

Dublin Port Yearbook  
~ 1997 ~





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D.F.T. - Operates a multi-functional port facility at a fifty acre terminal at the entrance to Dublin Port.

D.F.T. - Ellesmere Port Container Terminal Ltd. (E.P.C.T.) a subsidiary has recently opened for container service at Ellesmere Port.



Contact:  
**BOB RICHARDSON,**  
General Manager

A DIVISION OF IRISH FERRIES LIMITED.

CONTAINER TERMINAL, BREAKWATER ROAD, DUBLIN 1. TELEPHONE (01) 8552222 FAX. (01) 8552309



# Dublin Port Yearbook

## ~ 1997 ~



### OFFICES AND SERVICES

#### HEAD OFFICE

Port Centre, Alexandra Road, Dublin 1.

#### ADMINISTRATION

Telephone 8550888/8555771  
Fax 8741241 Telex 32508

#### ENGINEERING

Telephone 8550888/8555771  
Fax 8550487 Telex 32508

#### HARBOUR

Telephone 8550888/8555771  
Fax 8555425 Telex 32508

#### WAREHOUSING

Telephone 8550888/8555771  
Fax 8563850 Telex 32508

### DIRECT LINES

Warehouse Stack R, Alexandra Road	8557005
Harbour Police Superintendent, 3 South Branch Road	8565845
Deputy Superintendent (Harbour Police)	8555620
Harbour Police, Bond Road	8563856
Deputy Superintendent (Fire Protection)	8557445

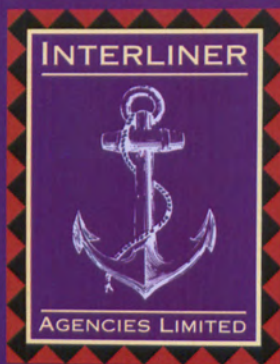
### EMERGENCY SERVICES

<b>During Working Hours</b>	8555771
Outside Working Hours, North Side (Communications Centre)	8555771
(Communications Centre)	8555772
(Communications Centre)	8555773

### After Hours (Direct Lines)

Berthing Master	8555779
Harbour Police, Bond Road	8555771
Port Yard Gate, East Wall Road	8555775
Cranes (Maintenance & Operations)	8555888
Warehousing	8555774





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**MONTHLY EX- BRAZIL**



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Barry Moore.



# Foreword

## Gateway to the Capital

It is gratifying to review the past twelve months and see the continued expansion of services to and from Dublin Port. Throughput has once again increased beyond forecast, and is estimated to reach some 14.5 million tonnes for 1996.

Dublin is now a busy port, and a regular flow of ships can be seen entering and leaving at all hours of the day and night.

Shipowners and operators rely on the quick turn round they achieve, and this confidence has attracted increased trade in all modes.

We are pleased to see positive progress being made on the Dublin Port Tunnel, but current access to and from the port is in a critical state, and the Board urges the immediate implementation of a road management system to cater for port traffic, prior to the opening of the Tunnel in 2001.

Dublin Port is the gateway to the Capital City and its hinterland, and whilst the Planners have recognised this, it is vital that action is taken now to relieve the pressure on all port access routes.

The New Harbour's Act 1996, was signed by the President on the 20th May, providing for the establishment of the Dublin Port Company, a commercial semi state enterprise, coming on stream in early 1997. The legislation allows for a new board structure, to operate in a commercial and self sufficient format. This is an exciting development in the history of Dublin Port, and will allow the new company to compete in a more commercial and cost effective manner.



Brian Kerr, Chairman.

I take this opportunity to pay tribute to the present Board, which has operated in a most effective way through a critical development path, overseeing the rejuvenation of Dublin as a major Port within the European Union.

On behalf of the Board, I thank the Chief Executive, management and staff for their part in achieving such satisfactory results, and their success in maintaining the high standards required to ensure all the port customers are satisfied with the services offered at Dublin.

Dublin Port is geared to provide the best available service to all port users in 1997 and beyond. There is a very healthy environment existing in Dublin, and this augurs well for further success in the years to come.

*Brian Kerr*

Brian Kerr  
Chairman



## Another Record Year

With Dublin Port already handling over 50% of the country's total export traffic, 1996 marked yet another record year.



Enda Connellan, Chief Executive

Following the 1995 achievement of setting a record by becoming the first Irish port to reach a freight throughput of 12 million tonnes, the figure for 1996 is expected to exceed 14.5m. In terms of unitised traffic (ro/ro and lo/lo) alone, this represents a 54% increase over 1995.

Over 6,600 ships used Dublin Port last year, compared with 4,800 ships in 1995.

The number of ro/ro sailings increased further with a total of 80 sailings each week provided by Irish Ferries, Merchant Ferries, Pandoro and Stena Line.

Lo/lo carryings increased, with Coastal, MTL and DFT reporting gains of 12% over 1995.

1996 saw visits by cruise liners increase from 27 in 1995 to 43, a difference of 70%. The month of August

was marked by the visit of Splendour of the Seas, the largest cruise liner and the longest vessel ever to enter Dublin Port. According to Dublin Chamber of Commerce it is estimated that passengers and crew from those cruise liners spent approximately IRL5 million in the Dublin area in 1996.

Our continuing success in attracting trade while maintaining quality service to our customers can be accounted for by:

- improved terminal facilities
- additional shipping capacity
- new pricing policy
- good industrial relations

### Looking Ahead

Road access to Dublin Port continues to be a key priority and the Board is disappointed at delays in advancing the

Tunnel project to date. Dublin Port is the busiest unitised port on the whole island of Ireland. 800,000 heavy goods vehicles alone are now moving through the area each year, and the forecast for the year 2000 is one million vehicles.

We have an impressive track record in recent

years of attracting new traffic through Dublin. It would be a bitter experience to see the gains achieved by fine infrastructure, demonstrable efficiency and aggressive marketing lost through delays in landside port access. We are, therefore, continuing to lobby the appropriate authorities to ensure the advancement of the Port Tunnel project to completion at the earliest date.

### New Legislation

The Harbours Act 1996 will introduce new regulations for the management, control, operation and development of certain harbours in the Republic of Ireland. Dublin Port welcomes this legislation which represents a change in the administration framework of the twelve harbours concerned insofar as it requires the establishment of State commercial companies to

manage and operate the ports in succession to the present statutory harbour authorities.

### Final Word

I would like to place on record the Board's appreciation for the continuing support and loyalty of all customers as well as staff. I would particularly like to thank our colleagues in the Departments of Marine, Finance and Environment as well as officials in the European Commission for their continued help.

The current Board has served Dublin Port extremely well. The members are to be congratulated on a job very well done. They have served the interests of Dublin Port selflessly and without remuneration. I thank them for their help and support in this period of unprecedented growth and development.

Finally, I would like to express my gratitude to all staff, a winning team, who have helped us attract and manage remarkable levels of business.

Enda Connellan  
Chief Executive



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# Dublin Port Management Team



Joe Jones  
Assistant Chief Executive  
Port Services



Enda Connellan  
Chief Executive



Brian Torpey  
Chief Engineer



Tom Moroney  
Personnel Manager



Jerry Killeen  
Secretary



Bill Taylor  
Commercial &  
Warehousing Manager

## History of Port Authority

1707 - 1786



Dublin Corporation  
*(Ballast Committee)*

1786 - 1867



Corporation for Preserving  
and Improving the  
Port of Dublin

1867 - 1946



Dublin Port and Docks  
Board *also* Pilotage  
Authority *also* Bridge  
Authority  
*(Lighthouse function  
transferred to Commissioners  
of Irish Lights)*

1946



Reconstruction of Board  
under Harbours Act 1946  
*also* Pilotage Authority  
*also* Bridge Authority

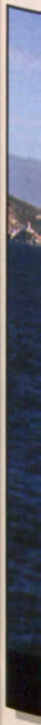




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# General Information

## PORT AUTHORITY

Dublin Port Company (under Harbours Act, 1996) at a date to be determined in 1997.

Dublin Port and Docks Board (under Harbours Act, 1946, and earlier Acts).

## LIMITS OF DUBLIN PORT

Under the 1996 Harbours Act limits consisting of the waters of the River Liffey below the Matt Talbot Memorial Bridge and so much of the sea westward of the sixth meridian 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, harbours and all tidal docks within such area.



## PILOTAGE

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

## TOWAGE

To cater for large ocean-going vessels using the Port, the Board has provided three modern diesel tugs fitted with twin Voith Schneider propellers. Two of 35 tonne bollard pull, one of 16 tonne bollard pull. They are equipped with VHF radio, Hague Channels 16, 12 and 6 and with modern fire pumps.

## TIDES

Mean H.W. Springs Dublin Bar 4.1 metres.

Mean H.W. Neaps, 3.4 metres.

Prevailing winds are S.W.

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

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

## ANCHORAGE

An anchorage area in the form of a circle with one mile diameter is centred one mile S.S.W. of the Dublin Bay Buoy, with depths at LW from 13 to 20 metres.

## VERIFICATION OF DEPTHS

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



Verification of depths in the Port should, therefore, be obtained from the Harbour Master's Office, Port Centre, Dublin 1.

## APPROACH AND BERTHAGE

The approach to the Harbour of Dublin is well lighted and of easy access. There is a channel across the Bar at M.L.W.S. of 7.8 metres. Vessels drawing up to 10.2m can enter the Port at high water of normal tides. Vessels drawing up to 7 metres 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 is being introduced during 1997. The scheme is composed of two elements, an inward lane and outward lane at North Burford and South Burford. For larger craft this is the only access to Dublin Bay.



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**WAREHOUSING**

As well as its main function of managing the Port, the Board also runs a major warehousing operation. Following the acquisition of the Custom House Docks premises by the government, the Board has transferred its operations to alternative warehouses at East Wall Road and to existing accommodation in the Port area proper. The Warehousing Department continues to handle tobacco, tea, wines, spirits and general cargo.

Enquiries regarding the Board's facilities and rates for both ordinary and bonded storage of goods should be addressed to the Commercial and Warehousing Manager, Dublin Port, Port Centre, Alexandra Road, Dublin 1. Telephone 8550888.

**ENCLOSED DOCKS**

Grand Canal Docks (owned and operated by Office of Public Works) are on the

South side of the River near Ringsend. These docks have an area of 10 hectares and about 1,830 metres of quays. There are two entrance locks, a small one for barges and another 45.7 metres by 10.7 metres for vessels not exceeding 45 metres long.

**GRAVING DOCKS**

**No.1**

The old dock, originally built in 1860, was refurbished prior to its re-opening in late 1996. It is 244 metres long and 24.4 metres wide at its extremities.

**No.2**

Opened 1957. Situated to the West of Alexandra Quay.



Owned by Dublin Port and Docks Board. Inside length with caisson gate in:-

Extreme outer position	202 metres
Normal outer position	194 metres
Centre position	112 metres
Inner position	78 metres
Width at entrance	24.4 metres
Depth over sill at H.W.O.S.T.	7.62 metres
Depth over blocks at H.W.O.S.T.	6.80 metres

The intermediate positions for the Caisson gates make it possible to operate the inner

section so as to accommodate a small or medium size vessel independently of the remainder of the dock.

**ELECTRICITY SUPPLY**

A.C. 380V and 220V phase 4 wire: 400, 300 and 100 amperes. D.C. 200V and 110V 3 wire: 400, 300 and 100 amperes.

**EQUIPMENT**

One E.P. Crane, 25 tonnes at 22 metres radius to 5 tonnes at 30 metres radius.

Seven power capstans of 5, 10 and 15 tonnes pull.

Water Supply: Fresh and salt water hydrants at dock sides.

Lead-in Jetty: This dock is served by a lead-in jetty 135 metres long.









# Key Map



-  Map No.1 Coastal Terminal Ltd.
-  Map No.2 Dublin Ferryport Terminals
-  Map No.3 M.T.L. Container Terminal
-  Map No.4 Ferryport Terminal
-  Map No.5 Merchant Ferries Ltd.
-  Map No.6 Pandoro Freight Terminal
-  Map No.7 Alexandra Quay East
-  Map No.8 Alexandra Quay West
-  Rest of Port Estate





# Lift On / Lift Off

Dublin Port has three dedicated Lo/Lo Terminals:-

- The Marine Terminals Ltd (MTL) facility at South Bank Quay
- The Dublin Ferryport Terminal (DFT) at Ferryport
- The Coastal Line Container Terminal at Alexandra Road Extension.

## Common User Terminal

In addition, containers are also handled under a 35 tonnes derrick crane at Ocean Pier West, in the common user area of the Port. A storage area of 1.6 ha. adjoins the 183 metres long berth, with a depth at L.A.T. of 9.4 metres.

Stevedoring services and second-handling equipment, are offered by the three companies licensed to operate in this area viz:

- Dublin Port Stevedores Ltd.
- Poolbeg Stevedoring Co. Ltd.
- Portroe Stevedores Ltd.

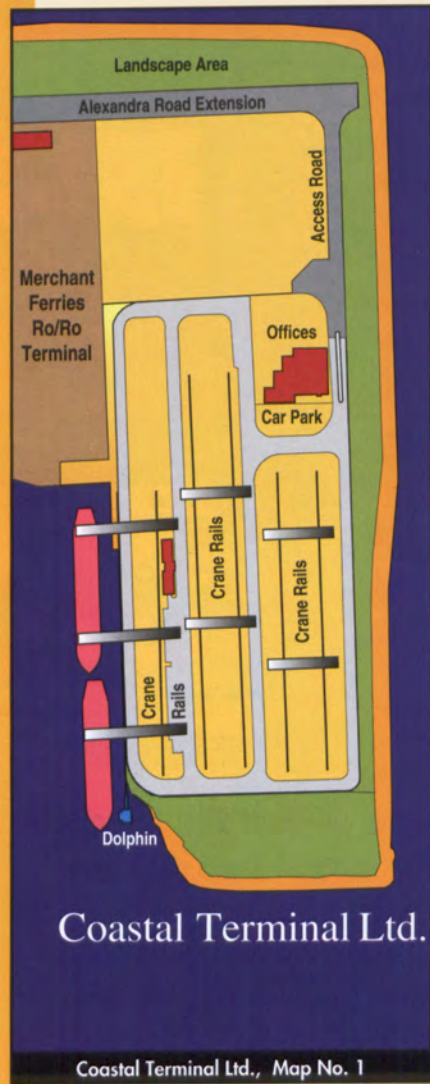




# Coastal Line Container Terminal Ltd.

The Coastal lo/lo terminal presently handles vessels for BG Freight Line and Coastal Container Line. A total of fourteen weekly calls serve five ports in Great Britain (Liverpool, Cardiff, Greenock, Southampton and Thamesport) and two continental ports (Rotterdam and Antwerp).

