



# DUBLIN PORT YEARBOOK 2022

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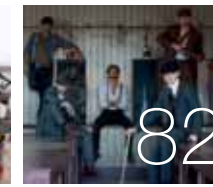


# *Dublin Ferryport Terminals*

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# MESSAGE FROM THE CEO







Dublin Port finished 2021 with overall volumes down on their 2020 levels by -5.2%. The reduction in cargo throughput was accounted for by a drop of 56,000 in the number of containers and trailers to 1.4 million. Behind this figure, there was a substantial decline in unitised volumes with GB – down 214,000 units – largely offset by a strong increase in volumes with the EU of 158,000 units.

Brexit has caused the make-up of Dublin Port's unitised volumes to change significantly. Ro-Ro volumes were down by 99,000 and, for the most part, this decline was accounted for by a 90,000 reduction in driver accompanied Ro-Ro. By comparison, the number of Lo-Lo containers increased by 43,000.

## **BREXIT PREPARATION WORK**

The extensive Brexit preparation work completed in 2020 paid off in 2021. There was none of the catastrophic congestion that had been projected and what disruptions there were in the early days of 2021 were quickly resolved as supply chains adapted to the new realities. Over the course of the year, the average number of trailers called for some physical inspection on services from GB was just 2.5 per ferry.

The risks of Brexit were comprehensively mitigated and Dublin Port's volumes are set to increase again during 2022, driven by growth in trade on direct services with Continental Europe.

## **ADDITIONAL INFRASTRUCTURE FOR FUTURE GROWTH**

Looking ahead, we are currently preparing our third and final Masterplan project - the 3FM Project - to provide additional infrastructure for continued future growth. The 3FM Project includes the construction of Ireland's largest container terminal, with an annual capacity of 360,000 containers, to meet Ireland's long-term port infrastructure needs.

**Eamonn O'Reilly,  
CEO,  
Dublin Port Company**

# YEAR IN REVIEW

## SAMSKIP CELEBRATE DIRECT SAILING FROM AMSTERDAM TO DUBLIN

January 2021 saw Dublin Port welcoming Samskip's first direct container sailing between Amsterdam and Ireland, with RMS Veritas arriving into Dublin Port, marking the start of a new weekly shortsea container freight service between Dublin and North Continental Europe, while increasing options for importers and exporters post-Brexit.

The weekly connection means Irish imports can avoid post-Brexit hassles applying to goods received via UK-based distributors, while exports benefit from greater reach into EU markets in the northern Netherlands, Germany, and beyond.

Launched on January 25, the fixed day service departs from the TMA Terminal Amsterdam on Monday evenings for arrival in Dublin on Wednesday and a weekend return to Amsterdam. This complements Samskip's existing Rotterdam-Ireland shortsea services by offering rail, barge and road customers in the Netherlands a new Monday night departure to Ireland.

"Fixed day container services to/from Amsterdam provide the certainty on which supply chain managers serving the Dutch and German markets can base business growth," said Thijs Goumans, Head of Ireland Trade, Samskip.

"Shortsea container services can once more prove themselves more than a match for Ro-Ro, particularly for products previously shipped to distributors in the UK then redistributed across the Irish Sea," said Richard Archer, Regional Director, Samskip Multimodal. "Amsterdam is a high-performance port connecting straight into the hinterland area and the entire Samskip Ireland team is delighted by this new commitment to pan-European transport."

Koen Overtoom, CEO, Port of Amsterdam, noted that the expansion of the port's short sea network "underlines the strength of the services Samskip and TMA Logistics offer, as well as our strategic position. Ireland is a key market, and in these rapidly changing times, a direct link presents tremendous opportunities. We will continue to work with TMA, Samskip and international partners to make this service a lasting success."









# DUBLIN PORT SHOWS ITS TRUE COLOURS



Dublin Port was lit up in a host of different colours during 2021. As part of St. Patrick's Festival 2021, Dublin Port Company illuminated its iconic landmarks, The Diving Bell, Port Centre, Crane 292 and for the first time the Dublin Silo's at The Flour Mill, as they turned green for six nights from March 12-17.

Dublin Port Company was extremely proud to participate in Dublin LGBTQ+ Pride 2021 in June 2021, when the Pride Flag flew high across Dublin Port and its vibrant colours illuminated the Diving Bell in celebration of Dublin Pride 2021. The Diving Bell was illuminated at dusk from June 23-27, 2021, as a symbol of solidarity with our LGBTQ+ Community. The night-time lighting aimed to bring our community together as one at a time when we had to celebrate apart due to Covid restrictions.

From October 6-11, two Dublin Port landmarks, Port Centre and the Diving Bell, were illuminated in red for National Fire Safety Week 2021. National Fire Safety Week is an awareness initiative of the Fire Service in Ireland, run jointly with the Northern Ireland Fire and Rescue Service to help enhance fire safety, particularly in the home.

John Fairley, Dublin Port's Land Operations Manager, said: "Dublin Port and Dublin Fire Brigade have enjoyed a close working relationship that goes back years, and it is an honour to stand side by side with our friends and colleagues in the Fire Service this October in support of Fire Safety Week. It's a brilliant initiative coming into the winter months that reminds us of the simple steps we can all take to help stop fire, and I hope the message reaches as many as possible in our home and work communities."







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# THE PUMPHOUSE BURSARY

Following on from the success of The Pumphouse Presents in 2020, Dublin Port Company and axis Ballymun were delighted to announce the Pumphouse Bursary in March 2021.

Developed from donations received from the streaming of plays produced by axis Ballymun, Fishamble: The New Play Company, and ANU productions, this bursary is for professional artists from the Greater Dublin area to develop work in response to, or that reflects the port area of the city.

This bursary can include:

- Time / support for a playwright to write, develop / showcase a new play;

- A group of actors to develop a new piece of work with collaborators;
- A dancer to choreograph / develop a new piece of work;
- A director to develop / showcase a new idea;
- A visual artist to develop a new piece;
- A musician to develop / write and record;
- An amalgam of all the above.

The Bursary offered funding up to €6,000, while offers of non-funded support were also open to successful applicants.







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## DUBLIN PORT FEST 2021

March 27 saw Ports, Past and Present presenting Dublin Port Fest, a day of online discussion about and creative exploration of Dublin Port's heritage. Interested parties were able to find out more about Ports, Past and Present's work in mapping and representing Dublin Port's

past, present and future, its connection with the city and its links with port communities on the other side of the Irish Sea. The day included creative workshops, where participants had the chance to explore this rich and dynamic heritage through poetry, visual art and theatre. For more information, visit [portspastpresent.eu](http://portspastpresent.eu).



## DUBLIN PORT SHORTLISTED IN BUSINESS TO ARTS AWARDS

Dublin Port Company, axis Ballymun and Fishamble: the New Play Company were shortlisted for two Business to Arts Awards 2021 for the 'Pumphouse Presents' theatre series.

Five plays were filmed in the beautiful Pumphouse Building in Dublin Port during the Summer of 2020, and were premiered online over five Friday Nights, culminating in a week-long festival of theatre in December 2020.

Dublin Port and axis Ballymun were shortlisted for the Best Large Sponsorship supported by Arthur Cox category for 'Pumphouse Presents'. Dublin Port Company and Iarnród Éireann & Fishamble were shortlisted in the Jim McNaughton Perpetual Award for Best Commissioning Practice category for 'Embargo'.

The Business to Arts Awards recognise businesses, philanthropists, artists and arts organisations that develop creative partnerships. Shortlisted partnerships focus on arts sponsorship, commissioning of artist, staff engagement and CSR initiatives, philanthropy and community engagement. Many of the collaborations are the result of long-term relationships.





**Jimmy Murray, Director, Irish Nautical Trust Director, on board the Liffey Sweeper.**

## A CLEAN SWEEP: LIFFEY SWEEPER BEGINS ITS WORKING LIFE

APRIL 2021 saw the official launch of the Irish Nautical Trust’s Liffey Sweeper, a new environmental vessel designed to collect large amounts of non-natural debris such as plastic, cans and bottles from the city’s waterways.

The latest addition to Dublin’s nautical fleet is part of the River Liffey Cleaning Project, the brainchild of Irish Nautical Trust Director Jimmy Murray, whose ambition is to remove all floating debris from the Liffey, the Dodder and the Tolka estuary.

“This is an ecological and environmental development research project which has been designed over the last two years to help prevent the accumulation of all non-natural debris such as plastics, cans and disposable coffee cups, and to stop it getting into the sea and the Dublin Bay biosphere, where it affects marine wildlife,” explains Jimmy Murray.

The Liffey Sweeper will initially operate four days a week, sweeping from the upper part of the River Liffey at Butt



Bridge to the mouth of the River and Clontarf area, including the basins and all the shipping berths within Dublin Port.

Fitted with a deep cage, the Liffey Sweeper is able to catch a range of material from the water, including floating plastic and debris just below the surface. Once lifted from the water, debris is separated and sorted into designated recycling bins and the balance of the assorted materials, i.e. that which cannot be recycled, is removed by a licenced contractor for treatment before disposal at the Covanta Waste to Energy Treatment Plant on Poolbeg, while any organic matter collected is returned to the water.

Its launch follows a successful grant of €180,000 from the Dublin Waste to Energy Community Gain Projects Grant Scheme, which enabled the Irish Nautical Trust to purchase the former environmental vessel from the UK. The pilot project is further supported involving collaboration between the Irish Nautical Trust, Dublin Port Company, University College Dublin, School of Biology and Environmental Science, Dublin Waste to Energy/ Covanta, and Dublin City Council. The Irish Nautical Trust are currently part of Google’s Employment Task Force, which works with a wide range of local community groups and have also approached Google as a potential partner for the project.



## NEW YORK FIRE TRUCK ARRIVES IN DUBLIN

May 6 saw a New York Fire Truck making a big arrival in Dublin Port. The 1987 Seagrave tiller ladder truck arrived in Dublin Port following a four-week journey from New York via sea and was met with a welcome parade from Dublin Fire Brigade and An Garda Síochána.

The vintage fire truck, known as 'Ladder 5211', served in 9/11 and was used for over 32 years at the City of Glen Cove Volunteer Fire Department in Long Island and received a huge send off from the New York Fire Department.

It was brought to Ireland by a private collector, Liam Moore, and will be displayed at shows and parades for charitable causes when Covid-19 restrictions are lifted.





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Dublin Port Company Heritage Director, Lar Joye, and Edel Currie, Community Engagement Manager, welcome the first visitors to the Séan O'Casey Community Centre.

# SÉAN O'CASEY COMMUNITY CENTRE OPENS NEW GARDEN FOR SENIORS

The Séan O'Casey Community Centre in Dublin's East Wall officially opened its new garden for seniors to the public in May 2021, featuring a new marquee and planting sponsored by Dublin Port Company.

The Centre, which first opened in 2009, is an important resource to the people of East Wall and prior to the pandemic, offered a Senior Citizen Day-care service, providing four-course meals for 85 seniors, with mental wellbeing and physical activities for up to 100 seniors, five days a week. Throughout Covid-19, it continued to provide a Meals on Wheels service for East Wall's senior citizens, but opportunities for older members of the community to come together and socialise have been severely curtailed.

"The older people in the community of East Wall are very special and have sacrificed so much in the last year. When Covid happened, we put our heads together to see what we could do for them and we came up with this garden," explained the Centre's Chairperson Willie



Dwyer. "It is important to give them a safe space to get out of the house a few times a week. We have not seen a lot of our senior community in the last year and we want to encourage as many of them as possible to come back. We want to get the word out to older people in our community that the Centre is open again, and that everyone is welcome.

