	9	16	23	30	
W	3	10	17	24		
T	4	11	18	25		
F	5	12	19	26		
S	6	13	20	27		
S	7	14	21	28		

March		2015				
Week	9	10	11	12	13	14
M		2	9	16	23	30
T		3	10	17	24	31
W		4	11	18	25	
T		5	12	19	26	
F		6	13	20	27	
S		7	14	21	28	
S	1	8	15	22	29	

July		2015				
Week	27	28	29	30	31	
M		6	13	20	27	
T		7	14	21	28	
W	1	8	15	22	29	
T	2	9	16	23	30	
F	3	10	17	24	31	
S	4	11	18	25		
S	5	12	19	26		

April		2015				
Week	14	15	16	17	18	
M		6	13	20	27	
T		7	14	21	28	
W	1	8	15	22	29	
T	2	9	16	23	30	
F	3	10	17	24		
S	4	11	18	25		
S	5	12	19	26		

August		2015				
Week	31	32	33	34	35	36
M		3	10	17	24	31
T		4	11	18	25	
W		5	12	19	26	
T		6	13	20	27	
F		7	14	21	28	
S	1	8	15	22	29	
S	2	9	16	23	30	

October		2015				
Week	40	41	42	43	44	
M		5	12	19	26	
T		6	13	20	27	
W		7	14	21	28	
T	1	8	15	22	29	
F	2	9	16	23	30	
S	3	10	17	24	31	
S	4	11	18	25		

November		2015				
Week	44	45	46	47	48	49
M		2	9	16	23	30
T		3	10	17	24	
W		4	11	18	25	
T		5	12	19	26	
F		6	13	20	27	
S		7	14	21	28	
S	1	8	15	22	29	

December				2015	
Week	49	50	51	52	
M		7	14	21	28
T	1	8	15	22	29
W	2	9	16	23	30
T	3	10	17	24	31
F	4	11	18	25	
S	5	12	19	26	
S	6	13	20	27	

January		2016				
Week	1	2	3	4	5	
M		4	11	18	25	
T		5	12	19	26	
W		6	13	20	27	
T		7	14	21	28	
F	1	8	15	22	29	
S	2	9	16	23	30	
S	3	10	17	24	31	

May		2016				
Week	18	19	20	21	22	23
M		2	9	16	23	30
T		3	10	17	24	31
W		4	11	18	25	
T		5	12	19	26	
F		6	13	20	27	
S		7	14	21	28	
S	1	8	15	22	29	

September		2016				
Week	36	37	38	39	40	
M		5	12	19	26	
T		6	13	20	27	
W		7	14	21	28	
T	1	8	15	22	29	
F	2	9	16	23	30	
S	3	10	17	24		
S	4	11	18	25		

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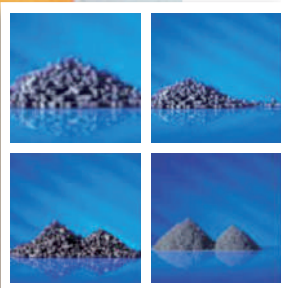
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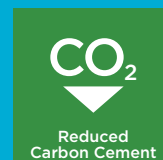
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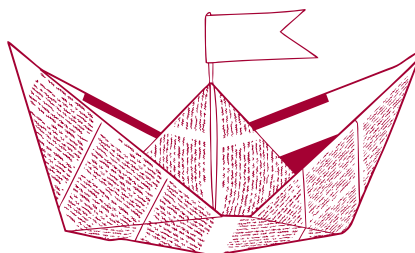
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Bridges of Dublin was designed to showcase Dublin's unique bridge infrastructure. The site provides a range of information running to over 90,000 words covering the history, design, engineering and interesting facts for each of the current 23 bridges. A spectacular digital archive contains more than 900 photos from the historic to the modern, some of which have never been seen on public display. Sources include the Dublin City Library & Archive, National Gallery, National Library of Ireland, Dublin Port, Fáilte Ireland and the Guinness Archive.

The new website provides an opportunity for all to learn about our rich bridge heritage. From the oldest, Mellows Bridge built in 1688, to the more recently constructed Samuel Beckett, built in 2009.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

The website won the Best Government and Local Government category at the Irish Web Awards 2013.

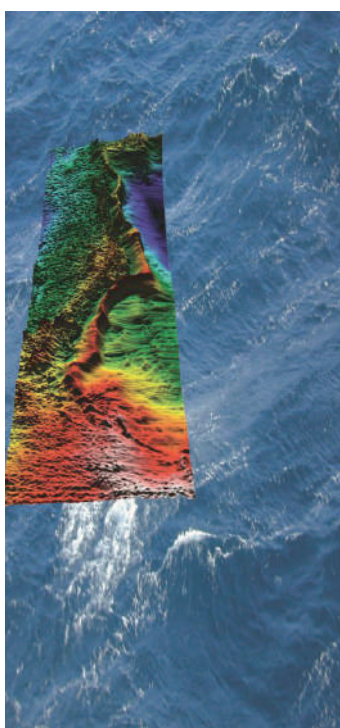




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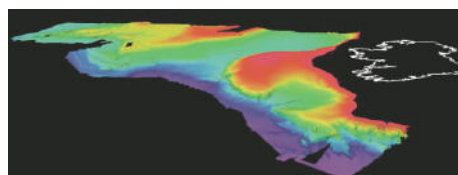


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Following a successful Memo to Government in Q4 of 2013, approval has been given to the programme for continued funding for the period (2014 - 2018) at c.€3m per annum, to be met from within the DCENR Departments' agreed multi-annual capital envelope.

This project is currently scheduled to run for a twenty year period (2006 - 2026) with priority in the first years being given to mapping 26 Bays and 3 Marine Areas.