Terminal facilities have been substantially upgraded over the past three years. The berth has been extended from 145m to 220m and a third ship-to-shore crane was added, allowing for the simultaneous working of two vessels. In 1996, an additional four acres were surfaced to provide an enlarged stacking area for empty containers, and further improvements to facilities are planned for 1997. The eastern stacking



area will be extended and additional second-handling equipment will be erected to service this area; the old terminal building will be demolished and purpose-built offices will be provided. A rail link will be installed to the main running line connecting the terminal to the Irish Rail facility at North Wall.

This latter development will enable direct train services to be offered from the terminal, providing improved inland distribution arrangements to the South, West and North of



## TERMINAL DETAILS

Length of Berth:	220 metres
Depth at L.A.T.	6.1 metres
Cranes:	3 x 30 tonnes transporters
Second-Handling Equipment:	3 x 30 tonnes rail mounted Goliath cranes
Storage Area:	6.0 hectares



Ireland. It will also provide Irish Exporters with direct access to the Channel Tunnel via the Euro-Rail Terminal at Seaforth within the Port of Liverpool.



# Dublin Ferryport Terminals (DFT)

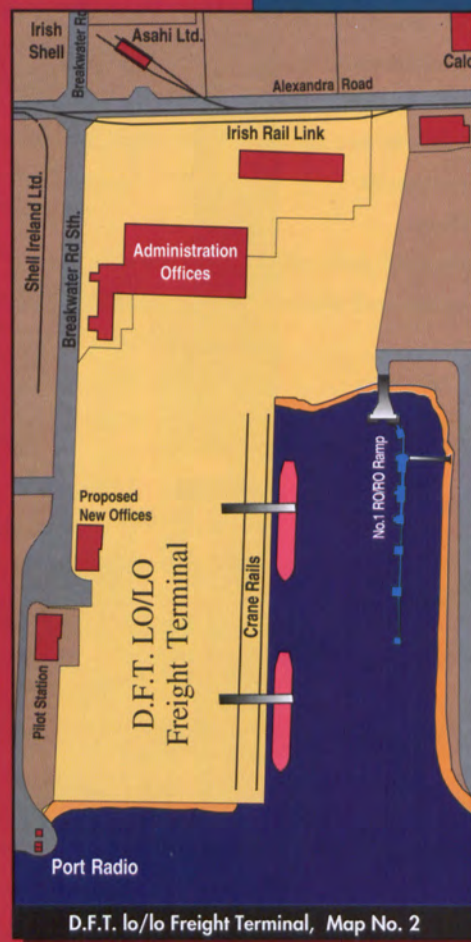


complex. Dublin Port is providing 80 metres of new quay, deepening of the 300 metre quay to 8.0 metres below L.A.T., and an additional 6 acres of terminal storage area.

The development is being project-managed by Dublin Port which is part funding it along with EU Cohesion Fund and Irish Ferries' assistance.

## Lo/Lo Terminal Development

The re-development of the lo/lo container terminal which was first built in 1972 is scheduled for completion in February 1997. This development consists of a new 40 tonne Liebherr crane which was commissioned in August 1996, two new Noell straddle carriers and a new receiving gate



## Maintenance Facilities

As part of the re-development of the lo/lo terminal the workshop facilities have been re-developed to accommodate the new higher straddle carriers.

This re-development includes the heightening of the workshop facilities by 4 metres to accommodate straddle carriers which can operate 3x2.9m high container bays.

## TERMINAL DETAILS

Length of Berth:	300 metres
Depth at L.A.T.	7.5 metres
Cranes:	1 x 30 tonnes transporter 1 x 40 tonnes transporter
Second-Handling Equipment:	5 straddle carriers 2 x 12 tonnes fork-lift trucks
Reefer Points:	80
Storage Area:	14 hectares



# Marine Terminals Ltd. (MTL)



MTL's customer base includes major operators to north-west Europe (Bugsier) to the Iberian Peninsula (Andrew Weir Shipping) as well as direct services connecting Ireland with many Mediterranean ports (Zim and Andrew Weir).

MTL is flexible in providing a round-the-clock service for regular and occasional users alike. The terminal's flexibility extends to handling part container/part conventional cargo loads as well as ro/ro (freight or cars). Users can also



## TERMINAL DETAILS

Length of Berth:	567 metres
Depth at L.A.T.	7.6 metres
Cranes:	1 x 40 tonnes transporter 1 x 35 tonnes transporter 1 x 30 tonnes transporter 1 x 32 tonnes derrick
Second-Handling Equipment:	5 x hyster fork-lift trucks 1 x kalmar fork-lift truck
Reefer Points:	112
Storage Area:	13 hectares



avail of MTL's full range of integrated terminal services including reefer container engineering and management of empty containers.

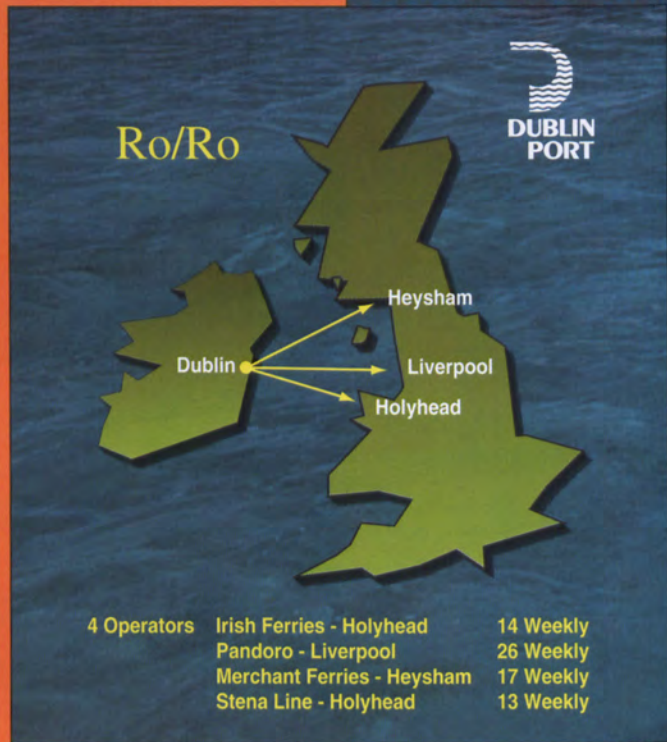
In line with the company's policy of continuous improvement, work will commence during 1997 on the development of Ireland's deepest container berth in conjunction with Dublin Port and with EU support. MTL will be well placed to meet existing and new customers' requirements well into the future.



# Roll On / Roll Off

Dublin Port has the following dedicated Ro/Ro terminals:-

- Ferryport Terminal Development Servicing:
  - Irish Ferries
  - Stena Line
  - Isle of man Steam Packet Co.
- Pandoro Ltd. at North Wall Extension
- Merchant Ferries at Alexandra Road



## Ferryport Terminal

- Irish Ferries
- Isle of Man Steam Packet Co.

### New Terminal Facilities for Passengers and Freight

The third and final phase of the re-development of the passenger and ro/ro terminal complex is on schedule for completion by the end of January 1997. It is expected that the re-development of the passenger terminal will be completed by October 1997.

The completion of the terminal development will coincide with the arrival of Irish Ferries' new ferry, the M.V. "Isle of

Inishmore". This new ferry will be the largest operating in North Europe and can carry 2,200 passengers with three decks of cars and trucks.

The third phase of the development includes a major re-construction of the 23 acre multi-user site with new car check-in, freight check-in and marshalling areas. A new

freight centre is also being built by Irish Ferries which will provide full services for driver accompanied ro/ro freight.



TERMINAL DETAILS	
Length of Berth:	216m
Depth at L.A.T.	11m
Length of Shore Ramp:	40m
Width of Shore Ramp:	20m at ship tapering to 17m at shore end
Maximum Vehicle Load:	180 tonnes





• Stena Line

In 1995 Stena Line introduced the 18535 tonne freight-only vessel "Stena Traveller" on a new route for the company - Dublin Port to Holyhead. In September 1996 she was replaced by her sister ship "Stena Challenger", a vessel with more power for improved



TERMINAL DETAILS

<b>No.1 Ramp</b>	
Length of Berth:	180m
Depth at L.A.T.	5.9m
Length of Shore Ramp:	30m
Width of Shore Ramp:	6m
Maximum Vehicle Load:	100 tonnes

manoeuvrability in poor weather and a higher standard of on-board facilities for drivers. This represents a consolidation of Stena Line's commitment to freight traffic on the Central Corridor of the Irish Sea.



The 157m long "Stena Challenger" provides two round trips per day, and has capacity to carry up to 100 artics. Although the service is operated primarily for driver accompanied freight traffic, the 500 passenger capacity of "Stena Challenger" brings the flexibility to carry limited tourist related traffic.





# Merchant Ferries

Dedicated freight ro/ro operator Merchant Ferries Ltd. commenced operations in October 1995 and presently offers three sailings per day on the Dublin/Heysham route. The company is located at a brand new 4.5 hectare terminal facility.

The high tech complex includes many unique features never seen before in an Irish Sea port. The heart of the operation is a camera based

checking-in procedure linked directly with the main booking system to allow speedy processing of an estimated 100,000 units in 1997. Facilities within the office complex, which is open 24 hours a day seven days a week, include a drivers restroom and showers.

The site has easy sea and road access and is equipped with a fleet of modern terminal tractors for second handling.



Merchant Ferries RO/RO Freight Terminal, Map No. 5

## TERMINAL DETAILS

Length of Berth:	160m
Depth at L.A.T.	7m
Length of Shore Ramp:	35m
Width of Shore Ramp:	10m
Maximum Vehicle Load:	100 tonnes (180 tonnes low-loader)





# Pandoro

Pandoro operates from its purpose built ro/ro facility at North Quay Extension, featuring two ro/ro ramps and providing four sailings per day on the Dublin/Liverpool route.

The MV Ibez, now with increased carrying capacity (130 freight units) and with superb driver facilities, has resumed schedule after a major refit. Pandoro operates a total of four vessels on this busy route.



## TERMINAL DETAILS

### Linkspan

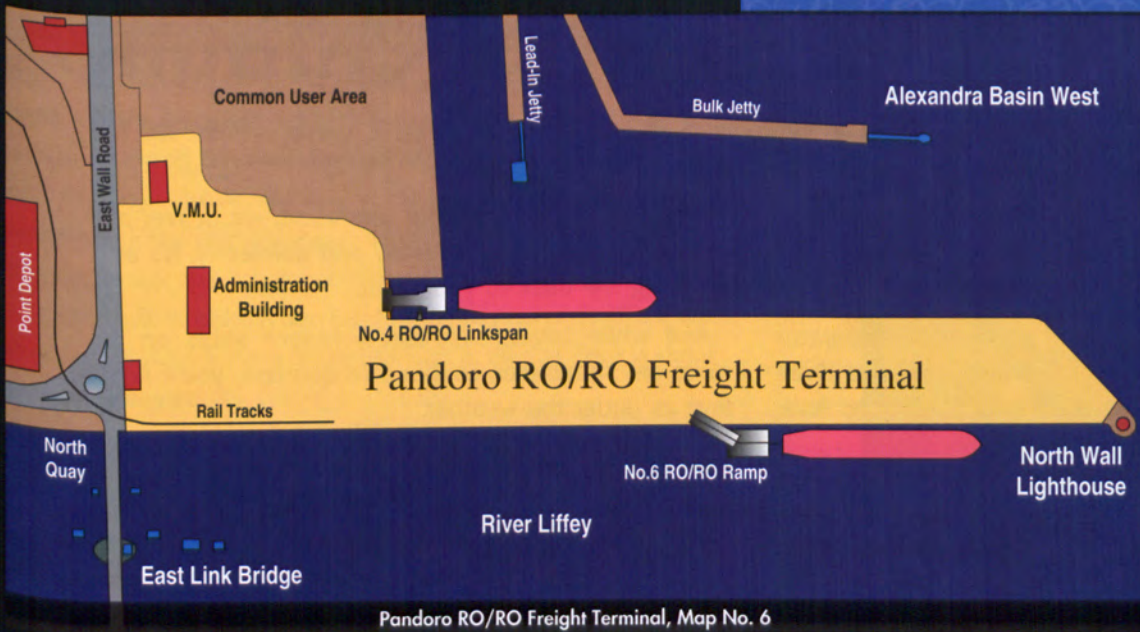
Length of Berth:	410m
Depth at L.A.T:	7m
Length of Shore Ramp:	41m
Width of Shore Ramp:	8m
Maximum Vehicle Load:	100 tonnes (180 tonnes low-loader)

### No. 6 Ramp

Length of Berth:	230m
Depth at L.A.T:	6.5m
Length of Linkspan:	35m
Width of Linkspan:	10m
Length of Pontoon:	30m
Width of Pontoon:	20m
Maximum Vehicle Load:	180 tonnes

Pandoro North Quay Terminal is equipped to handle approximately 200,000 freight units per annum.

Pandoro has just moved into new offices which will serve as headquarters in Ireland for the Pandoro Group.



Additional area for expansion has been provided by Dublin Port reclamation which will provide a further 2.5 hectares from early 1997.





## Whatever size your operation, call a specialist

Freight can cause a lot of heartache, but even if you feel your distribution is lean and trim, you could do worse than get a check-up from a specialist like Pandoro.

Pandoro is the only dedicated Ro-Ro freight operator with regular daily sailings on the Irish Sea, and three weekly sailings between Rosslare and Cherbourg. And

with the largest truck-fleet in these islands we can deliver on time, anywhere.

Whatever the size of your operation, we deliver and collect efficiently, economically and painlessly. It's as if we bring the dock to your door.

And while larger, supposedly hi-tech ships on the route are sometimes confined to quarters, you'll rarely find us under the weather.



**Pandoro**  
we oversea it all.

North Quay Extension, Dublin 1. Tel: (01) 855 7001 Fax: (01) 836 6323 • Dock Street, Fleetwood, Lancs. FY7 6HR. Tel/Fax: 1 253 777 111

DAILY SAILINGS: Liverpool/Dublin-4; Fleetwood/Larne-2; Larne/Ardrossan-regular daily. Rosslare/Cherbourg-3 per week.



# Liquid Bulk

Dublin has discharging facilities for oil, bitumen, acrylonitrile, liquid petroleum gases and molasses. A 41 hectare oil zone with storage capacity for 330,000 product tonnes (including 6,000 tonnes of LPG) is linked to four oil berths by a common user oil pipeline

system, which incorporates 36 pipe lines. The cargoes of oil tankers can, therefore, be discharged to the storage installations of any of the oil companies.

Pipelines and storage tanks are also available for molasses in bulk form.