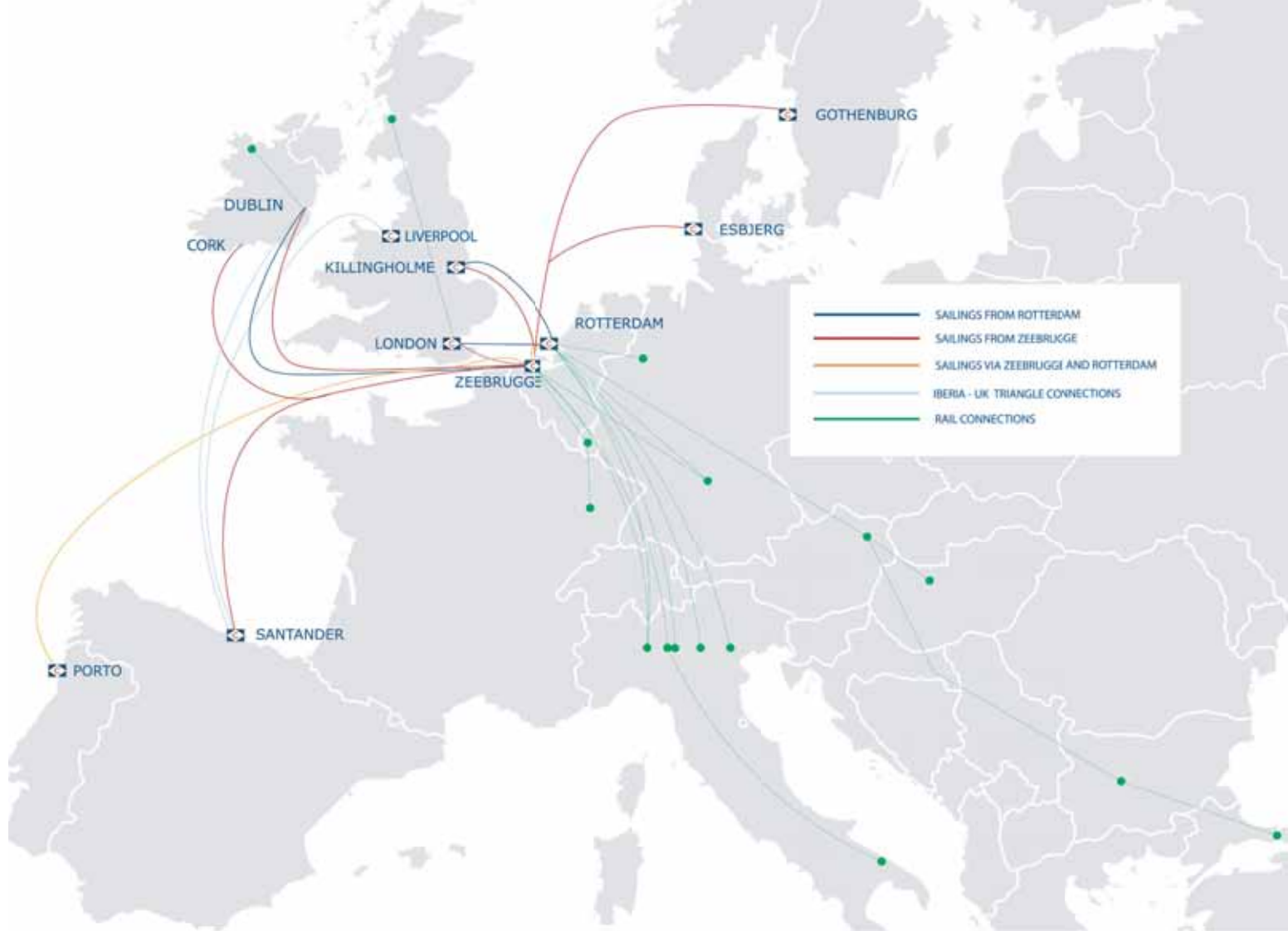
"It has been a tough year but occasions like this give us optimism for the future. We are all looking forward to getting back to offering a full range of services to the community of East Wall again. None of this would have been possible without our sponsors who have worked tremendously well together to get this garden up and running for our senior citizens, so I would like to thank Dublin Port Company, Collen Construction, the Inner-City Trust Fund and Dublin City Council for making this happen."

Dublin Port Company has had a long-standing relationship with the Centre and the Port's Heritage Director, Lar Joye, and Edel Currie, Community Engagement Manager, were in attendance to cut the ribbon as the garden welcomed its first visitors.

"Dublin Port Company is delighted to be involved in creating a dedicated garden for older citizens in our community as part of our long-running commitment to the Séan O'Casey Community Centre and the people of East Wall," revealed Lar. "We hope that this new facility provides an outlet for seniors who have been isolated for the last year to come and socialise with each other again. It's a hub for conversation, story-telling, activity and entertainment that we hope older people will enjoy for many more years to come.

"Well done to Willie and all the staff at the Séan O'Casey Community Centre who have driven this project from an idea through to completion. We all look forward to seeing it used to its full potential when the circumstances allow."





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## DUBLIN BAY BIOSPHERE AWARD LAUNCHES

On June 14, 2021, Minister for Children, Equality, Disability, Integration and Youth, Roderick O’Gorman TD launched the Dublin Bay Biosphere Award. This new three-part programme was developed by Scouting Ireland and the Dublin Bay Biosphere Partnership. Children who successfully complete the programme will earn a badge which can be sown onto scout uniforms, school bags or clothing in recognition of their efforts to protect local wildlife.



The Dublin Bay UNESCO Biosphere covers an area of over 300km<sup>2</sup>, from Howth to Killiney, with over 300,000 people living within its boundaries. Biospheres are recognised for their internationally important wildlife, but are also places to be shared by people and nature.

The Dublin Bay Biosphere Award is a call to all young people to ‘get outside, explore, learn, and take action to protect our biosphere’.

“The Biosphere Award encourages young people to experience and learn about nature, to appreciate its value and to take action to help to protect it for generations to come,” noted Minister O’Gorman. “This can be achieved through a range of activities, including citizen science, nature conservation, and awareness raising, making it open and inclusive for all.”

Colm Kavanagh, Programme Development Officer for Scouting Ireland, said: “The Biosphere is a place where people can connect with nature and it opens up exciting possibilities for young people to experience, engage and undertake action to care for and preserve. Scouting Ireland is delighted to work in partnership with Dublin Bay Biosphere to provide an action based badge that everyone, Scouts and the general public, can earn in recognition of their actions to protect and preserve this special place.”

For details on how to take part in the Award scheme go to [dublinbaybiosphere.ie](http://dublinbaybiosphere.ie).



Pictured at the launch of the Dublin Bay Biosphere Award was Minister for Children, Equality, Disability, Integration and Youth, Roderick O’Gorman TD, helped by local Portmarnock scout Rohan Belgan (age 14) and Olivia Eaton (age 8) and her sister Sadbh (age 5) on Portmarnock Beach.



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Impact Analysis

# NAVAL SERVICE CELEBRATES 75TH ANNIVERSARY



The Irish Naval Service celebrated its 75th Anniversary on September 1 in Dublin Port with the visit of four naval vessels and a flyover by the Irish Air Corps.

The *LE Samuel Beckett* vessel sailed through Dublin Port and the Tom Clarke Bridge to Sir John Rogerson's Quay, accompanied by an Air Corps flyover, as part of the Naval Service's 75-year anniversary celebrations. The *LE James Joyce*, *LE William Butler Yates* & *LE George Bernard Shaw* vessels also took part in the celebrations.

Minister for Defence Simon Coveney attended the celebrations, along with Lord Mayor of Dublin City Alison Gilliland, An Cathaoirleach of Dún Laoghaire Rathdown County Council Lettie McCarthy, Chief of Staff Vice Admiral Mark Mellett, Defence Department secretary-general Jacqui McCrum and Flag Officer Commanding of the Naval Service Michael Malone.

President Michael D Higgins said the Naval Service has been an “unfailingly courageous and professional” component of the Defence Forces. “As we celebrate this landmark anniversary, I welcome this opportunity to recognise and commend the many crew members of our Irish naval vessels who have, since 1946, made such a valuable, indeed crucial, contribution to our society,” he added.

The Naval Service opened a number of the ships to the public for ‘Meet the Fleet – It’s Your Navy’ tours.











Culture Night allowed visitors to explore Dublin Port's rich heritage.

## CULTURE NIGHT AT DUBLIN PORT

ON Friday, September 17, Dublin Port took part in Culture Night, as visitors could explore Dublin Port's rich heritage with a walking tour, watch a screening of a wonderful play or go behind the scenes of a compelling new theatre production.

Hugh McGuinness from East Wall History Group and Lar Joye, Port Heritage Director, brought visitors on a walking tour through the Port, whose history dates back to 1707. Dublin Port Company has never lost sight of its substantial heritage. Much of the evolution of communities in the North and East Wall areas is inextricably linked either to the Port itself, or the numerous industries which developed around it. The Railways, Shipbuilding, Car Assembly, Timber Importers, Coal, are some of the many businesses that flourished and evolved throughout the Port's history, while much of the early housing stock in the vicinity was built to accommodate the workers in those businesses. From those communities would come significant artists, musicians, writers and poets. Hugh and Lar took visitors



on a 50-minute walking tour, beginning at Port Centre on Alexandra Road and concluding in Dublin Port's new Graving Dock Heritage Zone.

Meanwhile, ANU Productions presented two events at Dublin Port's Heritage Zone as part of Culture Night 2021. Members of the public could watch a projection of ANU Productions' play *Canaries* on the Pumphouse at the Heritage Zone. A tender observation of the sacrifice and efforts of the Irish female munitions workers during World War I, *Canaries* remembers these women and pays homage to their experiences. Visitors could also experience a behind-the-scenes look at the installation process of ANU and Landmark Productions' latest play, *The Book of Names*, in Pumphouse No. 1 at the Heritage Zone.

The following month as part of Open House, Dublin Port welcomed visitors for a walking tour of Dublin Port Centre and the new Graving Dock Heritage Area with architect Tim Darmody, as well as a boat tour of Dublin Port aboard the *St Bridget* to view the recent development works of the Alexandra Basin Redevelopment Project from the Masterplan 2012-2040 with Dublin Port Heritage Director Lar Joye.



As part of Open House, Dublin Port welcomed visitors for a walking tour of Dublin Port Centre and the new Graving Dock Heritage Area, as well as a boat tour of Dublin Port aboard the St Bridget.



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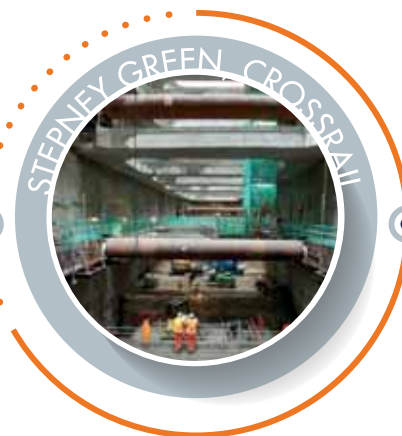
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## TALL SHIPS AND SAIL TRAINING RETURNS

The Sail Training Ireland Voyage Calendar for 2022 was revealed on October 8, with over 400 young people set to participate in 29 voyages onboard five ships. Although the charity had to cancel its 2020 and 2021 programmes due to the pandemic, the new calendar further extends its activities that have seen 2,400 young people participating in Tall Ships voyages since the organisation was formed 10 years ago. Most of the charity's voyages have generous bursaries available to reduce the cost to those who may not be able to avail of the opportunity because of their circumstances.

A key aim of the organisation is that the opportunity is open to all abilities. Success in this objective is demonstrated by the fact that 30% of participants in the past two years have had a disability of some kind.

Sail Training Ireland is extremely grateful to all its sponsors and supporters who continued to support the charity through this extremely difficult period.

“Dublin Port Company is delighted to support young people participating in sail training voyages and we look forward to seeing the return of visiting tall ships to Dublin Port in 2022,” said Eamonn O’Reilly, CEO at Dublin Port Company.

“We cannot wait to welcome new trainees on board one of our 2022 sail training voyages. We have been working hard to make up for lost time and to provide as many places available as possible to young people. We hope next year will be the best one ever. Please come and join us”, commented Daragh Sheridan of Sail Training Ireland at the launch.

For more information, visit:  
[www.sailtrainingireland.com/voyages/](http://www.sailtrainingireland.com/voyages/).





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## INAUGURAL IRISH PORT SAFETY WEEK

November 1-5 saw Dublin Port joining port authorities across Ireland to enhance safety awareness for the inaugural Irish Port Safety Week, with events planned under differing themes for each day of the week.

“This week is an opportunity to work collaboratively to improve safety and performance in the port sector, share experience and knowledge in order to drive continual improvement in eliminating accidents at work,” explained John Carlton, Chair of the Irish Ports Safety Forum.

Dublin Port Company identified five key topics:

- November 1 Road Safety in the Port
- November 2 Water Safety
- November 3 Dublin Port Pass
- November 4 Healthy food for a healthy heart.
- November 5 Machinery and Me & PPE



Dublin Port were delighted to have the help and support during the week of An Garda Síochána and Dublin Fire Brigade, amongst others. Trainers provided on-site safety awareness training, including the use and inspection of life-jackets and safety around machinery.

Dublin Port Company’s Road Safety campaign to promote safe driving in the Port was also launched during Port Safety Week. An Garda Síochána with the help of the Road Safety Authority, Dublin City Council (Environmental division) and the Health and Safety Authority, made arrests for outstanding warrants, confiscated cars and in general highlighted the importance of Road Safety in the Port. The digital speed detection signage in the Port was greatly received and has now been included in the budget to be included on-site throughout 2022.

A virtual training experience was also in place, where road users, particularly cyclists and pedestrians, were able to “come see what a HGV driver sees”, giving road users in Dublin Port a greater understanding of the blind spots of a HGV. With understanding comes a greater appreciation of the dangers, leading to safer behaviours.





Winner of the Safety Slogan campaign, Gerard Beggs, DPC Pilot.

The winner of Dublin Port's Safety Slogan competition was also announced as part of the events, with Gerard Beggs, a pilot at Dublin Port Company, announced as the very worthy winner for his submission: 'Dublin Port Company – Anchored in Safety'.

Dublin Fire Brigade (DFB) conducted a water safety drill, which served as an important reminder of the dangers when working near and on the water. The collaboration between the teams of DPC and DFB was impressive, displaying outstanding skills and professionalism.



Maria Kavanagh taking part in VR training







## ALL IN A ROW CHARITY EVENT

December 11 saw the annual All In A Row event taking place to raise money for the Royal National Lifeboat Institute and Irish Underwater Search and Recovery Unit, the fourth year that the various water users came together to run the event.

The objective is to keep rowing boats and kayaks on the Liffey, with different teams taking over on an hourly or two-hourly basis.