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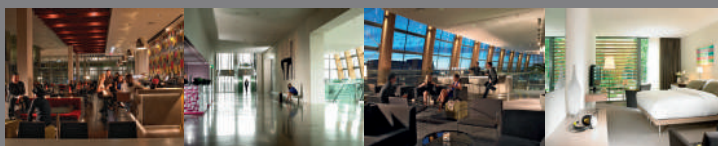


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	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED
JAN					1 New Year's Day Public Holiday	2	3	4	5	6	7	8	9	10	11	12	13	14
FEB								1	2	3	4	5	6	7	8	9	10	11
MAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 Mother's Day	16	17 St. Patrick's Day Public Holiday	18
APR				1	2	3 Good Friday	4	5 Easter Sunday	6 Easter Monday Public Holiday	7	8	9	10	11	12	13	14	15
MAY						1	2	3	4	5	6	7	8	9	10	11	12	13
JUN		1 Public Holiday	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
JUL				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
AUG							1	2	3	4	5	6	7	8	9	10	11	12
SEP				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
OCT					1	2	3	4	5	6	7	8	9	10	11	12	13	14
NOV	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
DEC			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED

THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			JAN
12	13	14 St. Valentine's Day	15	16	17	18 Ash Wednesday	19	20	21	22	23	24	25	26	27	28			FEB
19	20	21	22	23	24	25	26	27	28	29 Summer Time Begins	30	31							MAR
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30					APR
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		MAY
18	19	20	21 Father's Day	22	23	24	25	26	27	28	29	30							JUN
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				JUL
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	AUG
17	18	19	20	21	22	23	24	25	26	27	28	29	30						SEP
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31 Halloween			OCT
19	20	21	22	23	24	25	26	27	28	29	30								NOV
17	18	19	20	21	22	23	24	25 Christmas Day Public Holiday	26 St. Stephen's Day Public Holiday	27	28	29	30	31					DEC
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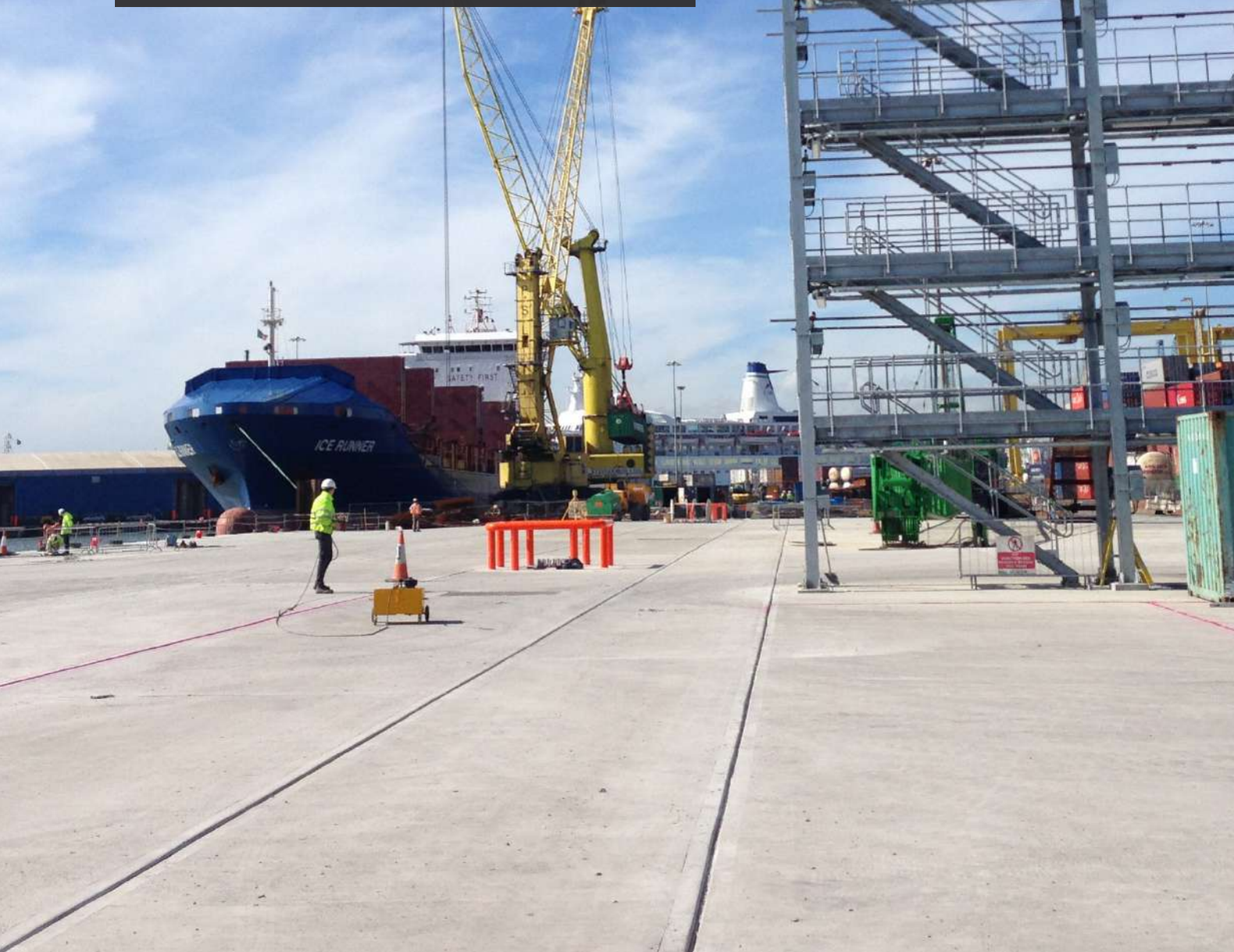
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