## Oil Jetties

### NO. 1 WEST

Length of Berthage:	226 metres
Depth at L.A.T.	10.4 metres

### NO. 2 EAST

Length of Berthage:	235 metres
Depth at L.A.T.	10.7 metres

### NO. 3 WEST

Length of Berthage:	207 metres
Depth at L.A.T.	10.1 metres

### NO. 4 EAST

Length of Berthage:	110 metres
Depth at L.A.T.	6.4 metres

## OIL ZONE

The Board has created an Oil Zone, almost 41 hectares in extent, North of Alexandra Basin Extension in which sites are leased to the major oil companies and Iarnrod Eireann for oil storage installations. Calor Teoranta and Blugas also occupy sites in this area for the storage and distribution of liquified petroleum gas and there is also an installation for the transit storage of acrylonitrile imported by Asahi Synthetic Fibres (I) Ltd. Bulk bitumen is also handled in this area of the Port. The present storage capacity for petroleum products in the Oil Zone is about 330,000 product tonnes.

## COMMON USER OIL PIPELINE SYSTEM

This system provides 21 pipelines to the Eastern Oil Jetty and 15 pipelines to the Western Oil Jetty. The cargoes of tankers berthed at these jetties can be discharged to the storage installations of any of the oil companies.



Above and Left: Annual throughput of bulk liquids exceeds 2 million tonnes.

## OIL BUNKERING

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

## ELECTRICITY SUPPLY POWER STATIONS

### RINGSSEND

Length of Berth:	145 metres
Depth at L.A.T.	7.5 metres

### POOLBEG

Length of Berth:	325 metres
Depth at L.A.T.	10.6 metres

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





# Dry Bulk

Loading and discharging facilities for concentrate, coal, grain, animal feedstuffs, fertiliser, sand etc. are being upgraded.

- A conveyor and ship loading facility connects the Alexandra Terminals storage shed to vessels on the Dry Bulk Jetty in Alexandra Basin for the loading-out of lead and zinc concentrate from Tara Mines and achieves a loading rate of up to 900 tonnes per hour.
- Electric portal grabbing cranes of 4, 10 and 20 tonnes capacity, conveyors and hoppers are available in different locations for all other dry bulk cargoes.
- The most recent 20 tonnes crane, with its associated dust-aspirated hopper, berth

length of 355 metres and depth alongside of 10.2 metres L.A.T. achieves a discharge rate of up to 400 tonnes per hour.

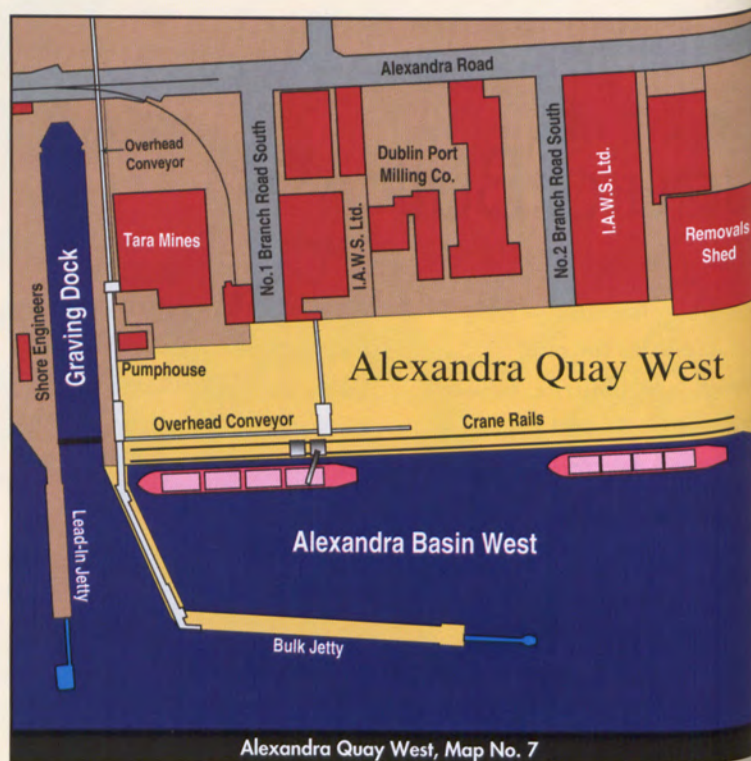
- Privately owned storage for up to 100,000 tonnes of grain, animal feed etc. is available.
- These modern facilities have already dramatically reduced the cost of handling imported dry bulks.

Handling services for dry bulk and break bulk cargoes are provided by three independent stevedores viz:

*Dublin Port Stevedores Ltd.*

*Poolbeg Stevedoring Co. Ltd.*

*Portroe Stevedores Ltd.*



DRY BULK JETTY, ALEXANDRA BASIN, NORTHSIDE

Length of Jetty:	247 metres
Depth at L.A.T.	9.0 metres – Northside 10.0 metres – Southside

## DEEP WATER QUAY – SOUTHSIDE

Length of Quay:	357 metres
Depth at L.A.T.	11.0 metres
Open Quay Area:	4.25 hectares
Back-up Area:	12 hectares
Cranes:	2 x 10 tonnes grabbing 2 x 4 tonnes E.P.

The quay is also equipped with pipelines for molasses in bulk form.

## Common User Berths and Quayside Cranes

### NORTH SIDE FROM CUSTOM HOUSE TO NORTH WALL LIGHTHOUSE

Length of Berthage:	2.244 kilometres
Depth at L.A.T.	3.5 - 6.5 metres

### SOUTH SIDE, MOSS STREET TO RINGSEND GUT

Length of Berthage:	1.598 kilometres
Depth at L.A.T.	3.5 - 6.5 metres

### ALEXANDRA BASIN SOUTH

Length of Berthage:	520 metres
Depth at L.A.T.	7.2 - 7.8 metres

### ALEXANDRA QUAY WEST

Length of Berthage:	355 metres
Depth at L.A.T.	9.8 - 10.2 metres
Cranes:	1 x 20 tonnes grab and hopper 1 x 10 tonnes grab and hopper 2 x 4 tonnes capacity



# Break Bulk (Conventional) Cargo

More than 2 kilometres of berthage, with L.A.T. depths of up to 10.3 metres and 17 cranes of 4 to 35 tonnes lift capacity are available to service this mode, which accounts for less than 4% of total port throughput in volume terms. This mode is catered for in several locations, mostly on the north side of the River Liffey.

**Length of Berth:**

more than 2km

**Depth at L.A.T.**

9.5m to 10.3m

**Cranes:**

1 x 35 tonnes

1 x 20 tonnes

3 x 10 tonnes

14 x 4 tonnes

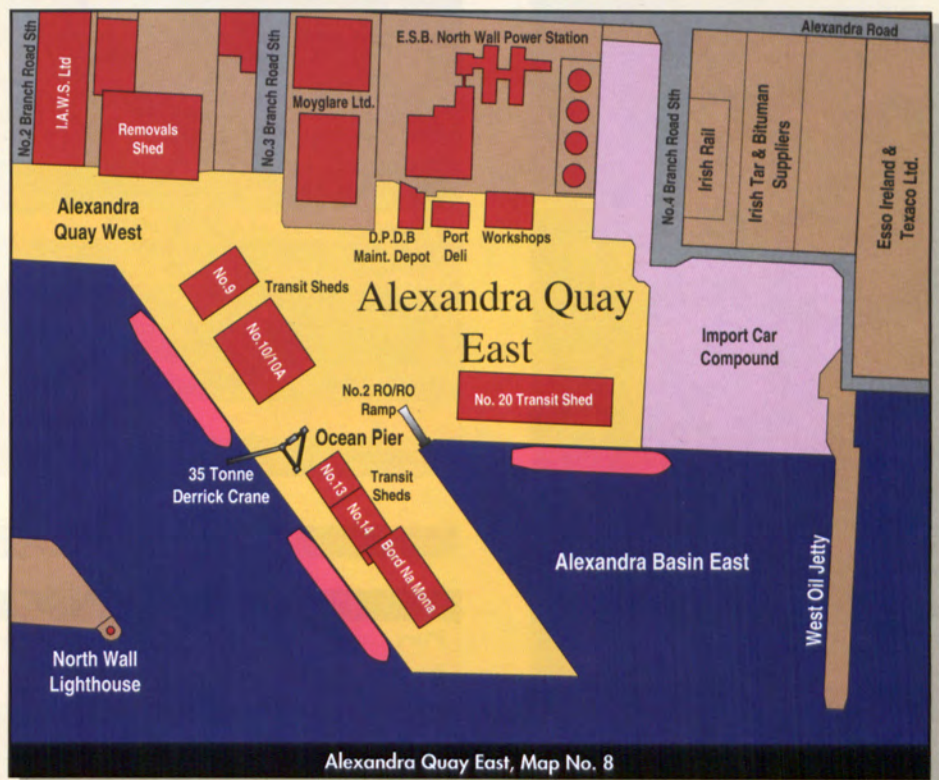
**Transit Sheds:**

15,000 sq. metres

**Open Storage:**

Extensive areas available. In addition, an area of 4.4ha. is dedicated to the storage of imported trade cars and commercial vehicles.

Dublin Port is committed to provide adequate infrastructure equipped with modern handling facilities, supported by computerised information systems, to handle future growth in all bulk and break bulk cargoes.



**ALEXANDRA QUAY EAST**

Length of Berthage:	360 metres
Depth at L.A.T.	9.6 - 10.3 metres
Cranes:	1 x 10 tonnes grab & hopper 3 x 4 tonnes capacity

**OCEAN PIER WEST**

Length of Berthage:	400 metres
Depth at L.A.T.	9.5 metres
Cranes:	1 x 10 tonnes capacity 7 x 4 tonnes capacity 1 x 35 tonnes capacity, 46 metres jib derrick

**OCEAN PIER SOUTH**

Length of Berthage:	142 metres
Depth at L.A.T.	9.5 metres

**OCEAN PIER EAST**

Length of Berthage:	244 metres
Depth at L.A.T.	9.7 metres
Cranes:	2 x 4 tonnes capacity



# Shipping Services from Dublin Port



## CROSS CHANNEL

Port	Weekly Frequency	Service	Line/Agent
Liverpool	26 sailings	Ro/Ro	Pandoro Ltd.
Liverpool	7 sailings	Lo/Lo	Eucon + Coastal Line Ltd.
Holyhead	14 sailings	Ro/Ro	Irish Ferries
Holyhead	13 sailings	Ro/Ro	Stena Line
Felixstowe	1 sailing	Lo/Lo	Sal Agencies Ltd.
Felixstowe	1 sailing	Lo/Lo Feeder	J. Scott & Co. (D) Ltd.
Felixstowe	1 sailing	Lo/Lo	Eucon
Southampton	2 sailings	Lo/Lo Feeder	J. Scott & Co. (D) Ltd.
Southampton	1 sailing	Lo/Lo	Eucon
Southampton	1 sailing	Lo/Lo Feeder	Sal Agencies Ltd.
Southampton	2 sailings	Lo/Lo	B.G. Freight Ltd.
Thamesport	1 sailing	Lo/Lo Feeder	J. Scott & Co. (D) Ltd.
Thamesport	3 sailings	Lo/Lo	B.G. Freight Ltd.
Cardiff	3 sailings	Lo/Lo	Coastal Line Ltd.
Heysham	17 sailings	Ro/Ro	Merchant Ferries Ltd.
Isle of Man	4 sailings	Passengers & Cars (May to Sept.) Freight (Selected sailings)	Dublin Maritime Ltd.
Greenock	1 sailing	Lo/Lo	Coastal Line Ltd.

## EUROPEAN (ALL LO / LO)

Port	Weekly Frequency	Line/Agent
<b>BELGIUM</b>		
Antwerp	1 sailing	J. Scott & Co. (D) Ltd
	1 sailing	B.G. Freight Ltd
	2 sailings	Dublin Maritime Ltd.
	2 sailings	Eucon
<b>FRANCE</b>		
Le Havre	1 sailing	Eucon
	1 sailing	J. Scott & Co. (D) Ltd.
Cherbourg	1 sailing	(Ro/Ro, Lo/Lo) Pandoro Ltd.
<b>GERMANY</b>		
Bremen/Hamburg	1 sailing	J. Scott & Co. (D) Ltd.
<b>NETHERLANDS</b>		
Rotterdam	3 sailings	Sal Agencies Ltd.
	5 sailings	Eucon
	5 sailings	Dublin Maritime Ltd.
	2 sailings	J. Scott & Co. (D) Ltd.
	3 sailings	Seawheel Ireland
	3 sailings	B.G. Freight Ltd.
<b>POLAND</b>		
Szczecin	1 every 2 weeks	R.A. Burke Ltd.



AGENT: ANDREW WEIR AGANCIES (IRL) LTD.

Port	Frequency
Bilbao	Weekly
Lisbon & Leixoes	Weekly
Gibraltar	Weekly
Valetta, Limassol, Salerno, Piraeus, Ashdod, Haifa, Palermo	Every Ten Days

AGENT: R.A. BURKE LTD.

Port	Frequency
Limassol, Alexandria, Piraeus, Salerno, Palermo, Ashdod, Haifa, Valetta, Leixoes, Lisbon	Every Ten Days

AGENT: JENKINSON AGENCIES LTD.

Port	Frequency	Line/Agent
Valetta, Lisbon, Leixoes, Haifa, Piraeus, Limassol, Alexandria, Beirut, Ashdod, Salerno, Istanbul, Izmir	Every Ten Days	





Shipping Services

# Cruise Line Operations

**I**rish ports, and Dublin in particular, have become popular destinations for cruise line vessels in the past few years. In 1996, 43 of these vessels visited Dublin Port.

Bórd Fáilte has recognised the developing importance of this segment of the tourism industry and has recently, with the co-operation of various port

authorities and ground handling tour operators, established a company, Cruise Ireland, to market Ireland as a point of call for cruise line companies operating around Europe.

Other companies and organisations with interests in the business have also been invited to participate in Cruise Ireland.

Within the umbrella of Cruise Ireland, which aims to attract cruise passengers to Ireland, each port, and indeed each tour operator, is free to market its own product. Thus, there is a unified Irish voice seeking to attract our visitors. Each port and region has its own attractions whether they be cultural, scenic, commercial or ethnic and in the case of Dublin Port many liners can come right into the city centre.





In this regard, Dublin has a lot to offer the potential visitor. It is the capital city and the largest port in the Republic of Ireland and has become the most frequent port of call for cruise liners to Ireland.

This will not come as any surprise to residents of Dublin, nor we suspect to the many visitors to the city, given all the advantages with which the Dublin region has been blessed.