The Event Team was brought together by David Kelly of the Dublin Currach Regatta and comprised senior members of the principle rowing clubs along the Liffey including:

- Clontarf Yacht Club
- Viking Paddlers
- Plurabelle Paddlers
- Jimmy Murray and Sea Safaris
- Phoenix Rowing Club
- Wild Water Kayak Club
- Fingal Rowing Club
- Skerries Rowing Club
- Malahide Sea Scouts
- Dún Laoghaire Rowing Club
- Dalkey Rowing Club
- Bray Rowing Club
- Greystones Rowing Club
- Arklow Rowing Club
- St. Patrick's Rowing Club Ringsend (Sea Skiff)
- Stella Maris Rowing Club Ringsend (Sea Skiff)
- East Wall Watersports Group
- Cuman Currach Átha Cliath
- Dave Kelly and other independent Currach owners on the Liffey
- Old Collegians Boat Club





# SUPPORTING THE DEVELOPMENT OF DUBLIN PORT COMPANY

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## DUBLIN PORT PASS PROVING SUCCESSFUL

Over 13,500 Port Users have signed up for the Dublin Port Pass, a mandatory Health & Safety and security requirement, which was introduced in July 2020. An additional 134 applicants successfully obtained the qualification throughout Port Safety Week in November 2021. Since September 28, 2020, the Dublin Port Pass is a mandatory requirement for all port employees, tenants, contractors and visitors who require access to the Common User Areas in Dublin Port.

The Dublin Port Pass (Oil Zone) is now live for personnel working and entering into this controlled environment. The Seafarers Safety Guide is an integral part of the Dublin Port Pass and is currently in the final stages of development and will follow on very shortly.

For those port users operating in the Common User Areas and who have not completed the Dublin Port Pass, we would encourage them to visit the following link and follow the safety induction process:

<https://www.dublinport.ie/dublinportpass/>

# DUBLIN PORT PASS





# Civil, Structural & Transportation Engineering



- Terminal 4 Link Bridge
- Terminal 4 Redevelopment (South, Central & North)
- Berths 26 & 27 (New Ro-Ro Jetty)
- Berths 28, 31, 32, 33 & 34
- Berth 50 New Tug Access and Floating Pontoon
- Capital Dredge Programme
- Red Brick Substation & Graving Dock Heritage Works
- Watermain Upgrade Project



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# 3FM PROJECT SET TO TRANSFORM POOLBEG PENINSULA

**DUBLIN PORT COMPANY RECENTLY LAUNCHED THE €400 MILLION 3FM PROJECT, THE THIRD AND FINAL MASTERPLAN PROJECT WHICH WILL DELIVER 20% OF THE PORT CAPACITY REQUIRED BY 2040, AND INCLUDES A NEW BRIDGE ACROSS THE LIFFEY, THREE NEW PUBLIC PARKS, AND 5KM OF CYCLE AND PEDESTRIAN ROUTES.**

November 2021 saw Dublin Port Company (DPC) launching the 3FM Project, the third and final Masterplan project needed to complete the development of Dublin Port and bring it to its ultimate and final capacity by 2040.

The 3FM Project will deliver 20% of the capacity required by 2040 by way of a new Lift-On/Lift-Off (Lo-Lo) terminal – 360,000 containers per annum – and a new Roll-On/Roll-Off (RoRo) freight terminal – 288,000 freight trailers per annum – on one-fifth of Dublin Port’s lands, all located on the Poolbeg Peninsula, at an estimated cost of €400 million (2021 prices).

Construction will commence in 2026 and be completed between 2030 and 2035.

The project is at the pre-planning stage and DPC will lodge a planning application with An Bord Pleanála in early 2023. Between now and then, the company will prepare the detailed project design and environmental impact reports required for large infrastructure projects. November’s launch was the start of a detailed conversation with all stakeholders before that work begins.

“There is very little spare capacity for future growth of unitised trade in Dublin Port or in any other port in the country,” explained Eamonn O’Reilly, Dublin Port’s Chief Executive. “Planning for long-term needs as far out as 2040 is very difficult and it is important for us in Dublin Port to plan early to ensure that we are ready to construct nationally essential port capacity in advance of demand.”

Masterplan 2040 projects that Dublin Port will need capacity for an annual throughput of 3.1 million trailers and containers by 2040. “We are developing Dublin Port based on Masterplan 2040 at an overall estimated cost of €1.6 billion over the 30 years from 2010 to 2040,” Eamonn noted. “Port infrastructure is very expensive and, by the end of this year, we will have invested €500 million in the 11 years since 2010. Over the next five years, we will invest a further €450 million. We aim to begin to build the €400 million 3FM Project in 2026 and to complete it between 2030 and 2035.”



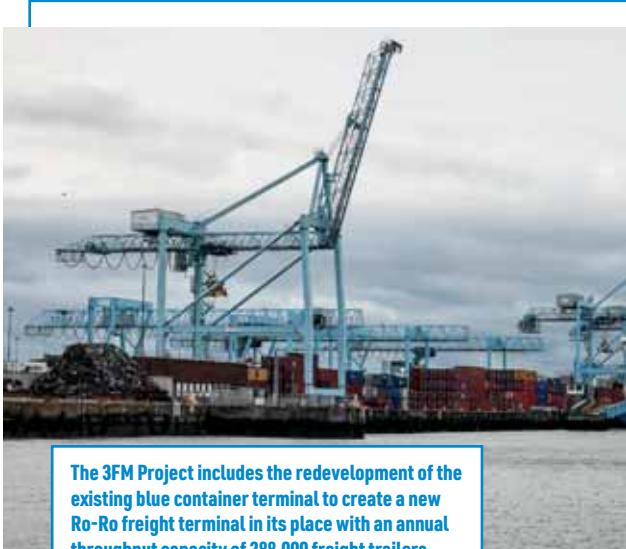




Eamonn O'Reilly, CEO, Dublin Port Company, surveys the Poolbeg Peninsula.

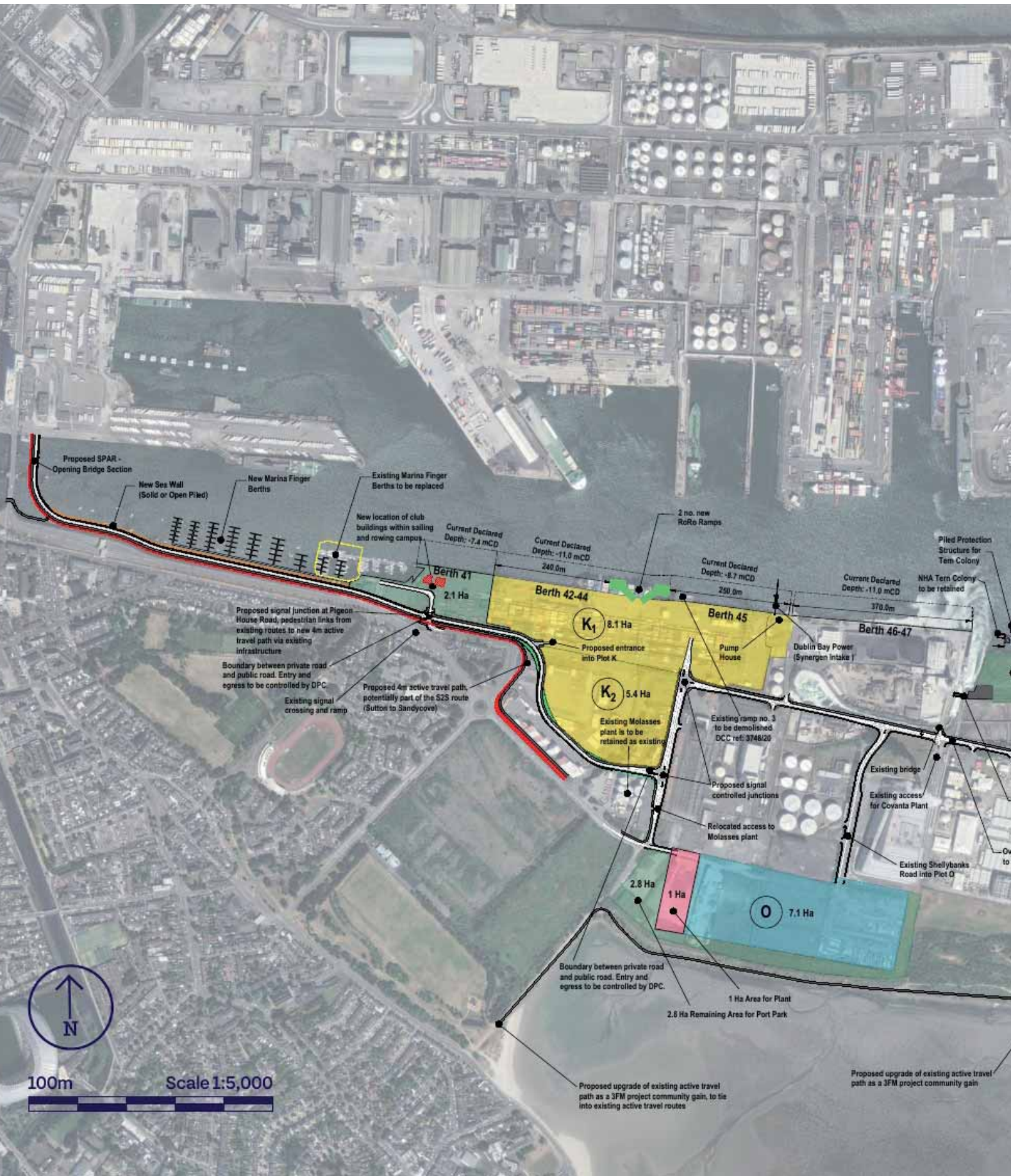
The project has six elements:

1. A new private road called the Southern Port Access Route (SPAR) to link the north and south port areas, taking HGVs off the public road via a new bridge across the River Liffey immediately east of the Tom Clarke Bridge – giving pedestrians, cyclists and public transport users a less congested route for active travel across the city.
2. The construction of the largest container terminal in the country in front of ESB's Poolbeg Power Station with an annual throughput capacity of 360,000 containers (612,000 TEU).
3. The redevelopment of the existing blue container terminal to create a new Ro-Ro freight terminal in its place, with an annual throughput capacity of 288,000 freight trailers.
4. Creation of a 325-metre diameter ship turning circle in front of Pigeon House Harbour.
5. Development of 6.1 hectares (15.1 acres) of new public parks in three locations on the Poolbeg Peninsula to provide community gain:
  - a) 2.1 hectare (5.2 acre) sailing, rowing and maritime campus adjacent to the existing Poolbeg Yacht Club;
  - b) 1.2 hectare (3 acre) Pigeon House Park beside Pigeon House Harbour;
  - c) 2.8 hectare (6.9 acre) Port Park as a buffer between the Port and the Pembroke at Dublin Four development;
  - d) 5.5 km of cycle paths and pedestrian routes throughout the Poolbeg Peninsula.
6. Provision of a one-hectare site to accommodate utilities needed, firstly, for the City's district heating scheme powered by the Covanta waste to energy plant and, secondly, to accommodate a range of utilities for the Pembroke at Dublin Four development.



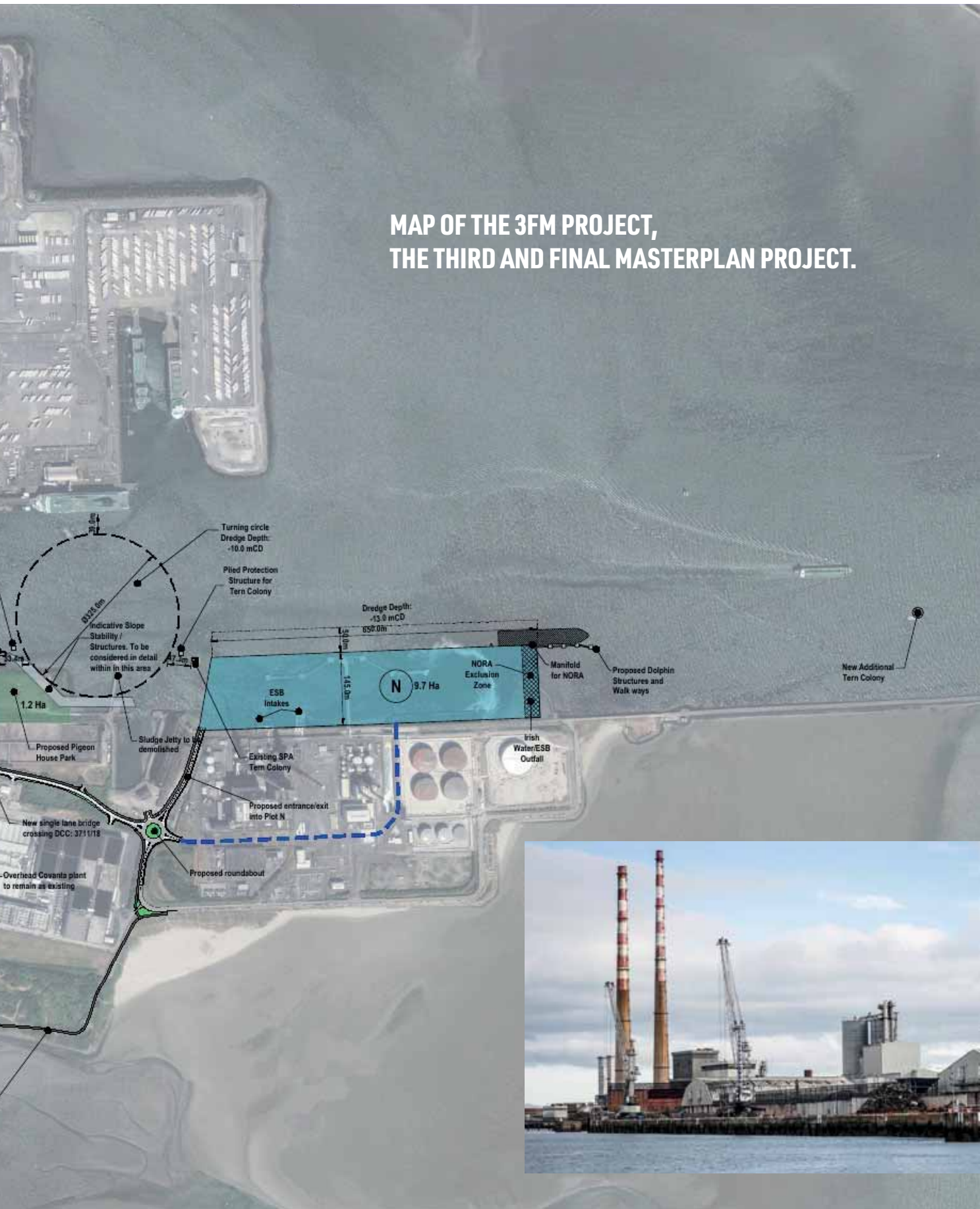
The 3FM Project includes the redevelopment of the existing blue container terminal to create a new Ro-Ro freight terminal in its place with an annual throughput capacity of 288,000 freight trailers.







# MAP OF THE 3FM PROJECT, THE THIRD AND FINAL MASTERPLAN PROJECT.





The Poolbeg Peninsula is currently home to a number of utilities providers, including Irish Water, ESB, Synergen and the Covanta waste to energy plant.

**Southern Port Access Route (SPAR):**

“The benefits of the SPAR are that it will not only take HGV traffic from the Tom Clarke Bridge but will also take other non-Port-related HGV traffic,” explains Celine Daly, Technical Director, RPS Group, consultants, who also worked on the Alexandra Basin Redevelopment and MP2 Projects within Dublin Port. “And it allows public transport services onto the SPAR and there is an active travel route on the SPAR, which will be open to the public.”

**New LoLo and RoRo Terminals:**

The new LoLo container terminal will provide 650m of deep berthage with a cargo handling area and will help the Port to provide the capacity needed to deliver Masterplan 2040. “By creating a new container terminal, we are creating additional space for Lift-On/Lift-Off (LoLo) containers, which is very important, particularly given the increase in traffic coming from Europe,” explains Brendan Considine, Capital Programmes Director, Dublin Port Company. “In turn, that will free up the area where Marine Terminal Ltd (MTL) are at the moment for a Roll-On/Roll-Off (RoRo) operation, allowing for more efficient use of the space.”

**Ferry Turning Circle:**

Dublin Port Company undertook a comprehensive ship simulation project using ferries of up to 240m in length of varying power, demonstrating that the turning circle will allow those ships to move safely to and from their berth. “The reason we need the turning circle is due to the amount of increased traffic in Dublin Port and the fact that shipping companies are building larger ships and we need to be able to accommodate ferries up to 240m in length,” explains Michael McKenna, Harbour Master: “We need an appropriate and safe place for those vessels to be able to turn, either as they arrive into the Port or as they leave the Port. And it is key that the turning area is very close to their berth.”

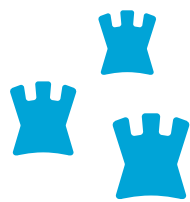
**Provision of Utilities:**

The Poolbeg Peninsula is host to a number of utilities providers, including Irish Water, ESB, Synergen and the Covanta waste to energy plant. Dublin Port Company will provide an energy station on a one-hectare site adjacent to the new Port Park. “3FM will provide important solutions to a number of utility problems facing both Dublin and the Poolbeg Peninsula Area,” noted Cormac Kennedy, Head of Property, Dublin Port Company. DPC believe they can deliver a solution to connect Covanta’s district heating scheme to the existing pipe network. DPC is also ensuring that the former glass bottle site will have utility connections, including waste, water and a substation, and the company is also keen to work with wind-farm providers to provide both a landfall cable route as well as possibly a substation in the Poolbeg area.

**Community Gain:**

Within the 2040 Masterplan, Port-City integration is essential for the future development of the Port and the 3FM Project is particularly strong in this regard, as Lar Joye, Port Heritage Director, explains: “The Community Gain within 3FM includes two very substantial parks. Port Park, which is near Ringsend, will allow us to have proper greenways to go from that part into the nature reserve and onto the Great South Wall, and people can not only gain access to the Great South Wall but also learn about its 300-year-old history. The other park is beside Pigeon House Fort and that will give greater access to the water and to a part of the Port that hasn’t been seen in 50 years, to allow people to see the operation of what is the busiest port in Ireland.”





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Bhaile Átha Cliath

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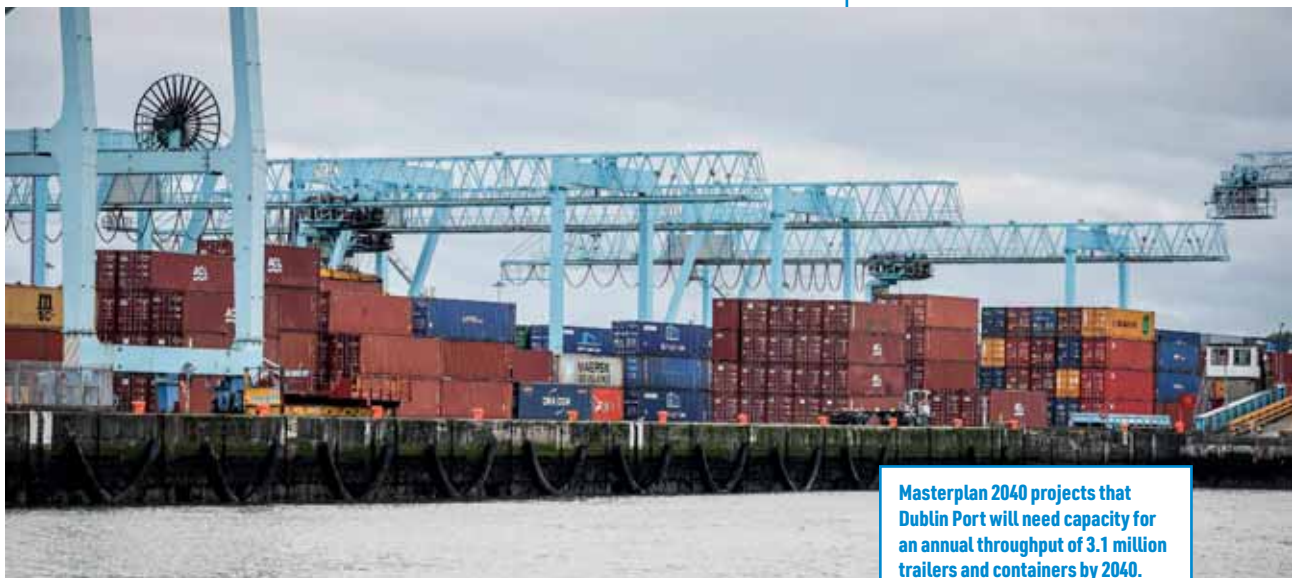
Dublin Docklands, Dublin City Council,  
Custom House Quay, Docklands, Dublin 1

The 3FM Project is being launched now to ensure that essential port capacity is available on time.



Running from the Poolbeg Lighthouse right into Ringsend, the Great South Wall is one of the longest sea walls in the world and is a major tourist attraction, with 500 people visiting it every day. “One of the benefits of the 3FM Project will be to allow greater access to the wall, to allow people to appreciate it, to learn about its importance to the Port and to the City,” explains Lar. “Throughout the 3FM Project, we are going to highlight different parts of the Wall and how it survived, improve access to the Wall, providing facilities for cyclists and walkers to get onto the Wall, and we are also going to redevelop parts of it so events can occur on the Wall to allow people to appreciate its history.”

The Community Gain aspect delivers further with the commitment to build a new and enhanced maritime campus. “The maritime campus will give our boating, sailing and water-based community greater scope to develop and grow into the future,” reveals Edel Currie, Community Engagement Manager, Dublin Port. “We made a commitment in the Masterplan to continue working with local communities to improve the quality of life for those communities and that commitment is part of our 3FM Project.”



Masterplan 2040 projects that Dublin Port will need capacity for an annual throughput of 3.1 million trailers and containers by 2040.



## INVESTING IN CAPACITY FOR FUTURE GROWTH AHEAD OF TIME

The 3FM Project is being launched now to ensure that essential port capacity is available on time. According to Eamonn O'Reilly, Dublin Port has essentially been playing catch-up for some time in terms of capacity.

The challenge of long-term infrastructure planning was well illustrated in the Dublin Transport Initiative (DTI) report of 1995, the CEO reveals. "The DTI predicted Dublin Port's cargo volumes would reach 12 million tonnes by 2011. However, volumes in 2000, just five years after the report was published, had already reached 21 million tonnes. For the last two decades, Dublin Port has been playing catch-up and it is important for the next 20 years that we keep capacity ahead of demand."

Capacity pinch points are already evident in the north port area post-Brexit and pending completion of consented Masterplan projects there – the ABR Project and the MP2 Project – which are already underway.

Since 2010, Dublin Port Company has invested €500 million in the north port area to provide port capacity to cater for growth of 44% in overall port volumes in just 10 years – equivalent to an annual growth rate of 3.7%.

In the Lo-Lo mode, volumes have grown by 37% between 2010 and 2020. However, since Brexit, growth has accelerated and volumes in 2021 were 14% higher than 2020. A key part of the 3FM Project is the construction of a new container terminal, the largest in the country, to provide an annual throughput capacity of 360,000 units (612,000 TEU). To put this into context, the new container terminal will have capacity for more than twice the number of containers handled in all other ports in the country in 2020.

## SUSTAINABLE DEVELOPMENT

The development of Dublin Port is supported by National Ports Policy and the National Development Plan, by the NTA's Transport Strategy for the Greater Dublin Area and by the Dublin City Development Plan. Dublin Port Company is committed to proper planning and sustainable development and has already secured planning permissions for the ABR Project (2015) and the MP2 Project (2020). The company is working to secure planning permission for the 3FM Project by 2024 to ensure the continued provision of national port capacity in Dublin Port up to 2040.

"We have been monitoring for the best part of a decade to understand the various habitats and how we can manage the construction and operation of the project so that we can coexist together with this important environment, both for the wildlife and the people of Dublin," explains Alan Barr, Senior Director, RPS.

The 3FM Project provides an opportunity to expand biodiversity, according to Alan, who cites the example of Dublin Port Company's use of floating pontoons left over from the Tall Ships to allow extra nesting capacity for terns, and there is the potential to provide similar habitats for other Port birds such as the black guillemot, as well as improving fisheries throughout the Port.

RPS have also been monitoring areas including air quality, noise, dust and traffic to can assess the overall impact of the 3FM Project on the local communities, as Alan explains, "We will only bring forward a project to planning if we are convinced that we satisfy all the environmental law associated with the impact on the local population."

## PORT-CITY INTEGRATION

The 3FM Project will deliver not only the capacity objectives of Masterplan 2040, but will also further Dublin Port Company's commitment to re-integrate Dublin Port with Dublin City. The City and local communities will benefit from three new public parks on the Poolbeg Peninsula, improved access to the waterfront and to the Great South Wall, all linked by more than five kilometres of new and improved pedestrian and cycle routes. These will tie in with 10km of greenways and active travel routes currently being built in the north port area, including the Liffey-Tolka Project.

"Active travel is now a feature of all development plans in the country and the 3FM Project will make a huge contribution to the provision of high-quality walking and cycling routes throughout the Poolbeg Peninsula," explains Eamonn O'Reilly. "The new bridge we are proposing as part of the Southern Port Access Route will link this network across the river into the north side of Dublin Port, where we already have 10 kilometres of cycling and pedestrian routes under development.

"Over the decades that Dublin Port moved downriver, the Port became invisible to the city. The 3FM Project will provide three new public parks on the Poolbeg Peninsula in the heart of the working port. These will open up to the river and to Sandymount strand and will help to re-establish the historical link between Dublin Port and Dublin City."

Details of the 3FM Project are now available to view online at [www.dublinport3fm.ie](http://www.dublinport3fm.ie).

Eamonn O'Reilly, CEO, Dublin Port Company (left), and Harbour Master, Michael McKenna, on board the DPC Tolka.





# SMALL SPACE, BIG REWARD

**RESTORING THE RED-BRICK SUBSTATION ADJACENT TO PORT CENTRE MAY APPEAR A SMALL PROJECT IN TERMS OF ITS PHYSICAL SIZE, BUT IT IS ONE OF THE MOST COMPLEX AND REWARDING ASPECTS OF DUBLIN PORT COMPANY'S PORT/CITY INTEGRATION PROJECTS.**

The restoration and redevelopment of the former electrical Substation on the corner of East Wall Road and Alexandra Road may be a small project in terms of footprint but it is amongst the most challenging and rewarding of Dublin Port Company's recent Port/City Integration projects.

Originally slated for demolition in 2016, the former ESB Substation is now a protected structure, whose

historic value has been recognised and valued and is the subject of an ambitious restoration, which will see the original two-storey redbrick building made secure, increasing to double-height as the first floor is removed, and eventually being joined by a completely new, mostly glass extension, a double height light box which will effectively double the building's footprint. The project includes some interesting architectural and historical features both above and below ground.