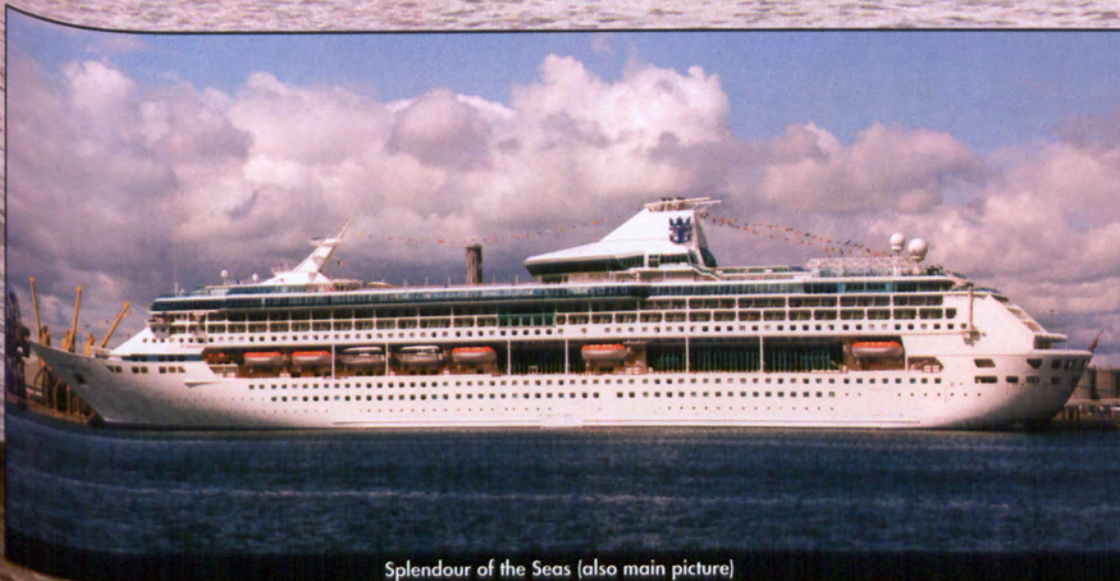
Where in the world can you find culture, history, architecture, scenic beauty, beaches, mountains and all kinds of leisure activities (including more than fifty golf courses) within a radius of forty kilometres of a capital city.

Breathtaking Wicklow with its mountains, lakes, valleys and long sandy beaches is but a short bus or car ride to the south of Dublin. The historical Boyne Valley to the north of the capital boasts a different

type of grandeur which includes the legendary Hill of Tara, Slane, Newgrange and the site of the Battle of the Boyne.



Arkona



Splendour of the Seas (also main picture)



# The SMART WAY to cross the IRISH SEA

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Morecambe, Lancashire LA3 2UL**

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**Fax: + 44 (0) 1524 852527**

**Alexandra Road Extension,  
Dublin Port,  
Dublin 1**

**Tel: + 353 (0) 1 8551551**

**Fax: + 353 (0) 1 8551747**







Seabourn Spirit

Dublin Port is within two kilometres of the centre of the city, which boasts a young well educated population. How could it not with more than ten third level colleges, including the historical Trinity College within its boundaries. The musical world's top entertainers perform in Dublin's Concert Hall and the great plays and musicals are performed in venues such as the Abbey Theatre, the RDS Pavilion in Ballsbridge and in the Point Depot, which is right in the heart of the Dublin Port and close to where many cruise vessels berth.

No visit to Dublin would be complete without discovering the birthplace of Dublin's most famous beverages at Guinness Brewery and at Irish Distillers, both of which welcome visitors. Indeed most of us natives of the city would say that no visit is complete without visiting the retail outlets for those products – the pubs and taverns of Dublin, famed the world over.

The major city centre shopping areas, in which the

finest international retailers and the fullest range of Ireland's exquisite crafts are available, must also be visited.

The city also has a great literary and cultural tradition, which continues to flourish to the present day. The almost palpable ghosts from the pages of James Joyce's "Ulysses" – that undatable guide to the soul of our city – walk the streets around Windmill Lane, focus for Dublin's growing role in the international entertainment industry epitomised by names such as U2, the Dubliners, Chris de Burgh and recent award winning films and plays such as Christy Brown's "My Left Foot", Neil Jordan's "The Crying Game" and Brian Friel's "Dancing at Lughnasa" first performed at the world famous Abbey Theatre.

Dublin's Point Depot was the venue for two Eurovision Song Contests and where the now world-famous Riverdance was first performed.

There were, of course, other literary greats – George Bernard Shaw, W.B. Yeats, Samuel Beckett and Seamus Heaney who were all recipients of the Nobel Prize for literature. Bram Stoker, who created Dracula, and the flamboyant Brendan Behan were natives of Dublin's northside.

Cruise line traffic is becoming increasingly significant as far as Dublin Port is concerned. Passengers are able to indulge in scenic tours, city tours, shopping expeditions, pub crawls or whatever takes

their fancy. On overnight stops or late night departures it is possible to arrange visits to the Jurys Hotel long running Irish cabaret, which has been entertaining visitors and locals alike for over 30 years.

Cruise passenger visits to Dublin have encouraged many people to return to indulge in detailed research into their families' roots. However, one does not need to have Irish or even Dublin ancestors to enjoy a visit to Dublin's Fair City, the home of Sweet Molly Malone and boasting port facilities which can handle the largest liners cruising in European waters.



Royal Viking Sun





# IRISHENCO



◀ Dunleer Bypass. £25m Motorway Project for Louth County Council, 1991-1993

Killybegs Water Supply Scheme and Dam for Donegal County Council, 1990-1993.



▲ Storage Warehouse and Offices at Dublin Airport for Aer Rianta Teo, 1993.

Irishenco is one of Ireland's leading Civil Engineering, Building and Industrial Contractors.

Incorporated in 1940, Irishenco has been at the forefront in infrastructural development both nationally and internationally.

Irishenco is Quality Assured to ISO 9002 and certified to this international standard by Irish Construction Quality Assurance.

Irishenco's Group activities cover the full scope of the Construction Industry:

**Irishenco Civil Engineering** offers Public/Private Clients the knowledge and experience, gained in these fields over 50 years, in ensuring projects are carried out in a "Quality Assured" manner resulting in the optimum solution for the Client.

**Irishenco Building** offers a new specialisation to Clients by using the full resources of the Irishenco organisation in providing "Quality Assured Value for Money" in the Project Management of Building Contracts.

**Irishenco Plant** owns and operates its own vast fleet of Construction Plant and Machinery. Irishenco Plant transports, maintains and services this Plant from its Depot located in Kill, Co. Kildare.

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# Statistics 1995

1995 was once again a record year for Dublin Port when it had the highest throughput of any port in the Republic of Ireland at 11.9 million tonnes.

At the time of going to publication, the indications are that the figure for 1996 will be in excess of 14.5 million tonnes.

In the accompanying bar chart, we show comparative figures for the first six months of 1995 and 1996 for the various shipping modes.

## THROUGHPUT BY SHIPPING MODE JANUARY - DECEMBER 1995

### Gross Tonnes - Inwards

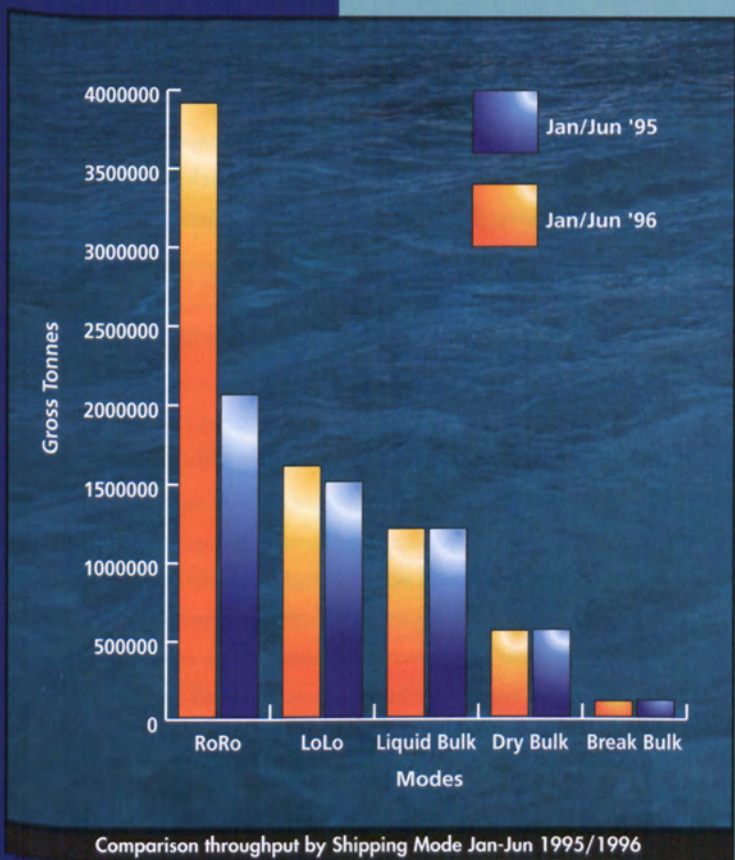
	Ireland	U.K.	Other EU	Non EU	Total
Liquid Bulk	55,184	2,022,396	111,894	128,043	2,317,517
Dry Bulk	0	121,858	166,558	534,350	822,766
Break Bulk	0	22,792	64,904	94,909	182,605
Lo/Lo	3273	699,422	941,540	32,904	1,677,139
Ro/Ro	0	2,571,255	14,722	33,718	2,619,695
<b>Total</b>	<b>58,457</b>	<b>5,437,723</b>	<b>1,299,618</b>	<b>823,924</b>	<b>7,619,722</b>
<b>% Share</b>	<b>0.8%</b>	<b>71.4%</b>	<b>17.1%</b>	<b>10.8%</b>	<b>100.0%</b>

### Gross Tonnes - Outwards

	Ireland	U.K.	Other EU	Non EU	Total
Liquid Bulk	46,681	0	0	0	46,681
Dry Bulk	3,773	24,110	431,578	44,074	503,535
Break Bulk	86	301	0	6,168	6,555
Lo/Lo	7,307	523,232	803,039	67,515	1,401,093
Ro/Ro	0	2,298,807	1,440	2,467	2,302,714
<b>Total</b>	<b>57,847</b>	<b>2,846,450</b>	<b>1,236,057</b>	<b>120,224</b>	<b>4,260,578</b>
<b>% Share</b>	<b>1%</b>	<b>67%</b>	<b>29%</b>	<b>3%</b>	<b>100%</b>

### Gross Tonnes - Inwards and Outwards

	Ireland	U.K.	Other EU	Non EU	Total
Liquid Bulk	101,865	2,022,396	111,894	128,043	2,364,198
Dry Bulk	3,773	145,968	598,136	578,424	1,326,301
Break Bulk	86	23,093	64,904	101,077	189,160
Lo/Lo	10,580	1,222,654	1,744,579	100,419	3,078,232
Ro/Ro	0	4,870,062	16,162	36,185	4,922,409
<b>Total</b>	<b>116,304</b>	<b>8,284,173</b>	<b>2,535,675</b>	<b>944,148</b>	<b>11,880,300</b>
<b>% Share</b>	<b>1.0%</b>	<b>69.7%</b>	<b>21.3%</b>	<b>7.9%</b>	<b>100.0%</b>





# Port Charges on Vessels

(Tonnage Dues) Operative: 18th July 1994

## TONNAGE RATES

### PART I

#### PROVISIONS APPLYING IN RELATION TO TONNAGE RATES

1. The expression "the Harbours" means Dublin Harbour, Skerries Harbour and Balbriggan Harbour.
2. A vessel shall be deemed to be trading with a particular place if it takes on board cargo or passengers at any of the harbours to be landed at that place or if it lands cargo or passengers at any of the harbours taken on board at that place.
3. The tonnage of a vessel upon which tonnage rates shall be based and chargeable shall be the net tonnage or half the gross tonnage, whichever is the greater.
4. Tonnage rates shall not be chargeable in respect of both the arrival and departure of a vessel but if a vessel on which tonnage rates have been charged in respect of its arrival takes on board at any of the harbours cargo or passengers for a port or place the tonnage rates for which are higher than those charged on such arrival, the difference between the two rates shall be chargeable.
5. A vessel which does not land cargo or passengers at any of the harbours but which takes on board cargo or passengers shall be deemed to be trading only with the port of destination of such cargo or passengers.
6. A minimum charge of IR£39 per voyage will be charged on all vessels except those charged under Sections 6, 7 and 8 Part II (ordinary tonnage rates).

### PART II

#### ORDINARY TONNAGE RATES

1. For a vessel trading from or to any port or place in the state, Northern Ireland, Great Britain, or the Isle of Man, per ton .....See Table
2. For a vessel trading from or to any port or place in Europe between the River Elbe and Brest or the Channel Islands, per ton .....See Table
3. For a vessel trading from or to any port or place not in Northern Ireland, Great Britain, the Isle of Man or in Europe between the River Elbe and Brest or in the Channel Islands, per ton.....See Table
4. For a vessel which enters the limits of Dublin Harbour for the purpose of taking on board from a lighter or tender bunkers or stores for the vessel's own consumption only and which does not enter the River Liffey or make use of the quays or wharves of that harbour, per ton. ....2.4
5. For a vessel, other than a fishing vessel, which enters the River Liffey for a non-trading purpose such as for repairs or through stress of weather or for bunkers or stores for the vessel's own consumption only and does not take on board any cargo or passengers or discharge cargo or disembark passengers except temporarily in connection with repairs to the vessel, per ton.....22.4
6. For a fishing vessel under 30m in length which enters any of the harbours, for each vessel.....£2.2
7. For a fishing vessel over 30m in length which enters any of the harbours, per ton.....22.4
8. For a vessel remaining or lying in any of the harbours, except in the Grand Canal Dock or in a Graving Dock or in a Graving Slip for a longer period than two consecutive weeks, in respect of each week it shall remain or lie after such period
  - (a) if not under repairs, per ton.....4.7
  - (b) if under repairs, per ton.....2.4

SHIP TYPE	CROSS-CHANNEL <i>Part II, 1</i>	BREST/ELBE <i>Part II, 2</i>	FOREIGN <i>Part II, 5</i>
LO/LO	£0.455	£0.475	£0.510
Bulk Liquid	£0.496	£0.708	£0.798
Dry Bulk	£0.496	£0.680	£0.798
Break Bulk	£0.362	£0.580	£0.765
RO/RO:			
Freight	£0.205	-	-
Car Carriers:	£0.233	£0.233	£0.233



**PART III**

**EXCEPTIONAL TONNAGE RATES**

The exceptional tonnage rates mentioned in paragraphs 1 to 3 hereunder are allowed by the Board under Section 100 (1) of the Harbours Act, 1946, with the consent of the Minister for the Marine.