"It is a relatively small site but a very complex project," smiles Jim Kelleher, Head of Special Projects, Dublin Port Company, Port Heritage & Communications Group. "I was very relieved to get the work started on-site, because there was a long lead-up to this. The building was under risk of collapse or demolition back in 2016. With the vibrations from the amount of traffic going by, along with significant adjacent works at Port Centre Precinct, something had to be done or the building was going to collapse. In terms of footprint, it is small, but in terms



of effort, this is an important project for us. The goal of uncovering the original 18th Century sea wall that gives the East Wall its name would be special.”

The modest scaled decorative redbrick Substation forms the cornerstone of Port Centre Precinct. While its exact date of construction is unknown, the latest estimates suggest that it was built around 1908. This two-storey, red brick, nearly rectangular shaped building has two formal “show fronts” facing the public roads (East Wall Road and Alexandra Road), with two port hole windows either side of the arched front door, with really nice brickwork and craftsmanship. It was decommissioned during the works of 2017-2018 and was in a critical condition structurally when consideration of this project began.

“This building is like a helicopter; it just wants to fall out of the sky and crash to the ground,” laughs Tim Darmody from Darmody Architecture, lead architect of the project. “The building’s western wall is built on the old historic quay wall and is relatively strong but the other three walls want to fall down, due to a combination of bad ground and vibration from the amount of traffic over the years. So there is an awful lot of care and love going into restoring the original building and bringing it back to its great self.”

## MAKING THE BUILDING SAFE

Before any work could begin on restoring the building, however, it had to be made safe. To that end, raking shores were put in position to support the walls and the building’s exterior was also wrapped in a steel exoskeleton.

“Before we remove any of those, we will put a new steel skeleton structure inside. We have designed quite a refined structure inside, which will do the job that had been done by bracing the outside of the building,” reveals Tim, who explains that due to the building’s age, its measurements are a far cry from the straight lines and plumb edges of today, meaning that every part of that internal design is bespoke.

“When our internal skeleton structure is in place, we will remove the exoskeleton and raking shores and the building will stand, and only then will we be able to proceed working on the new glazed structure,” Tim notes, explaining how they want the glass façade to be “as clear and non-fussy as possible, noting how they brought façade consultants on board, who Tim describes as “one of the top façade and glass consultants in Europe”.



When the project is completed in spring 2023, the Substation will form part of the Distributed Museum concept, marking the physical dividing line between the City and the Port.



The Substation will be a multi-functional space, which can host a range of small scale events and will be a valuable resource for Dublin Port Company and the city.

“The façade consultants brought a lot of science to the process, allowing us to use seven-metre glass panels in a structure that is not just beautiful but functions in the way we want it to function and not to overheat, for example,” Tim adds. “There were a lot of considerations to take on board to create what will end up looking like a relatively simple, refined structure. When we are finished, we want to smell some of the oil of the old transformers and see the grit of the old Substation, but alongside that we will have a contemporary glass box to allow as much transparency and offer clear views into the Substation itself.”

The impressive span of glass will allow the original red-brick structure to be revealed as much as possible. “The double height space will really allow people to see it and what it’s all about, while we conserve the beautiful brick elevations on the outside,” Jim notes. “The glass extension will add hugely to the usable space and will allow the space to seat up to 60 people for an event.”

Another challenge which complicates the project is the amount of underground cabling which passes beneath the structure, cables which are vital to the running of the Port. “There are as many challenges below ground as there are above ground,” Tim admits.





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Artist's Impression of Brexit Infrastructure being delivered by The Office of Public Works in Dublin Port.

Our Built and Natural Environments in Harmony

## REVEALING THE ORIGINAL EAST WALL

While the moving of the cabling is not something the public will ever be aware of, there will be innovations evident beneath the ground, as well as above it. The Substation marks where the City stopped at the east wall until 1850, and the team plan to uncover the original east wall in the basement, to unveil part of the city as it existed 170 years ago.

“We are trying to excavate down to expose the original sea wall,” Jim notes. “Our archaeologist did a ‘Time Team’-type GPR survey to try to locate the original wall and we would like to have part of that wall visible to the public and tell its story of enclosing the lotts and the East Wall area from the sea, as well as the advent of electricity in the Port a century and a half later.”

Tim believes that this part of the project will be particularly exciting for visitors: “For hundreds of years, ports not just in Dublin but around the world were hidden away behind huge walls. But when you pivot it slightly and create a small hole in those walls where people can look through or even walk through, it allows them to see part of the city’s history. In this project with the Substation, we’re going to allow them to see part of the quay wall that dates back almost 200 years and was lost below ground and built over, so it also tells the story of the evolution of the Port as it moved eastwards and reclaimed land.”

Working within the Port for architects often involves treading a fine line between utilising a building’s form to showcase its historical value, while also creating a building that works for a 21st century audience or function. It’s a challenge that Tim relishes.

“I love the grit,” he laughs. “I love understanding how places like Dublin Port work and the activities that happen there. We do get what the Port is about and respect the function of the Port in moving huge volumes of goods. Also, I think secretly inside of me is an old Victorian engineer, who appreciates these fantastic old buildings. I think it’s important to understand the activity that was carried out in these buildings and to have an empathy for that activity, and to love these old buildings.”

## CREATING A MULTI-FUNCTIONAL SPACE

When the project is completed in spring 2023, the Substation will form part of the Distributed Museum concept, similar to the Diving Bell and Crane 292, which are strong visual symbols of the Port and its functions. In many ways, the Substation marks the physical dividing line between the City and the Port and has considerable potential to be an anchor for the entire Port experience. As a multi-functional space, it will host a range of small scale events such as lectures and seminars, poetry reading, music recital, intimate experimental theatre performance, a venue for The Dockers Preservation Society, pop-up café, or a teaching space.

“While the Substation will form part of the Distributed Museum, the value of a multifunction space is it could also be the perfect venue for a book launch, a board meeting, a piano recital or some other form of intimate event. The bringing together of a multi-disciplinary design team that works closely with the client and project sponsors is key to this,” Jim admits

All the working elements of the final building, including toilets, a cloak-room and a pop-up kitchen, will be housed in the new glass area “to allow the Substation to have a clear footprint and to be retained as a wonderful space,” according to Tim.

“Following this project, it will be a building that the public can engage with, maybe see an exhibition there, have a cup of coffee, attend a talk or even present a talk,” Tim summarises. “I think it’s incredible that you have this tiny building with a possible multitude of uses for Dublin Port Company, for the local community, for artists, for visitors to the Port. It is a fantastic touchstone for what this city-port is going to be. Although the Port estate is 500 acres, this modest building will be the first building that is open to the public in that estate and will be one of Dublin’s smallest museums.”

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# LOCAL SCHOOL BENEFITS FROM DUBLIN PORT'S MP2 PROJECT

A SCHOOL IN EAST WALL WAS THE BENEFICIARY OF A BRAND NEW PLAYGROUND, COURTESY OF DUBLIN PORT'S MP2 PROJECT.



Pupils Leo Smith (age 6) and Ines Tanasa (age 7) take centre court with Minister for Finance and TD for Dublin Central, Paschal Donohoe; Maureen O'Sullivan, Chairperson of St Joseph's Co-Ed National School; and Eamonn O'Reilly, CEO, Dublin Port Company, to officially launch the new playground at St Joseph's Co-Ed National School, East Wall, as part of the community gain from Dublin Port Company's MP2 project.

Minister for Finance, Paschal Donohoe, TD, officially opened a new state-of-the-art playground for the 240 pupils of St Joseph's Co-ed Primary School in Dublin's East Wall in October 2021.

This was the first time in more than 10 years that the school was able to carry out a major upgrade on the senior playground for pupils at the 62-year old school, which is located just 10 minutes from Dublin Port. The playground is part of the local community gain from Dublin Port's MP2 Project.





“I am delighted to open the new playground at St Joseph’s Co-Ed Primary School in East Wall,” noted Minister Donohoe, the TD for Dublin Central, who unveiled a plaque at the school. “My compliments go to the entire school team, who have created a vibrant outdoor space where pupils of all ages and abilities can learn and play. Recreation is such an important part of the school experience, supporting children’s development and the wellbeing of the wider community. I have no doubt that the playground will be a huge hit with the boys and girls who returned to school in September to discover their school yard transformed.”

The new facilities bring to life what was once a large open space on the senior playground in the school grounds. In its place is a new multi-purpose all-weather pitch that is wheelchair accessible, with equipment to cater for both team sports and individual play. Basketball, football, gymnastics bars, a swing, roundabout and boxing bags have all been incorporated into the new design, finished in a cushioned surface.

Maureen O’Sullivan, Chairperson of St Joseph’s Co-Ed, said, “The entire school community is excited to celebrate the opening of the new playground with Minister Donohoe as guest of honour. A special word of thanks goes to Dublin Port Company, whose ongoing support has been such a positive in the lives of our community. It means so much to provide the pupils with a dedicated and modern space designed to encourage healthy, active lifestyles from a young age.”

Eamonn O’Reilly, Chief Executive, Dublin Port Company, said, “Dublin Port’s Masterplan includes a commitment to sustainable economic development in ways that improve quality of life for the Port’s communities. Our MP2 Project to develop part of the north port area prioritised local education as a community gain, and the school then identified a real need for modern playground facilities. It’s wonderful to see the playground come to fruition and finished to such a high standard. I have no doubt the benefits will be enjoyed by all at St Joseph’s for generations to come.”



# DUBLIN INLAND PORT OFFICIALLY OPENS

## DUBLIN FERRYPORT TERMINALS WAS THE FIRST COMPANY TO BEGIN OPERATING AT THE STATE-OF-THE-ART DUBLIN INLAND PORT IN NORTH DUBLIN.

November 2021 saw the official opening of Dublin Inland Port, as Dublin Ferryport Terminals (DFT) was confirmed as the first company licenced to begin operating at the state-of-the-art facility in north Dublin.

The move enables DFT, as the operator of one of the country's largest container terminals, to increase its total throughput handling capacity at Dublin Port by 20%.

DPC has invested more than €48 million to date acquiring and developing Dublin Inland Port on a 44-hectare site some 14km from Dublin Port, with direct access to the M50 and to Dublin Port via the Dublin Port Tunnel.

The opening of Dublin Inland Port delivers on a key commitment in DPC's Masterplan 2040 to maximise the use of existing port lands by allowing port-related, but non-core activities, such as empty container storage, to be relocated away from Dublin Port.

The development at Dublin Inland Port will result in more efficient use of the Dublin Port Tunnel and of Dublin Port's internal network by diverting HGVs dropping off or collecting empty containers to Dublin Inland Port.







## GROWING DEMAND FOR LO-LO FREIGHT HANDLING

DFT signed a 20-year lease with DPC to run a new five-hectare empty container depot at the facility. The empty container depot will be run under the brand name Dublin Ferryport Inland Depot (DFID). DFT, owned by Irish Continental Group (ICG), is also the operator of one of Dublin Port's three container terminals, identifiable by its red cranes.

DFT will relocate its current empty depot business to Dublin Inland Port from its container terminal in Dublin Port, thereby freeing up capacity to handle more full containers.

The freed-up space at DFT will increase its capacity by 20% from the second half of 2022 after completion of further development at the terminal, including the delivery of five new Rubber Tyred Gantry Cranes.

“The new licence to operate our Dublin Ferryport Inland Depot (DFID) at Dublin Inland Port comes at an important time for our business,” explained Declan Freeman, Managing Director of ICG’s Container and Terminal Division. “To meet growing customer demand for our Lo-Lo freight handling services, we need to be able to move containers through the DFT terminal at Dublin Port in greater numbers than before, and more frequently. Dublin Inland Port will give us the flexibility, and much needed additional capacity to do that.”



Pictured at Dublin Inland Port are Alec Colvin, DFT Terminal Director, Declan Freeman, Managing Director of ICG's Container and Terminal Division, and Cormac Kennedy, Head of Property at Dublin Port Company.



**Cormac Kennedy, Head of Property, Dublin Port Company, and Declan Freeman, Managing Director of ICG's Container and Terminal Division, pictured at Dublin Inland Port.**

He described Dublin Inland Port as “an ideal location”, just off the N2 at Coldwinters, and only 15 minutes from the DFT terminal in Dublin Port. “It will allow our customers to maximise their trucking capacity and provide a modern empty depot facility, with the enhanced possibility to upgrade both dry and refrigerated containers to meet the growing demands of exporters in the pharmaceutical and agri-food sector,” Declan noted.

“The relocation of our empty depot business, the investments we will make in groundworks and the delivery of five new Rubber Tyred Gantries (RTGs) at our DFT terminal will provide much needed capacity in Dublin Port from the second half of 2022,” he continued. “We are delighted to partner with Dublin Port on this exciting development at Dublin Inland Port and assist Dublin Port in delivering on its Masterplan 2040 objectives.”

DPC has invested more than €48 million to date acquiring and developing this state-of-the-art hub. Cormac Kennedy, Head of Property, Dublin Port Company, said: “This depot has been constructed to the highest of standards and occupies one of the best locations to access Dublin Port. The current phase at Dublin Inland Port is capable of accommodating up to 6,000 shipping containers at any one time when fully operational, in an area the same size as Merrion Square. Other shipping and logistics operators will join DFT at the facility as DPC continues to maximise the capacity of Dublin Port’s existing footprint to meet national port capacity requirements in the period of Masterplan 2040.”