- 1a. Any vessel which makes use of the quays or wharves of the Port of Dublin for the purpose of landing and/or embarking passengers, and the personal luggage of such passengers and/or mails only and does not load or discharge cargo (other than motor cars which are accompanied by their owners as passengers). .....22.4p per ton
- b. Any vessel which for the purpose of landing and/or embarking passengers and their personal luggage or mails or cargo only enters within the limits of the Port of Dublin but does not enter the River Liffey or make use of the quays or wharves of the Port. ....2.4p per ton
- c. Passenger Car Ferry Vessels - any vessel which is engaged mainly in the trade of carrying passengers, and motor cars accompanied by their owners as passengers, between the Harbour of Dublin and a port or ports in the State, Northern Ireland, Great Britain or the Isle of Man, and which ships and unships vehicles and cargo by a roll on/roll off system only and does not ship or unship a quantity of cargo (other than passengers' motor cars) in excess of the following limits:-
  - Cargo shipped .....20 per cent of gross tonnage
  - Cargo unshipped .....20 per cent of gross tonnage
  - Aggregate of Cargo .....25 per cent of gross tonnage

9.7p per ton

2. **Vessels with Small Quantities of Cargo**  
 60 per cent or 45 per cent only of the appropriate rate mentioned in paragraphs 2 and 3 of Part II hereof (Ordinary Tonnage Rates) will be charged in respect of any vessel trading to or from a place not in the State, Northern Ireland, Great Britain or the Isle of Man and which fulfils one of the following conditions at the Port of Dublin:-

- (a) Unships or transships a quantity of cargo in the Port which is less than one half or one fifth of the net tonnage of the vessel, and does not ship cargo in the Port.

- (b) Ships a quantity of cargo in the Port which is less than one half or one fifth of the net tonnage of the vessel, and does not unship or transship cargo in the Port.
- (c) Unships and ships cargo in the Port which in the aggregate is less than one half or one fifth of the net tonnage of the vessel.

For the purpose of the above mentioned abatement the following weights shall be taken as equivalent in respect of any livestock carried as cargo:-

Horses and Cattle .....	2 1/2 tons per head
Sheep and Pigs .....	1 ton per head

When a vessel which would otherwise be liable for reduced rates by virtue of the above-mentioned conditions in this paragraph, trades also with a port in the State, Northern Ireland, Great Britain or the Isle of Man, it will be treated as a vessel trading from or to a port or place in the State, Northern Ireland, Great Britain or the Isle of Man.

3. **Vessels using Graving Dock or Graving Slips**  
 Any vessel which enters the Port of Dublin for the purpose of using the Graving Dock or Graving Slips of the Board and does not use (except for the purpose of actually entering or leaving the Graving Dock or Graving Slips) any quay or wharf which is not specifically designated for the time being by the Board for ship repairing. ....11.0p per ton





# Port Charges on Goods

*Rates to be paid on Goods and Merchandise, Shipped, Transhipped, or Unshipped in the Harbours of Dublin, Skerries or Balbriggan.*

Operative: 1st May 1991

## GOODS RATES

### 1. Exports

Goods dues on goods shipped will be charged at 75 per cent of the schedule rates.

### 2. Re-Exports

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

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

### 3. Oil and Grain Exports

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

## Schedule of Goods Rates

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

### Division Commodity

#### Food and Live Animals chiefly for food

00 Live animals chiefly for food (except sheep)	£1.17 each
Sheep	65p each
01 Meat and meat preparations	£1.30
02 Dairy products and birds' eggs	£1.30
Dried Milk	£2.30
Other items	
03 Fish, crustaceans and molluscs and preparations thereof	£1.80
04 Cereals and cereal preparations	£1.00
05 Vegetables and Fruit	
Vegetables	£1.30
Fruit, fresh, dried, nuts	£1.80
Fruit and nuts prepared, preserved, juice, jams, purees, other items	£2.30
06 Sugar, sugar preparations & honey	
Sugar, raw, refined	£1.40
Molasses and Vinasses	£1.00
Other items	£2.30
07 Coffee, tea, cocoa, spices and manufactures thereof	
Tea	£2.90
Chocolate	£2.30
Other Items	£1.80
08 Feeding stuff for animals (excluding unmilled cereals)	£1.00
09 Miscellaneous edible products and preparations	£2.30
10 Passengers embarking/disembarking	30p

#### Beverages and Tobacco

11 Beverages	
Spirits, Wines and Cordials	£2.30
Other items	£1.30
12 Tobacco and tobacco manufactures	
Manufactures	£2.90
Other items	£1.80



**Crude Materials, Inedible, Except Fuels**

21 Hides, skins and furskins, raw	£1.46
22 Oil seeds and oleaginous fruit	£1.27
23 Crude rubber (incl. synthetic & reclaimed)	£2.93
24 Cork and Wood	
Softwood (1.4 cub. metres = 1 tonne)	£1.08
Hardwood	£1.58
25 Pulp and waste paper	£1.12
26 Textile fibres (excluding wool tops) and their wastes	
Wool, wool waste	£2.39
Other items	£1.39
27 Crude fertilisers & minerals, excluding petroleum and precious stones	£1.03
28 Metalliferous ores and metal scrap	
Metal scrap	98p
Ores and concentrates, other items	£1.06
29 Crude animal and vegetable materials, n.e.s.	£1.39

**Mineral Fuels, Lubricants and Related Minerals**

32 Coal, Coke & Briquettes	95p
33 Petroleum, petroleum products and related materials	
Spirits: White Spirits, Motor Spirit, Aviation Spirit,	
Naphtha	£1.99
Lubricating oils	£1.99
Fuel Oils: Gas oil, diesel, vapourising oil, kerosene, light fuel oil, medium fuel oil, aviation turbine fuel and similar oils	£1.58
Petroleum Bitumen	£1.13
Other Fuel Oil: Heavy fuel oil, residual fuel oil, creosote, tar oil etc.	£1.47
34 Gas, natural and manufactured	£1.99

**Animal and Vegetable Oil, Fats and Waxes**

41 Animal Oils and Fats	£1.85
42 Fixed vegetable oils and fats	£1.85
43 Animal and vegetable oils and fats, processed and waxes	£1.85

**Chemicals and Related Products N.E.S.**

51 Organic Chemicals	£2.39
52 Inorganic Chemicals	
Industrial Gases	£2.93
Sodium Carbonate	£1.11
Liquid Ammonia	£1.85
Di-Calcium Phosphate	£1.05
Other Items	£1.39
53 Dyeing, tanning and colouring materials	£1.58
54 Medicinal and pharmaceutical products	£2.39
55 Essential oils, perfume materials etc.	
Soap, cleansing, polishing preparations	£2.39
Other Items	£2.93
56 Fertilisers, manufactured	£1.12
57 Explosives & pyrotechnic products	£2.93
58 Artificial resins, plastic materials, cellulose esters and ethers	
P.V.C. granules and lignin	£1.12
Other items	£2.93
59 Chemical materials and products n.e.s.	£1.58

**Manufactured Goods Classified Chiefly by Materials**

61 Leather, leather manufactures, n.e.s. and dressed furskins	£2.93
62 Rubber manufactures n.e.s.	£2.93
63 Cork & Wood manufactures (excluding furniture)	
Veneers	£2.39
Other Items	£1.58
64 Paper paperboard & articles of paper pulp, of paper or of paperboard	
Liner Board	£1.12
Other items	£1.58
65 Textile yarn, fabrics, made-up articles, n.e.s. related products	
Yarns	£1.46
Fabrics	£1.85
Made-up articles, floor coverings	£2.39
66 Non-metallic mineral manufactures, n.e.s.	
Cement and other construction materials	£1.05
Cement additive fines	60p
Cullet	£1.03
Other Items	£2.39
67 Iron and Steel	



# DUBLIN



# LIVERPOOL

# THE VITAL GATEWAY FOR IRISH TRADE

## with UK, Europe and beyond

Contact the Marketing  
Department, The Mersey  
Docks and Harbour  
Company, Maritime Centre,  
Port of Liverpool L21 1LA.  
Tel: 0044 151 949 6000  
Fax: 0044 151 949 6300

More and more Irish exporters and importers are moving their International trade along the Dublin - Liverpool Irish Sea central corridor. Over 60% of all unitised trade shipped between the Republic and the UK, is already carried on daily lift-on lift-off, roll-on roll-off services between the two ports.

Liverpool is the only British port to offer Irish exports and imports a multi-modal integrated service by road, rail and sea. At the hub, not the periphery, of the British motorway network, Liverpool means time and money saved on distribution to every corner of the UK.

Comprehensive near sea and deep sea shipping services provide rapid transshipment to and from Northern Europe, the Iberian Peninsula, the Mediterranean and Scandinavia... plus those vital markets of the United States of America, Canada and beyond.

And with the opening of the Channel Tunnel daily trains provide Irish trade with direct access for swapbodies and containers from the quayside Port of Liverpool Euro Rail Terminal to major centres on the continent.

## THE PORT OF LIVERPOOL and DUBLIN PORT

The vital gateway for Irish trade



Tubes and pipes fabricated	£1.39	85 Footwear	£2.39
Other Items	£1.12	87 Professional, scientific & controlling apparatus n.e.s.	£2.93
68 Non-ferrous metals	£1.85	88 Photographic apparatus, optical goods, n.e.s. watches and clocks	£2.93
69 Other manufactures of metal, n.e.s. (excluding laden/empty unit engaged in unit load traffic. See Div 99)	£2.39	89 Miscellaneous manufactured articles n.e.s.	£2.93
Wire, Nails and Rod	£1.12	91 Postal, Mail	exempt
		93 Special transactions	£2.93
		94 Animals - Live - Zoo	£1.22 each

**Machinery and Transport Equipment**

71 Power generating machinery & equipment	£2.39
72 Machinery specialised for particular industries	£2.39
73 Metalworking machinery	£2.39
74 General industrial machinery and equipment n.e.s. and parts, n.e.s.	£2.39
75 Office machines & automatic data processing equipment	£2.39
76 Telecommunications and sound recording, reproducing equipment	£2.93
77 Electric machinery, apparatus & appliances, n.e.s. and parts	£2.39
78 Road vehicles (excluding laden/empty vehicles engaged in Ro/Ro traffic. See Divs. 98/99)	
Passenger motor cars	£4.64
Other road vehicles	£2.93
79 Other transport equipment	£1.85

**Miscellaneous Manufactured Articles**

81 Sanitary, plumbing, heating, lighting, fixtures & fittings, n.e.s. sanitary etc. are of ceramic material.	£1.58
Other items	£2.39
82 Furniture and parts thereof	£2.39
83 Travel goods, handbags & similar containers	£2.93
84 Articles of apparel & clothing accessories	£2.39

85 Footwear	£2.39
87 Professional, scientific & controlling apparatus n.e.s.	£2.93
88 Photographic apparatus, optical goods, n.e.s. watches and clocks	£2.93
89 Miscellaneous manufactured articles n.e.s.	£2.93
91 Postal, Mail	exempt
93 Special transactions	£2.93
94 Animals - Live - Zoo	£1.22 each
95 Military	
Arms, Ammunition and Equipment	£2.93
96 Coin - not legal tender	£2.93
97 Gold	£2.93

**Tourist Traffic**

98 Motor Cars	£1.77 each
Motor Cycles	£1.77 each
Trailers	£1.77 each
Caravans	£3.52 each
Dormobiles/Mini Buses	£3.52 each
Coaches and Buses	£8.40 each

**Lo/Lo Containers & Flats**

	Loaded	Empty
Not exceeding 6.1m (20') in length	£14.20 each	£1.80 each
Exceeding 6.1m (20') but not exceeding 9.15m (30') in length	£21.30 each	£2.70 each
Exceeding 9.15m (30')	£28.40 each	£3.60 each

**Ro/Ro Cargo Carrying Vehicles - from 1st January 1990**

	Loaded	Empty
Not exceeding 6.1m (20') in length	£12.40 each	£2.22 each
Exceeding 6.1m (20') but not exceeding 9.15m (30') in length	£18.60 each	£3.33 each
Exceeding 9.15m (30') in length	£24.80 each	£4.44 each

**NOTE: n.e.s. = not elsewhere specified.**









# Dublin Port 800 AD - 2000 AD

The estuary of the River Liffey has been associated with the commerce of this island for very many centuries, and there is evidence that over 3,500 years ago gold and copper from the Wicklow Mountains were shipped to Britain and the Continent from landing places in Dublin Bay.

However, it was the arrival of the Norsemen in the 9th Century which led to the building of a seafort and settlement on the banks of the River Liffey. This was the beginning of the modern Port and city of Dublin and for a thousand years since then, the development of both Port and city has gone hand in hand.

The excavations at Wood Quay some years ago uncovered the remnants of the earliest efforts to provide landing places for ships' cargoes, including embankments, revetments and stone walls which were constructed during the Viking and Anglo-Norman periods.

Down through the centuries the changing needs of shipping created problems for the merchants and traders of Dublin whose ships required deeper water and better landing facilities than those which sufficed for the early traders. The difficulties were aggravated

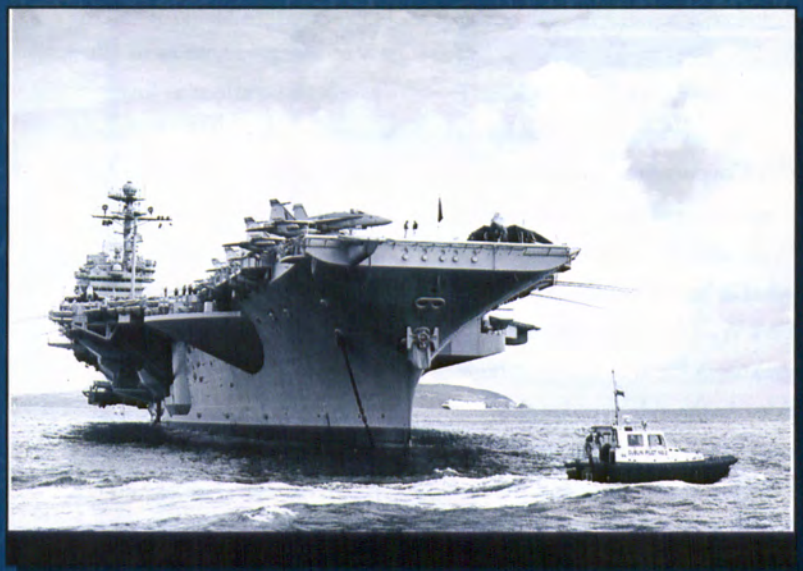
by the increasing danger to shipping using the estuary as a result of continuous silting and shoaling in the approaches. At the end of the 17th century there was no well-defined channel leading up to the city; instead the waters of the Liffey divided into various channels and mingled with those of the Dodder and Tolka and the action of wind and tide set up ever-changing bars and shoals, forming a serious hindrance to the navigation of the river.

The only berthage at that time was at Merchant's Quay and Wood Quay. Access by shipping further westwards was impeded by the only bridge across the river at that time which connected Church Street on the North bank with Bridge Street on the South. It was the practice of the City Corporation to make grants or leases of portions of the river bank on the

condition that the grantees or lessees built and maintained quay walls.