# CREATING NEW HORIZONS

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Right across Dublin Port Company, the staff have really bought into the whole area of energy efficiency, explains Ken Rooney, Engineering Services Manager.

# POWERING THE PORT

**KEN ROONEY, ENGINEERING SERVICES MANAGER, AND STEPHEN COLLIER, TECHNICAL MANAGER, TALK US THROUGH DUBLIN PORT COMPANY'S ENERGY MANAGEMENT PROGRAMME, WHICH CONTINUES TO GENERATE COST SAVINGS FOR THE COMPANY.**

Dublin Port Company continues to embark on an energy management programme that has so far seen the company exceed its obligations under the Public Sector energy efficiency targets.

"The 2020 Public Sector Energy Efficiency Targets required us to improve our energy efficiency by 33%, versus the 2009 baseline year. We actually went some way beyond that and achieved an improvement of 38.6%," explains Ken Rooney,

Engineering Services Manager, Dublin Port Company. He explains, however, that there are more challenging targets which Dublin Port Company have to achieve by 2030, more of which later.

The energy management programme dates back almost a decade, when Dublin Port Company joined the Sustainable Energy Authority of Ireland (SEAI) partnership programme to support energy management initiatives throughout the Port.

"One of the first projects undertaken introduced high efficiency gas boilers at the Port Centre building, as gas is a cleaner more efficient form of heating than the pre-existing oil boilers, which was something of a toe-in-the-water project for us, and it worked out really well," explains Stephen Collier, Technical Manager, Dublin Port Company.

With 35% funding from SEAI, high efficiency boilers were installed at Dublin Port's HQ, which delivered 54% annual cost savings (almost €39,000), including 124,000kg of annual CO<sub>2</sub> savings and 335,000kWh of annual energy savings.



The project proved so successful that Dublin Port subsequently partnered with the SEAI to achieve ISO 50001, the international standard for Energy Management, in December 2016.

“From that, a number of efficiency projects were spawned,” Stephen explains.

Some of the biggest projects included:

- Changing all of the high mast lighting (HML’s) within the Port estate to highly efficient LED;
- Renewable energy generation projects using solar PV and wind energy;
- Optimisation of operational assets.

## HIGH MAST LIGHTING PROJECT

“The High Mast Lighting Project is saving us about €80,000 per year in energy usage and has a six-year payback,” Stephen reveals. “When we initiated that project, it was a highly innovative project, because we were trying to get LED luminaires to operate at heights of 30 metres, which hadn’t been done before with the reduced power requirements we had set out .”

The LED lighting project was approximately three years in design and trial phase before the engineers were happy that they had found a workable solution and replaced 346 high-pressure sodium lamps on high masts to energy efficient LED light fittings and motion sensors.

Stephen explains the difference between LED luminaires and those made from sodium: “If you shine a sodium light on the ground, it fills the space and tapers off gradually. An LED fitting comes to a stop, so you have light and dark and a poor uniformity; if you space them too far apart, it creates areas of light and dark, which throws the optics out for the human eye; it might not be a bad lighting scheme but to the human eye, it appears bad. So getting that balance right is the difficult part. These are not off-the-shelf products and there are different optics on every mast, so every LED fitting is created to light up a particular area.”

In times of inactivity, a signal is sent to the LED lighting array to reduce the lighting to just 25% of full intensity. When the sensors detect motion, the lighting levels increase back to 100%. Annual energy reductions of 530,400kWh have been achieved, a saving of over 70%.

Dublin Port Company used an independent lighting designer to create an efficient, workable design, and only then contracted a lighting company to recreate that design.

“Getting the right design was crucial,” explains Stephen. “A lot of lighting projects fail because the design isn’t right.”

“The lighting company we worked with took a holistic view and really got behind it, and indeed used the end product and the project here in the Port as a selling-point, so they could go on and sell that LED product not just into other ports but also national roadways,” explains Ken Rooney, Engineering Services Manager, Dublin Port Company.

Pictured are (l-r): Stephen Collier, Technical Manager, and Ken Rooney, Engineering Services Manager, with one of Dublin Port Company’s new electric vehicles.





Stephen Collier and his team are constantly looking for ways to increase energy efficiency within the Port estate.

## DUBLIN PORT MAINTENANCE & SERVICES BUILDING SOLAR PV PROJECT

Following a successful pilot installation of 28 kWp of PV (108 panels) in 2018, Dublin Port decided to cover the entire roof of their east/west orientated Maintenance & Services building with PV panels, with some of the funding coming from Dublin City Council's Better Energy Communities fund.

"The trial was very successful, so we then looked at what else we could do," Stephen recalls. "We looked at what available roof space we had left and maximised the energy yield from it, with the installation of an additional 176 kWp of PV (588 panels), which was completed in 2020. The panels had become a lot cheaper, so it made sense to maximise the yield."

The resulting energy generated in the high production periods far exceeds the primary demand of the building load, so the project included two important additions to harness the excess energy and minimise spill over to the grid.

A portion of the building's thermal heat demand was met by installing two 1,000-litres buffer tanks (76kW) to store water heated by the renewable source, reducing the heating costs and gas load, and a lithium iron phosphate battery pack was installed with an electrical storage capacity of 96 kWh: "At

the time, that was the biggest commercial storage battery bank in the country," Stephen notes. "During the summer months the building goes green, completely off the electrical supply grid from approximately 8am to 10pm."

Dublin Port are in the process of upgrading their engineering fleet to fully electric vehicles. To support this upgrade, six 22kW car charging points were installed at this facility and a charging schedule developed to utilise any excess energy.

While the team are constantly looking for ways to increase energy efficiency within the Port estate, options for installing more solar panels are being explored but are limited.

"One of the challenges facing us in Dublin Port from the perspective of renewable energy generation and in particular solar PV, is how dynamic our business is and the very high utilisation of our limited footprint," Ken reveals. "There is a significant capital investment programme ongoing to support growth in port capacity and as a result, the layout and usage of roads, yards and buildings can change to accommodate this development. In order to develop further renewable energy generation, it requires certainty that when we invest that the full return on investment can be achieved. For example, if we were to invest in another solar PV project on an existing building, we would need to ensure that the building will remain in place to generate the return required."



## Rising to the challenge

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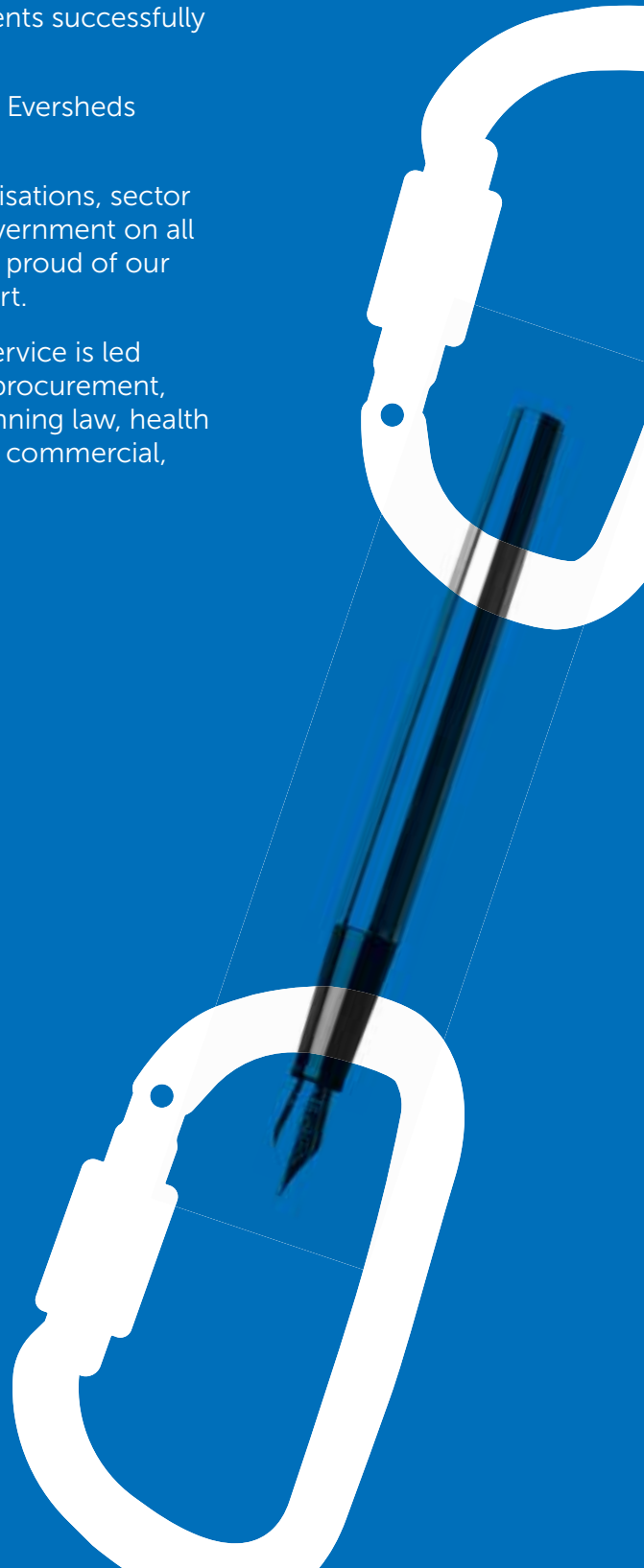
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## THE CHALLENGES AHEAD

The energy management programme is a continuous one, however, and more progress will have to be made in the coming years, as Dublin Port has to achieve further public sector efficiency and carbon reduction targets by 2030.

Dublin Port Company have three projects at feasibility stage that will help get some of the way to achieving the 2030 targets:

1. A full refurbishment of Port Centre;
2. A full refurbishment of Terminal 1;
3. The transition to a fully electric fleet, where feasible.

“These are the three main projects we have underway. Along with the above projects and for the purpose of port capacity and sustainability planning, we intend to commence a Dublin Port Energy Needs Study in 2022, with the objective of understanding the entire energy requirements for Dublin Port into the future. This and the projects alone won’t get us to the 2030 targets but they will bring us part of the way there. For example, we have already begun transitioning the road fleet and by 2025 our plan is to convert from diesel to electric vehicles where it is feasible to do so,” admits Ken. The Engineering Services Manager stresses that energy efficiency is not just something for the engineering and facilities management teams to worry about but is something which is important across the entire Dublin Port operation if they are going to achieve the 2030 targets of using 50% less energy than the baseline, along with a limit for absolute carbon reduction of 30%.

“The 2030 targets are going to be challenging, without a doubt,” Ken admits. “But we are hopeful that technological advancements will help us over the coming years. For example, our tugs and pilot boats, run on marine gas oil; at the moment, you cannot get commercially available electric or hydrogen-powered tug or pilot boats, so you have to use marine gas oil to fuel them. However, we have to be optimistic that developments in alternative fuels for marine craft such as hydrogen, ammonia, methanol or battery, for example, are only around the corner, and those technological developments would certainly change things.”

Costs are a big factor with alternative fuels, Ken reveals, explaining how even when it comes to hydrogen, the cost of producing ‘green hydrogen’ (produced by renewable means) is more than three times that of ‘blue hydrogen’ (produced using natural gas combined with captured carbon and storage technology). “Getting the technologies right and the costs down is going to be one of the biggest challenges in the coming years,” Ken predicts.

However, even without finding new fuels to power its fleet, efficiencies can be made. DPC Tolka, the newest pilot boat in the DPC fleet, is far more fuel efficient than its predecessors, and Dublin Port Company have commissioned a sister vessel, the DPC Dodder, which should arrive into the Port in the coming months. Thanks to the cooperation of the Harbour Operations team, Dublin Port are managing their marine fuel usage better than ever before.

One of the wind turbines in Dublin Port, installed as part of the energy management programme.



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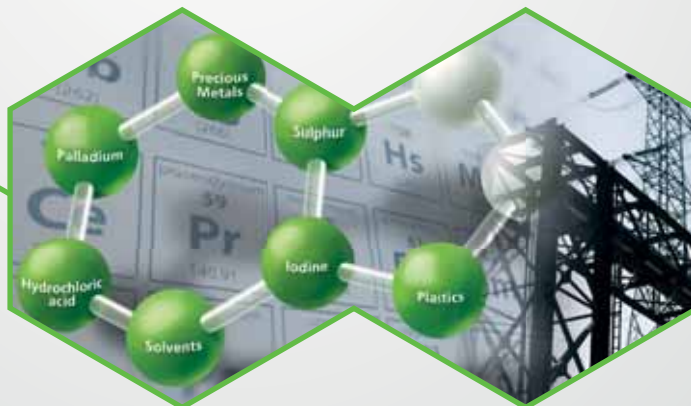
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## A WHOLE-OF-COMPANY APPROACH TO EFFICIENCY

It's not just in terms of its fleet, both marine and land-based, that changes are being made, however. Energy efficiency is engrained in every aspect of business within the Port estate, from heritage projects like the Flour Mill to the day-to-day operation of the Port, and both Ken and Stephen are keen to acknowledge the fact that right across DPC, the buy-in from various departments and staff has been a key part of the company hitting and indeed exceeding its targets.

“Right across Dublin Port Company, the staff have really bought into the whole area of energy efficiency,” Ken reveals. “There have been a lot of operational efficiencies introduced into Harbour Operations, in particular, along with much better building energy management, which have succeeded in helping us to use energy far more efficiently. We would like to thank the SEAI for their support through the Partnership Support Programme. We would also like to thank all of our staff across the organisation for their efforts on a day-to-day basis in helping us to become more energy efficient, even down to switching off their computer monitors when they're not in use. We still have plenty to do in terms of big projects but all these little incremental changes help too and will continue to help us to meet those 2030 targets.”