In 1708 the City Corporation was vested by Act of Parliament with responsibility for the establishment of a Ballast Office and the maintenance and development of the Port. The Corporation delegated its functions to a committee popularly known as the "Ballast Committee". The control of ballast operations at the Port was necessitated by the practice of unscrupulous ship masters who, having discharged their cargoes, required ballast for the outward voyage and dug away part of the river bank for this purpose. Conversely, these masters, when arriving in Port in ballast, disposed of the now unwanted ballast overside when proceeding up the estuary.

The Ballast Committee's





early efforts were concentrated on providing a clear straight channel in the upper reaches of the estuary between Ringsend and the old Custom House which was located on what is now known as Wellington Quay. In 1716 work commenced on the major task of protecting the lower estuary from siltation due to sand being blown and washed from the South strand into the river channel. By 1786 a stone breakwater known as the Great South Wall had been substantially completed, extending seawards for three miles from Ringsend to a point now marked by Poolbeg Lighthouse. The year 1786 also saw responsibility for the Port transferred to a new body officially known as the "Corporation for Preserving and Improving the Port of Dublin" but popularly called the "Ballast Board". This new body functioned until 1867.

The works carried out by this Corporation included the completion of the Great South Wall, and the construction of what is known as the North Bull Wall so as to impound a greater volume of water at high tide. As the tide recedes this water flows out between the Poolbeg Lighthouse and the North Bull Lighthouse,

scouring a passage through the bar. This scour cuts its own channel and the depth of water on the bar was increased thereby over the years from six to sixteen feet. Other works carried out were the building of the North and South Quays, and of the old Graving Dock and the Graving Slips.

From 1810 the Corporation became responsible for the erection and maintenance of all lighthouses on the coasts of Ireland, but in 1867 this responsibility was transferred by Act of Parliament to a new body which was given the title of "Commissioners of Irish Lights", while the Dublin Harbour Authority was reconstituted as the Dublin Port and Docks Board. Under the new Board the North and South Quays were rebuilt with deeper foundations; this provided greater depths of water alongside, so as to allow vessels to lie afloat at low water, and by 1913 all the old quays, with the exception of Custom House Quay, had been replaced or reconstructed. In addition to the work of reconstruction, the Port Board was fully aware of the need to extend and expand accommodation for the rapidly increasing size of vessels using the Port, and

the construction of the North Wall Extension, which commenced in 1871 and was finally completed in 1937, provided berthage for overseas vessels with a depth of 6.7m to 7.9m on its northern side. The construction of Alexandra Quay between 1921 and 1935 and subsequently of Ocean Pier, has with the North Wall Extension provided a deepwater tidal basin known as Alexandra Basin.

The 1950's saw the completion of Alexandra Quay East, Alexandra Basin East and the Oil Jetties. No. 2 Graving Dock was completed and became operational in 1957. The Dry Bulk Jetty in Alexandra Basin received its first ship in 1968, as did the Car Ferry Terminal (Ro/Ro Terminal No. 1).

With the move to containerisation in the 1960's, it became necessary to provide purpose-built container terminals with adequate back-up land and facilities. To meet these demands land was reclaimed and berths provided for three new terminals. The Bristol Seaway Terminal (now incorporated in the South Bank Quay Container Terminal) began operations in 1969; the Sealink Terminal (now the Coastal Terminal) in





1970 and the B&I (now Irish Ferries) Terminal in 1972.

A jetty, now capable of accepting tankers of up to 70,000 tons, which serves the Electricity Supply Board's Poolbeg Generating Station was completed in 1969 and received its first ship in 1970. The two 680ft. high smoke stacks which service this generating station have become a landmark in the Port area.

The Southside Container Terminal was equipped and operational in 1974 and the Coal Dry Bulk Terminal was completely equipped and operational for all types of vessels in 1975.

Ro/Ro facilities were built to cater for this fast developing mode. A new deep water Ro/Ro berth was constructed at Ferryport. The ramp (No. 5) was converted to a double-deck one in 1995.

The ramp is the largest of its type in Ireland and is capable of accommodating vessels without ramps in addition to vessels with ramps of their own. The depth of water is 11 metres L.A.T. and

10 hectares of additional back-up space have been reclaimed.

The North Wall Extension was reconstructed in 1994 as a dedicated Ro/Ro terminal for Pandoro's Ro/Ro service to Liverpool. Two ramps are available on this terminal.

A new Ro/Ro terminal was built at Alexandra Road Extension for Merchant Ferries Ltd. who commenced operations in 1995.

1992 saw the resumption of independent stevedoring in Dublin, with the issuing by the Board of stevedoring licences.

Nine companies offer stevedoring services:-

- Dublin Ferryport Terminals
- Coastal Line Container Terminals Ltd.
- Dublin Port Stevedores Ltd.

- Marine Terminals Ltd.
- Poolbeg Stevedoring Co. Ltd.
- Portroe Stevedores Ltd.
- Pandoro Ltd.
- Merchant Ferries Ltd.
- Ro/Ro Services

#### DUBLIN PORT – INTEGRAL

#### PART OF DUBLIN CITY

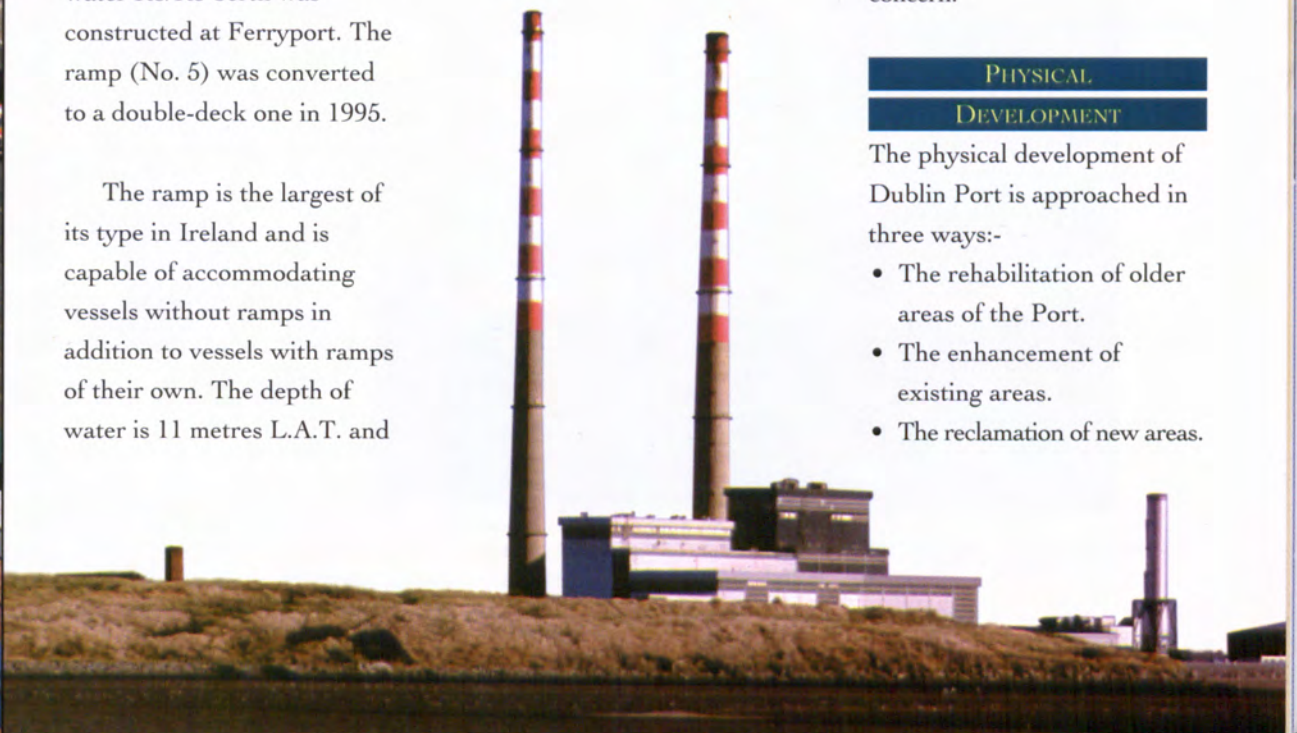
Dublin Port is proud of the unique contribution which it has made over the centuries to the economic, cultural and social development of Dublin City and its environs. This contribution has facilitated and sustained the growth of our capital city since the earliest times. Although the City Corporation's responsibility for the Port ended in 1708 a special relationship between the two bodies continues and is characterised by a spirit of co-operation and consultation at all levels in matters of mutual concern.

#### PHYSICAL

#### DEVELOPMENT

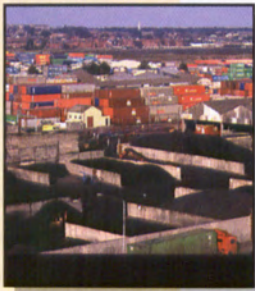
The physical development of Dublin Port is approached in three ways:-

- The rehabilitation of older areas of the Port.
- The enhancement of existing areas.
- The reclamation of new areas.





To cater for the anticipated increase in trade over the next 20 years, Dublin Port has no alternative to the reclamation of 21 hectares east of the Coastal terminal. Dublin Port strongly believes that its planning through the year 2000 will be adequate to meet the growth in trade in the national economy and that it will pose no threat to the environment of Dublin Bay, either visually or ecologically.



By the year 2000 a new Relief Route to the Port is essential. The basic minimum requirement of Dublin Port, in the matter of access, is an effective local road system to serve the industrial needs of Dublin city and a motorway standard access to the National Arterial Road Network to cater for the remainder of the hinterland.

#### LEGISLATION

In common with other Harbour Authorities in the State, the Board was reconstituted under the Harbours Act, 1946, as follows:

Five members elected by the Corporation of Dublin; four members appointed by the Dublin Chamber of Commerce; two members appointed by the National Executive of the Irish Livestock Trade; two members appointed by IBEC; two members appointed by the Dublin Council of Trade Unions; four members elected by owners of vessels registered in the State; four members nominated by the Minister for Communications

(now Minister for the Marine). Members normally hold office for five years; the present Board's term of office commenced in October, 1991. The Chairman is elected at the Annual Meeting which normally takes place in October each year and holds office for twelve months, unless re-elected for a second year.

The constitution of the Board will change when the vesting date for the implementation of the Harbours Act 1996 is determined.

The Board which will be reduced to twelve and which will include two worker directors will be appointed by the Minister for the Marine.









IRELAND, EAST COAST - DUBLIN (NORTH WALL)