Despite the challenges ahead and the onerous 2030 targets, the duo are quietly confident about the future, thanks to the kind of innovative thinking that propelled the LED project and the attitude of the team within Dublin Port Company.



**DPC's energy management programme is a continuous one, with further public sector efficiency and carbon reduction targets set for 2030.**

“We'd hate to think that we wouldn't achieve the targets but as engineers, we are realistic that there are limits to what you can achieve. You can throw money at projects but they have to show a return on that investment,” Ken reveals, before concluding with a smile, “I am still optimistic that we will get there; we just haven't worked out quite how.”

The Energy Team can be contacted on: [energyteam@dublinport.ie](mailto:energyteam@dublinport.ie).



**Dublin Port Company's energy management programme has delivered significant efficiency improvements for the company.**





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# DUBLIN PORT COXSWAIN PRESENTED WITH GALLANTRY AWARD

## DUBLIN PORT COMPANY'S EAMON O'ROURKE WAS AMONG THOSE RECOGNISED FOR GALLANTRY FOR HIS PART IN A DRAMATIC SEA RESCUE OFF THE WEXFORD COAST.

A Dublin Port Company employee was amongst the crews of three lifeboats who received gallantry awards for their role in a sea rescue that saved nine lives and prevented a 100-metre cargo vessel, carrying 4,000 tonnes of coal, from hitting rocks at Hook Head.

Coxswain Eamon O'Rourke from Dublin Port Company's Harbour Operations Team and of Rosslare RNLI, along with his colleagues of Dunmore East RNLI and Kilmore Quay RNLI, all received RNLI Bronze Medals for Gallantry – one of the highest awards presented by the lifesaving charity – while the volunteer lifeboat crews

who responded to the callout each received Medal Certificates. Recognition was also given to the crew of Irish Coast Guard helicopter Rescue 117, the staff of the National Maritime Operations Centre in Dublin and the Master and Crew of the tug Tramontine.

“Those crew involved demonstrated that unique blend of courage, selflessness, dependability, and trustworthiness, at their best, in the most demanding of conditions,” noted RNLI Director of Lifesaving, John Payne. “Without question, their combined actions saved lives at sea. Conditions onboard the lifeboats were unpleasant in the rolling and pitching seas. The volunteer crews displayed fortitude, perseverance and courage to remain focused whilst under the most testing conditions, often up to their knees in water and heaving decks. The unity of purpose and sense of ‘One Crew’ displayed by all contributed significantly to the successful outcome in a protracted 12-hour service.”



The rescue of the Lily B off Hook Head, Co. Wexford, by Dunmore East RNLI, Kilmore Quay RNLI and Rosslare Harbour RNLI, along with Rescue 117. Picture: RNLI/Roy Abrahamsson.





**Coxswain Eamon O'Rourke, Rosslare RNLI and Dublin Port Harbour Operations team member.**

### WHAT HAPPENED?

On October 20, 2020, cargo vessel the *Lily B* had lost all power, just two nautical miles from Hook Head. Conditions on scene were force eight with severe force nine gusts and wave heights between eight and ten metres. The *Lily B* was drifting and in danger of striking rocks on Hook Head or capsizing in the heavy seas.

Dunmore East RNLI, Kilmore Quay RNLI and Rosslare Harbour RNLI, along with Rescue 117, conducted a joint rescue operation off the Wexford coast. The 12-hour service in challenging conditions saw multiple attempts by the lifeboat crews involved to establish a tow between the casualty vessel and the lifeboats. With the crew of the *Lily B* unable to stay on deck for long in the poor conditions and with language difficulties, two of the lifeboats were eventually successful in passing a rope on deck by using a rocket line and pulling the cargo vessel clear of the rocks. The lifeboat tow was maintained for three hours, with waves continually crashing over the decks, until the tug vessel *Tramontine* from Waterford Port arrived on scene and took up the tow. The three lifeboats stayed with the *Lily B* until they reached the safety of the Waterford Estuary. The rescue operation was finally stood down after 12 hours at sea for the lifeboat crews.

The three coxswains - Roy Abrahamsson of Dunmore East, Eugene Kehoe of Kilmore Quay and Dublin Port Company's Eamon O'Rourke of Rosslare Harbour - were informed of the awards by RNLI area lifesaving manager Joe Moore, who said: "In recommending these awards, the RNLI Trustees recognise the difficulty of the service, the challenges that were faced by the lifeboat crews during their 12 hours at sea and the tragedy and environmental disaster that was averted off the Irish coast."

In reviewing the service, the RNLI also recommended a Medal Service Certificate for the crew of Irish Coast Guard helicopter Rescue 117 for their top cover and reassurance to all the crews below for the duration of the service.

Signed letters of appreciation were also presented to the staff of the National Maritime Operations Centre in Dublin and the master and crew of the tug *Tramontine*.



**Coxswain Eugene Kehoe of Kilmore Quay RNLI.**



**Coxswain Roy Abrahamsson of Dunmore East RNLI.**



# DIVING INTO THE PAST

**NIALL BRADY, FOUNDING CO-DIRECTOR OF ADCO, THE ARCHAEOLOGICAL DIVING COMPANY LTD, EXPLAINS WHY WORKING IN THE ENVIRONMENT OF DUBLIN PORT HAS BEEN BOTH A PLEASURE AND A PRIVILEGE.**

Rex Bangerter entering the water off Poolbeg Lighthouse to inspect the remains along the foot of the rock armour.





Brian MacAllister and Feargal Morrissey preparing Rex Bangarter for the water in the Approach Channel.

If you were lucky enough to get to dive in and around the shipping channels leading into Dublin Bay, there's a chance you could find a fully intact 18th century coastal trading ship resting on the sea-bed.

Dubbed The Millstone Wreck, the ship is one of more than 300 shipwrecks in the environs of Dublin Bay since official records began in the mid-1700s, only a tiny fraction of which have been found.

“The question is ‘where are the other 280 wrecks?’” asks Niall Brady, founding director of ADCO, the Archaeological Diving Company Ltd. “The answer is that a lot of them have left no remains, but a lot of the others have left bits and pieces of themselves in the soft sediments. When a dredger comes along and hovers through these soft sediments, you are anticipating finding evidence of timbers and fittings from these ships that have been lost over the years, or the vessel itself has foundered and is buried in the soft sediment.”

ADCO was established in 1999 to address specific growth in the archaeological sector and the company has since expanded to include civils diving work, geotechnical investigation, and subsea environmental services. ADCO has been working with Dublin Port Company on a number of projects stretching back to 2010, including work on the Alexandra Basin Redevelopment (ABR) Project, the first phase of Masterplan 2040, which involved deepening the channel in the Port by dredging down from -7 to -10 metres, which is when Niall, his co-director Rex Bangarter and their team of maritime archaeologists found the Millstone Wreck.

## THE DUBLIN BAR

The reason dredging is required in the first place is because of the Dublin Bar, a huge sandbar that forms at the mouth of the River Liffey, which, according to Niall, “has proven to be an impediment to shipping since after the Viking period”.

“The bar builds up naturally over time with the deposition of soft sediment from the rivers, and for centuries the city was unable to tackle it,” he explains. “One solution was to stop shipping coming into the city and instead go to the deep water pools around the bay, so in the 15th century, Dalkey became an extraordinarily wealthy place because shipping could anchor in the vicinity of Dalkey Sound, and the same process happened on Lambay Island and at the Clontarf Pools. In the 18th century, the Port decided that the issue had to be addressed, as shipping was getting ever-bigger. They started the process of dredging, while work also began on the Great South Wall and then the North Bull Wall to engineer a solution whereby the channel effectively self-scours, and that solution still works today. But as shipping gets bigger and deeper, the tension between the port and the river that wants to choke itself has continued for centuries and remains the case today. The ABR capital dredging addresses the same question, and the dredgers, which are also larger, have taken the ruling depth from -7 to -10 metres.”

The dredging project unveiled timbers and furniture from a number of ships as well as the Millstone Wreck, which was carrying millstones quarried from Harrylock Quarry on Hook Head in Wexford, evidence of which is still visible today. “They would cut the millstones from exposures of

old red sandstone on the foreshore, float a vessel over to them, pick them up and ship the millstones all along the East coast,” Niall reveals. “We reckon this particular ship was on her way into Dublin, foundered on the bar and was lost, but she left her cargo, which includes a series of these millstones.”

ADCO has recovered two of the millstones, as well as ship’s timbers from the vessel. But the ship itself is “still there at the toe of the navigation channel,” Niall notes.

While he “would love to see it raised”, Niall is cognisant of the challenges of raising a vessel, particularly one as old as the Millstone Wreck. “The physical lift is the straightforward part, but it becomes complicated when you consider where to put it once you lift it, and of course the vessel just wants to rot, due to the salt water, so you have to commit to a decades-long programme of conservation and preservation.”

While internationally, some ships have been raised from the sea-bed and become symbols of national pride, like the *Vasa* in Stockholm or the *Mary Rose* in Portsmouth,

the cost involved is probably prohibitively high for this “modest coastal trader”, but Niall believes that there could be some vessels that would absolutely warrant raising from the depths of Dublin Bay.

“The National Museum of Ireland, the National Monuments Service and ourselves, and the Port and the City too; we’re all waiting for the first Viking-era ship to be recovered from the active marine in Dublin. We’ve yet to find that,” he says wistfully.

Could they be out there?

“Oh yes, for sure,” he avows instantly. “Somewhere in those soft sands, there is one lurking. But they were made from timber and won’t present themselves in a way that will be found easily.”

## PASSION FOR HISTORY

Niall’s passion for his work is evident from talking to him. “I’m an archaeologist first and foremost,” he insists. “From time to time, I wander into the realms of history.”

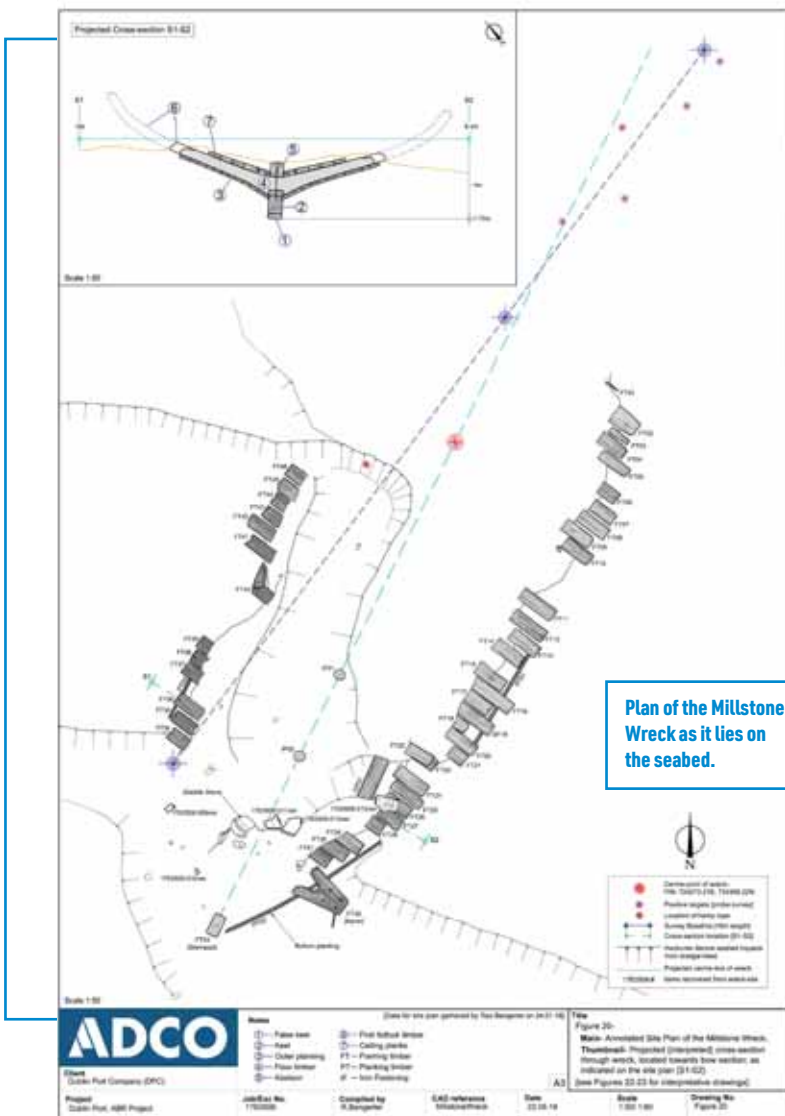
A medievalist by training, Niall is a graduate of UCD and Cornell University, and his work brought his two passions, archaeology and diving, together in the 1980s, on a project that inspired his career.

“In the mid-1980s, I had the opportunity to work in Ireland on the Crannóg Archaeology Project, which was run by the National Museum of Ireland and Cornell University in the Irish midlands, and was looking for the first time at these important medieval settlement sites under water.”

Working for the National Museum at the time, Niall jumped at the opportunity to dive in Lough Ennell, Co. Westmeath, and subsequently moved to New York to complete a PhD at Cornell. “I came back to Ireland 10 years later and co-founded ADCO as a specialist archaeological consultancy dealing with underwater and maritime issues with my then business partner Valerie Keeley,” explains Niall.