Lat 53°21' N Long 6°13' W

TIME ZONE GMT

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 1997

MAY		JUNE		JULY		AUGUST	
Time	m	Time	m	Time	m	Time	m
<b>1</b> 0613 3-63 Th 1908 3-61	<b>16</b> 0023 1-58 F 1301 1-25 1950 3-36	<b>1</b> 0119 1-17 Su 0806 3-89 1357 0-79 2049 3-83	<b>16</b> 0125 1-48 M 0817 3-35 1353 1-18 2040 3-41	<b>1</b> 0159 1-20 Tu 0845 3-84 1433 0-96 2123 3-86	<b>16</b> 0131 1-46 W 0821 3-35 1400 1-22 2041 3-49	<b>1</b> 0340 1-09 F 1025 3-76 1557 1-09 2245 4-03	<b>16</b> 0252 1-04 Sa 0943 3-72 1516 0-98 2153 3-94
<b>2</b> 0043 1-27 F 0725 3-74 1321 0-87 2013 3-75	<b>17</b> 0126 1-50 Sa 0814 3-45 1356 1-17 2042 3-43	<b>2</b> 0220 1-05 M 0905 3-99 1454 0-72 2143 3-94	<b>17</b> 0216 1-37 Tu 0905 3-42 1440 1-09 2122 3-53	<b>2</b> 0259 1-09 W 0943 3-88 1525 0-94 2214 3-96	<b>17</b> 0224 1-29 Th 0915 3-50 1449 1-08 2129 3-67	<b>2</b> 0426 0-96 Sa 1109 3-80 1638 1-00 2323 4-11	<b>17</b> 0343 0-75 Su 1032 3-93 1603 0-76 2239 4-19
<b>3</b> 0146 1-11 Sa 0828 3-92 1421 0-71 2112 3-90	<b>18</b> 0219 1-37 Su 0905 3-50 1441 1-08 2126 3-52	<b>3</b> 0315 0-91 Tu 0958 4-07 1543 0-69 2231 4-04	<b>18</b> 0259 1-22 W 0949 3-53 1520 0-98 2201 3-68	<b>3</b> 0351 0-98 Th 1035 3-91 1611 0-91 2259 4-05	<b>18</b> 0313 1-07 F 1003 3-67 1536 0-92 2215 3-88	<b>3</b> 0507 0-86 Su 1145 3-82 1716 0-92 2358 4-14	<b>18</b> 0429 0-48 M 1119 4-11 1646 0-57 2326 4-41
<b>4</b> 0242 0-92 Su 0926 4-09 1515 0-56 2203 4-04	<b>19</b> 0302 1-24 M 0947 3-56 1520 0-98 2203 3-61	<b>4</b> 0404 0-80 W 1048 4-11 1628 0-68 2313 4-10	<b>19</b> 0340 1-04 Th 1028 3-66 1558 0-85 2239 3-84	<b>4</b> 0439 0-87 F 1119 3-92 1655 0-88 2338 4-11	<b>19</b> 0400 0-83 Sa 1049 3-85 1619 0-75 2300 4-09	<b>4</b> 0545 0-79 M 1218 3-82 1751 0-87	<b>19</b> 0514 0-27 Tu 1204 4-24 1731 0-43
<b>5</b> 0333 0-74 M 1017 4-23 1601 0-47 2248 4-13	<b>20</b> 0339 1-11 Tu 1024 3-63 1556 0-89 2235 3-71	<b>5</b> 0450 0-71 Th 1131 4-11 1710 0-71 2351 4-13	<b>20</b> 0419 0-85 F 1109 3-80 1638 0-73 2320 4-00	<b>5</b> 0521 0-80 Sa 1159 3-91 1734 0-87	<b>20</b> 0445 0-58 Su 1134 4-01 1703 0-60 2344 4-28	<b>5</b> 0032 4-13 Tu 0620 0-75 1250 3-81 1826 0-84	<b>20</b> 0011 4-55 W 0559 0-16 1247 4-29 1815 0-38
<b>6</b> 0419 0-61 Tu 1103 4-31 1645 0-45 2328 4-18	<b>21</b> 0411 0-97 W 1056 3-71 1628 0-79 2306 3-82	<b>6</b> 0534 0-67 F 1212 4-07 1749 0-77	<b>21</b> 0500 0-66 Sa 1151 3-92 1720 0-63	<b>6</b> 0015 4-14 Su 0602 0-75 1236 3-88 1812 0-87	<b>21</b> 0530 0-38 M 1220 4-12 1748 0-50	<b>6</b> 0104 4-09 W 0654 0-75 1322 3-79 1901 0-85	<b>21</b> 0056 4-61 Th 0646 0-16 1332 4-27 1901 0-42
<b>7</b> 0503 0-53 W 1145 4-32 1727 0-51	<b>22</b> 0443 0-82 Th 1131 3-80 1702 0-71 2341 3-93	<b>7</b> 0027 4-14 Sa 0616 0-67 1251 3-99 1829 0-85	<b>22</b> 0002 4-14 Su 0544 0-50 1236 4-01 1804 0-57	<b>7</b> 0050 4-13 M 0641 0-74 1314 3-83 1849 0-89	<b>22</b> 0029 4-41 Tu 0616 0-26 1307 4-17 1833 0-47	<b>7</b> 0138 4-00 Th 0729 0-79 1356 3-75 1936 0-92	<b>22</b> 0141 4-56 F 0732 0-29 1419 4-18 1949 0-56
<b>8</b> 0006 4-19 Th 0547 0-51 1226 4-26 1808 0-62	<b>23</b> 0519 0-69 F 1208 3-88 1738 0-65	<b>8</b> 0105 4-11 Su 0700 0-71 1334 3-89 1910 0-95	<b>23</b> 0046 4-23 M 0630 0-41 1322 4-03 1850 0-58	<b>8</b> 0126 4-08 Tu 0722 0-77 1352 3-66 1928 0-95	<b>23</b> 0115 4-47 W 0704 0-23 1355 4-15 1921 0-52	<b>8</b> 0211 3-89 F 0806 0-88 1433 3-68 2011 1-03	<b>23</b> 0230 4-42 Sa 0823 0-52 1509 4-03 2041 0-79
<b>9</b> 0041 4-16 F 0629 0-56 1307 4-15 1847 0-77	<b>24</b> 0019 4-01 Sa 0558 0-59 1250 3-92 1819 0-64	<b>9</b> 0145 4-04 M 0743 0-79 1417 3-76 1952 1-07	<b>24</b> 0134 4-27 Tu 0719 0-39 1413 4-00 1939 0-67	<b>9</b> 0204 3-98 W 0802 0-83 1431 3-68 2009 1-04	<b>24</b> 0203 4-45 Th 0755 0-31 1445 4-06 2011 0-65	<b>9</b> 0249 3-75 Sa 0842 0-99 1513 3-58 2051 1-17	<b>24</b> 0323 4-19 Su 0918 0-82 1604 3-86 2140 1-05
<b>10</b> 0121 4-09 Sa 0714 0-66 1350 3-99 1929 0-96	<b>25</b> 0101 4-06 Su 0641 0-54 1336 3-92 1904 0-69	<b>10</b> 0230 3-92 Tu 0830 0-90 1504 3-63 2040 1-20	<b>25</b> 0223 4-24 W 0814 0-45 1508 3-91 2033 0-81	<b>10</b> 0245 3-84 Th 0845 0-93 1513 3-57 2052 1-16	<b>25</b> 0255 4-34 F 0849 0-49 1539 3-93 2106 0-85	<b>10</b> 0332 3-59 Su 0923 1-13 1600 3-47 2136 1-33	<b>25</b> 0424 3-93 M 1019 1-13 1709 3-71 2249 1-29
<b>11</b> 0203 3-98 Su 0802 0-81 1440 3-80 2016 1-16	<b>26</b> 0146 4-05 M 0731 0-57 1427 3-86 1953 0-81	<b>11</b> 0319 3-77 W 0920 1-02 1556 3-49 2132 1-34	<b>26</b> 0316 4-15 Th 0912 0-58 1605 3-80 2133 0-98	<b>11</b> 0329 3-68 F 0930 1-05 1600 3-46 2139 1-31	<b>26</b> 0350 4-16 Sa 0947 0-72 1639 3-79 2208 1-07	<b>11</b> 0421 3-44 M 1014 1-28 1652 3-38 2232 1-46	<b>26</b> 0537 3-70 Tu 1128 1-37 1819 3-63
<b>12</b> 0252 3-84 M 0854 0-98 1534 3-61 2108 1-36	<b>27</b> 0238 3-99 Tu 0826 0-65 1523 3-77 2049 0-97	<b>12</b> 0414 3-60 Th 1015 1-13 1653 3-37 2229 1-45	<b>27</b> 0415 4-03 F 1015 0-73 1710 3-71 2236 1-14	<b>12</b> 0418 3-51 Sa 1019 1-17 1650 3-36 2232 1-44	<b>27</b> 0452 3-96 Su 1050 0-95 1744 3-68 2316 1-26	<b>12</b> 0520 3-33 Tu 1116 1-39 1752 3-33 2341 1-53	<b>27</b> 0005 1-42 W 0654 3-56 1243 1-49 1931 3-65
<b>13</b> 0350 3-67 Tu 0953 1-14 1636 3-44 2210 1-51	<b>28</b> 0334 3-91 W 0929 0-77 1626 3-68 2156 1-13	<b>13</b> 0516 3-45 F 1111 1-22 1754 3-30 2330 1-52	<b>28</b> 0521 3-92 Sa 1121 0-86 1816 3-66 2344 1-24	<b>13</b> 0513 3-37 Su 1113 1-27 1748 3-29 2331 1-53	<b>28</b> 0604 3-79 M 1158 1-14 1851 3-64	<b>13</b> 0629 3-29 W 1225 1-42 1858 3-36	<b>28</b> 0015 1-40 Th 0811 3-54 1353 1-46 2040 3-76
<b>14</b> 0457 3-52 W 1056 1-25 1744 3-34 2317 1-60	<b>29</b> 0439 3-83 Th 1039 0-86 1735 3-62 2306 1-23	<b>14</b> 0620 3-35 Sa 1208 1-26 1854 3-29	<b>29</b> 0632 3-84 Su 1227 0-94 1922 3-67	<b>14</b> 0616 3-28 M 1211 1-32 1849 3-29	<b>29</b> 0027 1-35 Tu 0717 3-69 1308 1-23 1959 3-69	<b>14</b> 0051 1-48 Th 0742 3-36 1328 1-34 2003 3-49	<b>29</b> 0233 1-28 F 0920 3-61 1452 1-35 2139 3-90
<b>15</b> 0608 3-44 Th 1201 1-28 1849 3-31	<b>30</b> 0549 3-79 F 1149 0-88 1844 3-64	<b>15</b> 0030 1-53 Su 0722 3-32 1303 1-24 1950 3-33	<b>30</b> 0053 1-26 M 0741 3-82 1332 0-97 2026 3-75	<b>15</b> 0032 1-54 Tu 0721 3-28 1307 1-30 1946 3-35	<b>30</b> 0141 1-33 W 0827 3-68 1413 1-23 2102 3-80	<b>15</b> 0156 1-30 F 0847 3-52 1426 1-19 2101 3-70	<b>30</b> 0326 1-12 Sa 1014 3-69 1540 1-22 2226 4-01
	<b>31</b> 0015 1-24 Sa 0700 3-82 1256 0-85 1950 3-71			<b>31</b> 0247 1-23 Th 0930 3-71 1509 1-17 2158 3-92		<b>31</b> 0411 0-98 Su 1055 3-75 1621 1-08 2304 4-08	

DATUM OF PREDICTIONS = CHART DATUM : 0.20 METRES ABOVE ORDNANCE DATUM (DUBLIN)  
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Lat 53°21' N Long 6°13' W

TIME ZONE GMT		TIMES AND HEIGHTS OF HIGH AND LOW WATERS								YEAR 1997					
SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0449	0-88	<b>16</b> 0412	0-41	<b>1</b> 0453	0-84	<b>16</b> 0438	0-29	<b>1</b> 0520	0-81	<b>16</b> 0545	0-56	<b>1</b> 0526	0-80	<b>16</b> 0029	4-15
M 1127	3-79	Tu 1100	4-20	W 1130	3-83	Th 1126	4-35	Sa 1154	3-95	Su 1226	4-37	M 1204	4-06	Tu 1250	4-30
● 2337	4-10	○ 2306	4-48	● 2341	4-00	○ 2331	4-57					M 1747	0-77	Tu 1841	0-69
<b>2</b> 0521	0-81	<b>17</b> 0457	0-23	<b>2</b> 0523	0-79	<b>17</b> 0521	0-27	<b>2</b> 0011	3-90	<b>17</b> 0041	4-31	<b>2</b> 0026	3-92	<b>17</b> 0110	4-03
Tu 1156	3-81	W 1144	4-32	Th 1155	3-87	F 1205	4-40	Su 0551	0-80	M 0627	0-72	Tu 0602	0-79	W 0651	0-94
Tu 1728	0-88	W 1713	0-42	Th 1733	0-86	F 1740	0-42	Su 1225	4-00	M 1305	4-31	Tu 1241	4-11	W 1329	4-23
		2349	4-61					1808	0-83	1856	0-65	1825	0-72	1926	0-78
<b>3</b> 0008	4-09	<b>18</b> 0541	0-16	<b>3</b> 0009	3-97	<b>18</b> 0013	4-57	<b>3</b> 0044	3-89	<b>18</b> 0126	4-15	<b>3</b> 0110	3-92	<b>18</b> 0153	3-88
W 0552	0-77	Th 1226	4-37	F 0552	0-78	Sa 0604	0-37	M 0623	0-82	Th 0710	0-93	W 0641	0-82	Th 0734	1-09
W 1225	3-83	Th 1756	0-36	F 1222	3-90	Sa 1246	4-38	M 1301	4-00	Tu 1349	4-21	W 1324	4-11	Th 1413	4-11
1801	0-83			1802	0-83	1823	0-46	1843	0-83	1943	0-80	1908	0-71	2011	0-91
<b>4</b> 0037	4-04	<b>19</b> 0033	4-64	<b>4</b> 0037	3-94	<b>19</b> 0058	4-47	<b>4</b> 0125	3-85	<b>19</b> 0214	3-94	<b>4</b> 0156	3-87	<b>19</b> 0240	3-72
Th 0625	0-76	F 0625	0-21	Th 0620	0-79	F 0646	0-55	Th 0700	0-89	W 0756	1-16	Th 0726	0-92	F 0819	1-25
Th 1253	3-84	F 1308	4-35	Sa 1251	3-92	Su 1326	4-30	Tu 1342	3-96	W 1435	4-06	Th 1411	4-06	F 1501	3-95
1832	0-82	1840	0-40	1833	0-84	1908	0-59	1922	0-87	2035	0-99	1957	0-76	F 2101	1-06
<b>5</b> 0107	3-98	<b>20</b> 0118	4-56	<b>5</b> 0108	3-89	<b>20</b> 0143	4-28	<b>5</b> 0211	3-77	<b>20</b> 0309	3-72	<b>5</b> 0249	3-78	<b>20</b> 0332	3-56
F 0656	0-78	Sa 0708	0-39	Su 0651	0-83	M 0731	0-82	W 0742	1-03	Th 0848	1-39	F 0817	1-07	Sa 0909	1-41
F 1322	3-83	Sa 1352	4-26	Su 1325	3-90	M 1411	4-17	W 1428	3-88	Th 1530	3-90	F 1505	3-99	Sa 1554	3-78
1903	0-86	1926	0-55	1905	0-89	1959	0-79	2010	0-97	2134	1-17	2054	0-86	2154	1-21
<b>6</b> 0138	3-90	<b>21</b> 0206	4-39	<b>6</b> 0146	3-82	<b>21</b> 0235	4-03	<b>6</b> 0305	3-66	<b>21</b> 0411	3-52	<b>6</b> 0350	3-69	<b>21</b> 0429	3-42
Sa 0726	0-85	Su 0755	0-66	M 0725	0-92	Th 0820	1-12	Th 0833	1-21	F 0949	1-59	Sa 0918	1-23	Su 1007	1-55
Sa 1356	3-79	Su 1438	4-11	M 1406	3-83	Tu 1502	4-00	Th 1522	3-79	F 1634	3-74	Sa 1603	3-92	Su 1653	3-62
1935	0-94	2017	0-78	1942	0-97	2055	1-03	2108	1-09	2238	1-30	2201	0-96	2252	1-32
<b>7</b> 0214	3-79	<b>22</b> 0258	4-13	<b>7</b> 0230	3-71	<b>22</b> 0334	3-76	<b>7</b> 0407	3-56	<b>22</b> 0521	3-39	<b>7</b> 0457	3-62	<b>22</b> 0533	3-34
Su 0759	0-95	M 0847	0-98	Tu 0804	1-07	W 0916	1-42	F 0937	1-39	Sa 1057	1-71	Su 1028	1-36	M 1110	1-64
Su 1435	3-71	M 1532	3-93	Tu 1451	3-73	W 1601	3-83	F 1624	3-71	Sa 1741	3-63	Su 1709	3-87	M 1758	3-51
2011	1-06	2115	1-05	2027	1-10	2203	1-25	2221	1-17	2344	1-36	2311	1-00	M 2351	1-38
<b>8</b> 0256	3-66	<b>23</b> 0358	3-85	<b>8</b> 0322	3-58	<b>23</b> 0445	3-53	<b>8</b> 0519	3-51	<b>23</b> 0632	3-35	<b>8</b> 0608	3-63	<b>23</b> 0637	3-32
M 0837	1-09	Tu 0947	1-32	W 0854	1-26	Th 1025	1-65	M 1056	1-50	Su 1206	1-72	M 1141	1-39	Tu 1213	1-65
M 1522	3-60	Tu 1634	3-76	W 1544	3-62	Th 1710	3-69	Sa 1733	3-70	Su 1847	3-59	M 1819	3-88	Tu 1900	3-46
2055	1-21	2225	1-30	2122	1-25	2314	1-38	2338	1-15						
<b>9</b> 0346	3-52	<b>24</b> 0511	3-60	<b>9</b> 0422	3-46	<b>24</b> 0602	3-40	<b>9</b> 0634	3-56	<b>24</b> 0047	1-34	<b>9</b> 0020	0-98	<b>24</b> 0049	1-38
Tu 0926	1-27	W 1059	1-57	Th 0957	1-45	F 1141	1-76	1212	1-46	M 0736	3-40	Tu 0717	3-71	W 0738	3-38
Tu 1612	3-49	W 1745	3-65	Th 1645	3-54	F 1822	3-64	Su 1844	3-78	M 1312	1-64	Tu 1249	1-33	W 1315	1-60
2149	1-37	2344	1-43	2238	1-35					1949	3-60	1926	3-96	1959	3-47
<b>10</b> 0445	3-40	<b>25</b> 0632	3-46	<b>10</b> 0535	3-41	<b>25</b> 0029	1-39	<b>10</b> 0049	1-02	<b>25</b> 0145	1-27	<b>10</b> 0125	0-90	<b>25</b> 0143	1-32
W 1028	1-44	Th 1216	1-68	1121	1-55	W 0719	3-40	0742	3-70	25 0833	3-50	0819	3-85	25 0831	3-47
W 1713	3-42	Th 1858	3-64	F 1755	3-54	Sa 1257	1-71	M 1318	1-31	Tu 1410	1-50	W 1353	1-18	Th 1410	1-48
2302	1-47			1932	3-66			1950	3-93	2044	3-64	2028	4-07	2049	3-53
<b>11</b> 0556	3-34	<b>26</b> 0103	1-41	<b>11</b> 0001	1-31	<b>26</b> 0138	1-29	<b>11</b> 0150	0-83	<b>26</b> 0231	1-18	<b>11</b> 0224	0-80	<b>26</b> 0231	1-23
Th 1148	1-51	F 0752	3-46	0656	3-48	26 0828	3-49	0842	3-89	26 0918	3-61	0915	4-01	26 0916	3-59
Th 1822	3-42	F 1331	1-62	Sa 1239	1-48	Su 1400	1-57	Tu 1417	1-11	W 1455	1-36	Th 1449	1-01	F 1456	1-34
		2010	3-72	1908	3-65	2034	3-74	2049	4-11	2129	3-69	2125	4-18	F 2133	3-61
<b>12</b> 0023	1-43	<b>27</b> 0211	1-28	<b>12</b> 0112	1-13	<b>27</b> 0231	1-17	<b>12</b> 0245	0-65	<b>27</b> 0312	1-08	<b>12</b> 0316	0-72	<b>27</b> 0313	1-12
F 0715	3-40	Sa 0902	3-55	0806	3-65	27 0920	3-60	0936	4-07	27 0956	3-71	1005	4-15	27 0954	3-72
F 1303	1-44	Sa 1431	1-48	Su 1343	1-30	M 1451	1-40	W 1508	0-89	Th 1532	1-23	F 1541	0-85	Sa 1537	1-18
1934	3-55	2112	3-84	2013	3-85	2125	3-81	2141	4-28	2207	3-74	2217	4-25	2212	3-71
<b>13</b> 0134	1-24	<b>28</b> 0305	1-13	<b>13</b> 0214	0-87	<b>28</b> 0315	1-06	<b>13</b> 0334	0-51	<b>28</b> 0347	1-00	<b>13</b> 0404	0-68	<b>28</b> 0351	1-00
Sa 0826	3-58	Su 0954	3-65	0905	3-86	1000	3-69	1024	4-22	1028	3-80	1050	4-26	1029	3-86
Sa 1406	1-26	Su 1519	1-31	M 1440	1-06	Tu 1530	1-24	Th 1556	0-71	F 1607	1-10	Sa 1629	0-73	Su 1614	1-00
2035	3-76	2201	3-94	2109	4-09	2205	3-86	2231	4-40	2241	3-78	2303	4-27	2250	3-82
<b>14</b> 0234	0-96	<b>29</b> 0347	1-00	<b>14</b> 0306	0-61	<b>29</b> 0350	0-97	<b>14</b> 0419	0-45	<b>29</b> 0419	0-92	<b>14</b> 0448	0-68	<b>29</b> 0428	0-88
Su 0923	3-80	M 1034	3-73	0956	4-07	1032	3-77	1107	4-32	1057	3-90	1133	4-32	1106	4-00
Su 1459	1-02	M 1558	1-15	Tu 1527	0-81	W 1604	1-11	F 1641	0-59	Sa 1639	0-98	Su 1714	0-66	M 1650	0-82
2130	4-02	2239	4-00	2200	4-31	2241	3-88	2316	4-45	2313	3-84	2347	4-24	2328	3-92
<b>15</b> 0326	0-66	<b>30</b> 0422	0-90	<b>15</b> 0354	0-41	<b>30</b> 0421	0-90	<b>15</b> 0503	0-47	<b>30</b> 0452	0-85	<b>15</b> 0530	0-74	<b>30</b> 0506	0-78
M 1015	4-02	Tu 1103	3-79	1042	4-24	1059	3-84	1147	4-37	1128	3-99	M 1211	4-33	Tu 1144	4-13
M 1546	0-78	Tu 1632	1-02	W 1612	0-61	Th 1635	1-00	Sa 1726	0-53	Su 1711	0-87	M 1758	0-65	Tu 1728	0-66
2219	4-28	2311	4-01	2246	4-48	2311	3-89	2358	4-42	2348	3-89				
				<b>31</b> 0450	0-85							<b>31</b> 0009	4-00		
				F 1127	3-90							W 0544	0-71		
				F 1706	0-92							W 1225	4-22		
				● 2340	3-89							1809	0-55		

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January 10, 1907

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IN RESPONSE TO A RESOLUTION PASSED BY THE SENATE

APRIL 18, 1906

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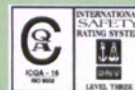
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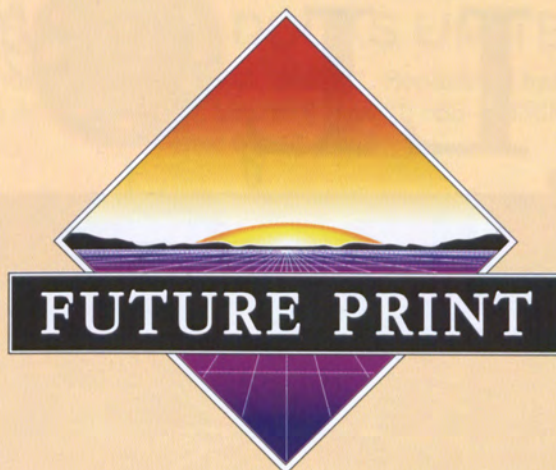
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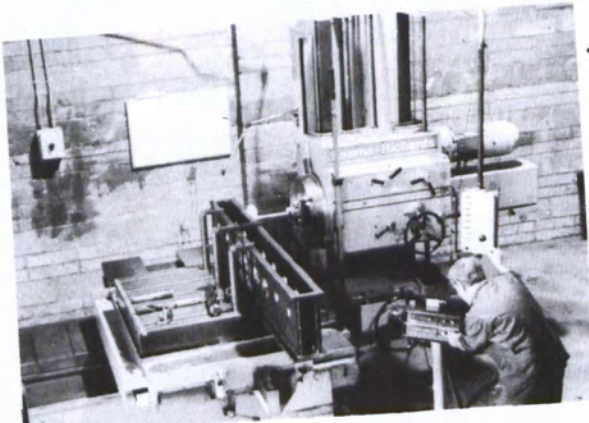
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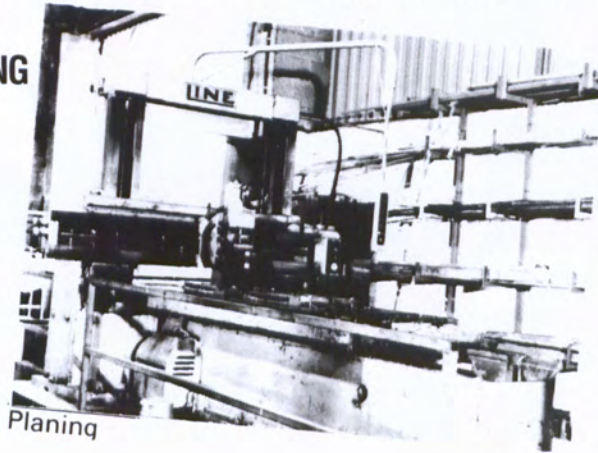
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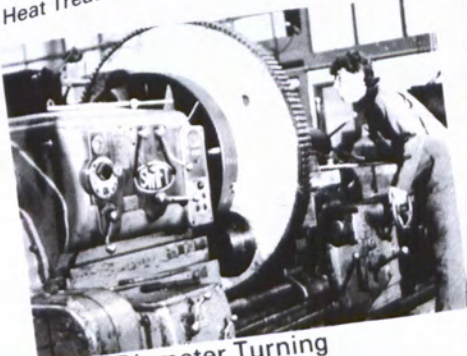
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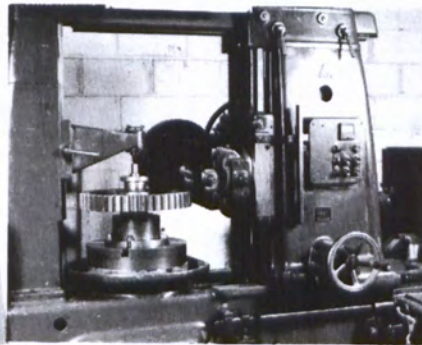


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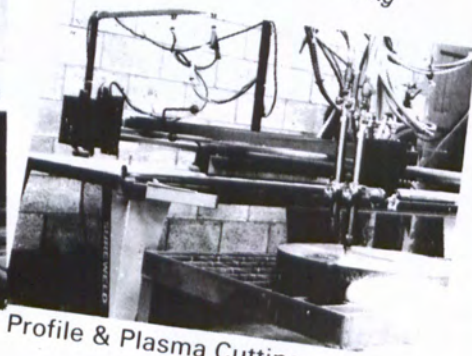


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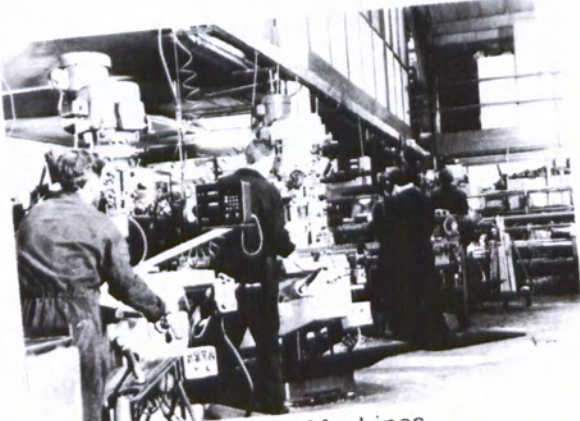
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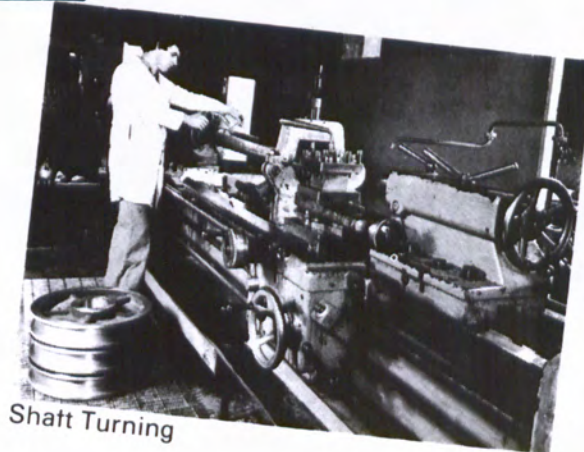


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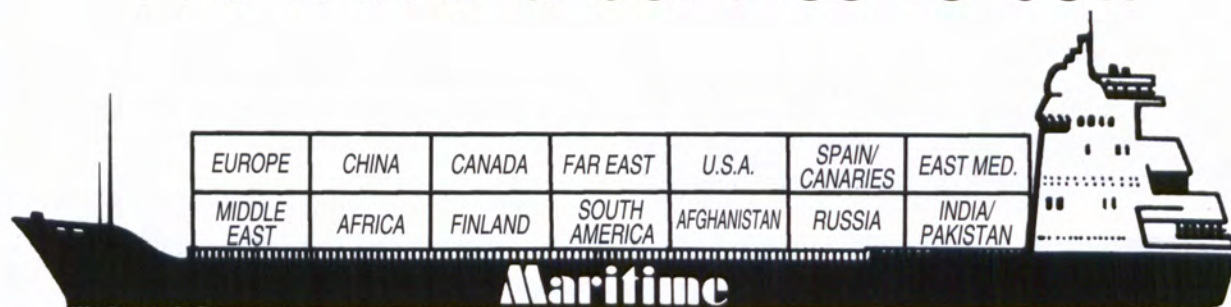
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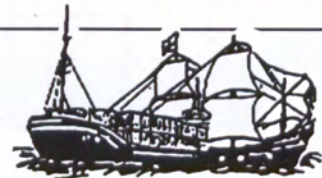
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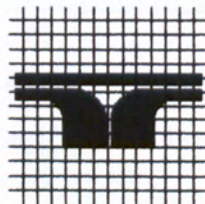
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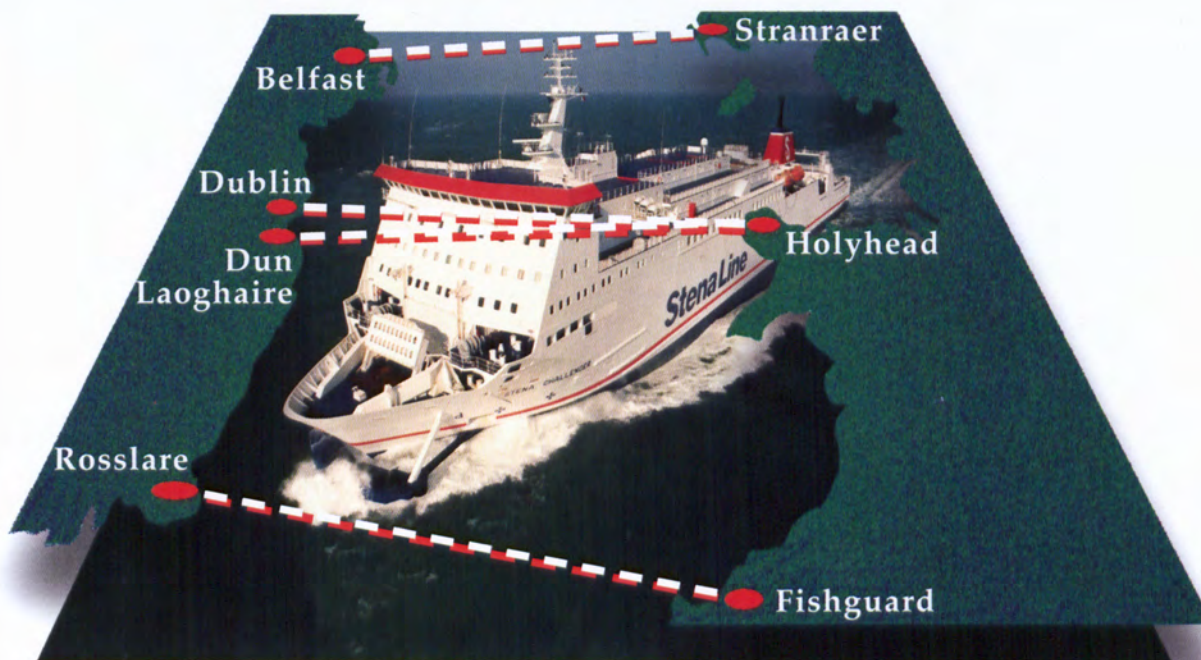
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