## CHANGING REGULATIONS

ADCO’s continued success is partly due to changing regulations in the 1990s, which recognised that developments on and under the water surface should be subject to the same planning requirements as developments above ground, including archaeological requirements.







View of the Patent Slip under excavation as it emerged once the overburden was removed as part of the ABR project.

“That gave us the spark to start the company,” he admits. “Developers must now meet that requirement and we are in the happy position of being willing and able to provide that service to clients like Dublin Port Company, who have been a wonderful agency to work for, with a deep understanding and appreciation of cultural heritage and a desire to do the right thing.”

Is it unusual for an entity like Dublin Port Company to have such a deep appreciation for the heritage aspects of their development work?

“It’s not unusual but what is perhaps unusual is the enthusiasm with which the Port engages with it. I’ve been at several meetings where DPC management have insisted that they wish their projects to advance through planning led by environmental issues, not hard engineering, and that really is quite an enlightened perspective on such matters. Eamonn O’Reilly (Dublin Port Company CEO) is probably quite unusual in Ireland if not further afield in this regard.”

As lead archaeologist, Niall is particularly appreciative of the Port’s Chief Engineer, Eamon McElroy, the Harbour Master’s Office and the heritage team, where Lar Joye, Heritage Director, and Jim Kelleher, Head of Special Projects, “represent a very important office within Dublin Port Company that is doing incredible and important work across the board. We are happy to make the modest contributions we can from an archaeological perspective.” He also cites Alan Barr of RPS Environmental as “another part of what is a happy team”, alongside the Port’s project management office. From the ADCO side, business partner Rex Bangerter is his right hand, while Dominick Gallagher, ADCO’s Archaeology Supervisor on site since 2016, “at

this stage knows far more than I about the nuts and bolts history of Alexandra Basin and the various parties who have worked there since it was built in the 19th century”.

## ARCHAEOLOGY ON A MONUMENTAL SCALE

Niall divides ADCO’s work into two areas, land and sea. “As the project archaeologists for the Alexandra Basin Redevelopment, our mission and our requirement was to look after cultural heritage matters arising from the construction programme,” he explains. “That involved a lot of monitoring the actual construction phases, whether they were on water or on land. Any removal of current surface area needs to be monitored archaeologically, so we would watch ground disturbances and record features that emerge. On water, it is the same process. The ABR’s capital dredging programme, which is now completed, extended the ruling depth from -7 to -10 metres, which meant cutting a trench through up to three metres of previously undisturbed silt and sand, which unveiled the Millstone Wreck.”



Plan of the Patent Slip on completion of the excavation, showing the detail of the slipway and its furnishings preserved intact.



**ADCO co-founder Niall Brady, pictured on site on the ABR project at Pumphouse No. 1.**

There were also some interesting findings from the landward works on ABR, as Niall reveals: “Our expectations for what might lie under the port area of ABR before the project got underway were full of unknowns because nobody really had any history of what happened the buildings that were there. On one hand, there was a consideration that there would be nothing at all, that the demolition of the former buildings would have been complete, but what we have discovered is far from the case.”

The archaeologists were delighted to find that most of the foundations from past buildings were left intact, including the graving docks and patent slips where ships were built and repaired. “We’ve been involved in helping Dublin Port Company with the reconstitution of the area around Pumphouse No. 1 and Graving Dock No. 2.” Their work also extended to the west, in what became the P&O Yard, where “the 19th and early 20th century buildings that the old maps record but do not survive today above ground, remain largely intact at their foundation level; they’re just covered in either tarmacadam or concrete. So the Port’s history gets exposed in sections and for a period of days you will see this swathe of former Port & Docks landscape that has been buried for decades and is suddenly exposed. It is archaeology on a monumental scale.”

Even though their work on ABR is coming to a conclusion, ADCO is working with Dublin Port Company on a number of other projects, including the Liffey-Tolka Project, the restoration of the former ESB Substation on the corner of Alexandra Road and East Wall Road, and the Port’s Conservation Management Plan.

However, his love of water means that for Niall, there is nothing to compare with an underwater find. “It’s terribly exciting,” he admits. “I’ve come to think of archaeologists in the marine environment as fishermen, in that we have a good understanding of what goes on underwater and where things might be so we’re like guys with our little fly-rods out waiting for a nibble; eventually you will get one. So it is a waiting game and a lot of hard work goes into it, but when you do find something it’s a great sense of endorsement that the investment has been good and the work has achieved its ambition.”



**Example of a clay pipe recovered from the red-brick former ESB Substation beside Port Centre during the archaeological monitoring works. The pipe bowl is “United Trades Association Dublin Registered”. The Dublin United Trades Association was established by John Keegan in 1863 and lasted until 1877, giving this pipe a distinct date range. The Association was one of the earliest examples of a national general trade union in the world.**



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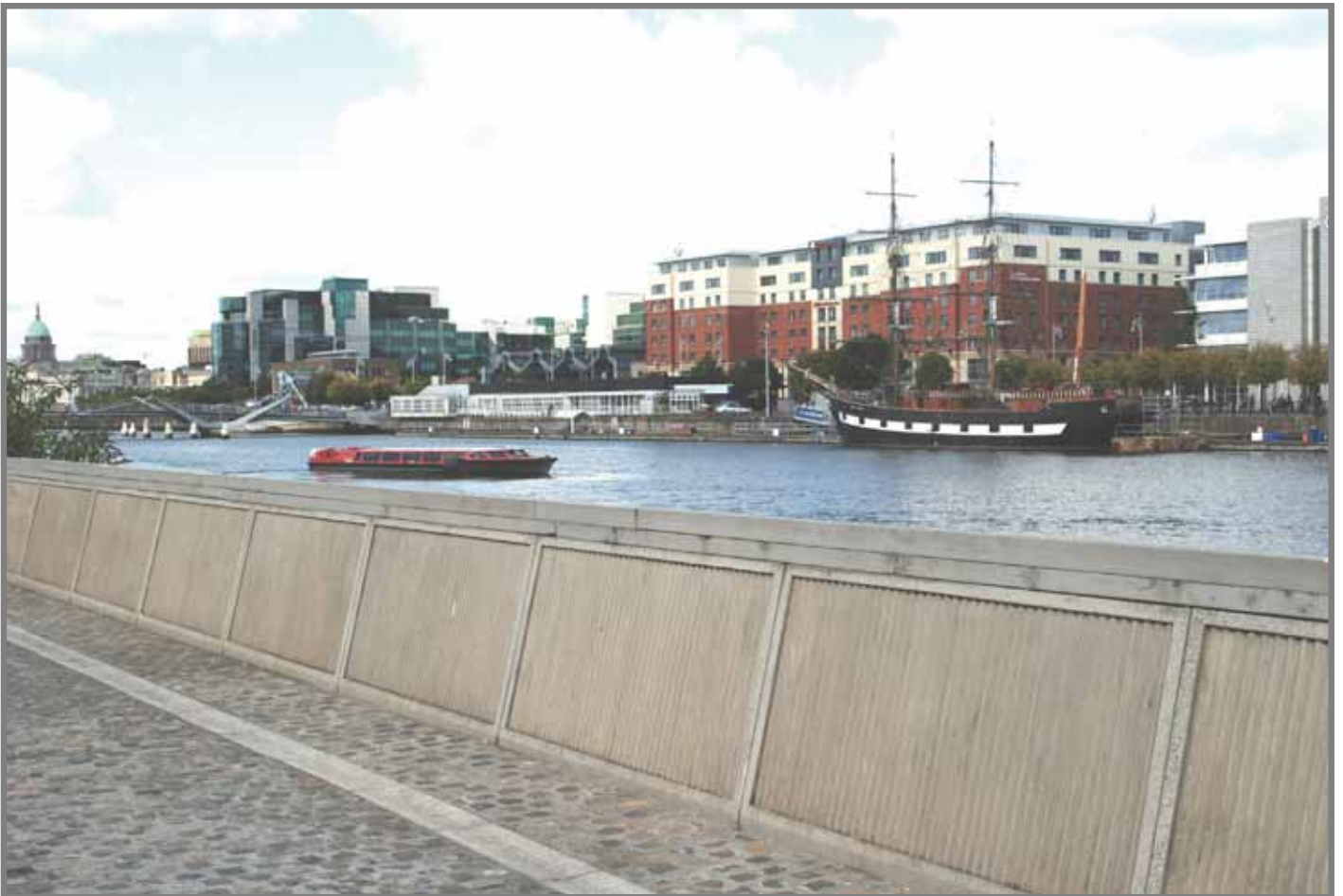
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# CONSTRUCTING A NEW CAREER

## SINCE BEING ESTABLISHED FOUR YEARS AGO, A CONSTRUCTION AND RETROFITTING COURSE IN DUBLIN PORT HAS HELPED OVER 200 LONG-TERM UNEMPLOYED PEOPLE TO SECURE JOBS.

A construction and retrofitting course in Dublin Port recently celebrated its fourth anniversary of helping the long-term unemployed to find employment in the construction industry.

The East Docklands Local Employment Service Construction Skills and Retrofitting programme in Dublin Port, run by St Andrew's Resource Centre, is focused on helping participants to upskill quickly, by completing the three-week courses, and to then find suitable employment.

November 2021 saw Minister for Further and Higher Education, Research, Innovation and Science, Simon Harris TD, presenting the certificates to the latest graduates of the course.

“As we aim to become Carbon Neutral by 2030, retrofitting has become a key skill for access to many residential and commercial projects,” noted Minister Harris. “The aim of the programme is to break down barriers between unemployed and employers. I fully believe that the work that happens here is a crucial step towards introducing these learners back into the jobs.”

Minister Harris thanked the St Andrew's Resource Centre, Dublin Port, the Department of Social Protection (DSP), Skillnet Ireland, Dublin City Council, North East Inner City Taskforce and the Inner City Renewal Group for their “tireless work on this project, and without whom we would not have been here today to mark this special occasion.”

Minister Harris wasn't the only special guest at the recent Graduation, which was also attended by the course's very first graduate. Thomas Grimes is still working, four years on, following his initial placement with Alucraft. In fact, the week of the graduations saw the course celebrate its 200th job placement. By the end of 2021, the three-week construction course, which recently added 'Green Home' retrofitting modules in conjunction with Skillnet Ireland,





Thomas Grimes, former graduate of the project, is pictured with Minister for Further and Higher Education, Research, Innovation and Science, Simon Harris TD.

had trained more than 347 people, 212 of whom have gone on to secure jobs in the industry.

## CONSTANTLY EVOLVING TO MEET EMPLOYERS' NEEDS

“The success of the project is that it is constantly evolving to ensure it meets local employers’ needs,” explained Jim Hargis, Employment Services Manager at St Andrews Resource Centre. “Not only is it a successful, low-cost solution that fulfils the need of taking people off the live register, it puts them into sustainable well-paid jobs in a sector that is crying out for workers.

“Furthermore, it now ensures that they have up-to-date retrofitting skills that contribute to the green economy. We are extremely proud that the project has built up an excellent reputation with employers in the sector and is now seen as a reliable source of trained labour,” he added.

## BROAD RANGE OF QUALIFICATIONS

The intensive course is delivered over a three-week period and equips participants, with a broad range of qualifications and experience, to work on construction sites. It incorporates two strands: a Construction Skills Certificate and a Green Homes (Retrofitting) Certificate.

Both strands incorporate a placement process and work individually with each candidate to gain employment in the construction sector. The goal of the programme is to start 60% of trainees in employment in the construction sector, with the majority of trainees starting work within four weeks of completing the course. Some of the companies that hired graduates from the programme include John Sisk & Son, Careys Building & Civil Engineering, Walls Construction, Alufix and Clarke Concrete.

The curriculum is tailored to individual needs and capabilities. The range of modules includes:

- Covid-19 Awareness
- Infection Prevention and Control
- Mental Health and Wellbeing
- Safe Pass
- Manual Handling
- Abrasive Wheels
- Working at Heights
- First Aid
- Vehicle Banksman
- Mobile Elevating Work Platform Training
- Drilling
- Insulation Installation
- Construction/Finishing Skills

“As employment demand in the sector evolves, so too does the skillset we offer our trainees,” explained Jim. “They graduate on a Friday with their training and equipment fully ready to start work the following week and it has been a life changing experience for many of them.”

## PROGRAMME HISTORY

The origins of the programme came from a joint initiative between DSP, Eastside Docklands LES and DCC when there was a requirement to provide local labour to work on the incinerator site in Ringsend in 2016. St Andrews was asked for its assistance in finding a way to deliver local workers onto that site.

On foot of this, a developing labour shortage in the construction industry was identified locally in the context of large-scale development in the Docklands area. Eastside and Docklands Local Employment Service (LES), which is funded by the DSP, recognised an opportunity for long term unemployed people to benefit from increased employment in the construction sector. They identified a skills gap among long-term unemployed people precluding them from taking up employment in this rising sector and developed a pilot programme in response.

The project initially received support from Dublin Docklands and Dublin City Council. Eastside and Docklands LES approached the Department for funding to support continuation of the training course under the Activation and Family Support Programme.





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**Jim Hargis, Employment Services Manager at St Andrews Resource Centre, addresses attendees at the Minister's visit.**

The Government provided €250,755 in funding to the project during 2021, which allowed for the successful piloting of a retrofitting skills course as an additional strand of provision.

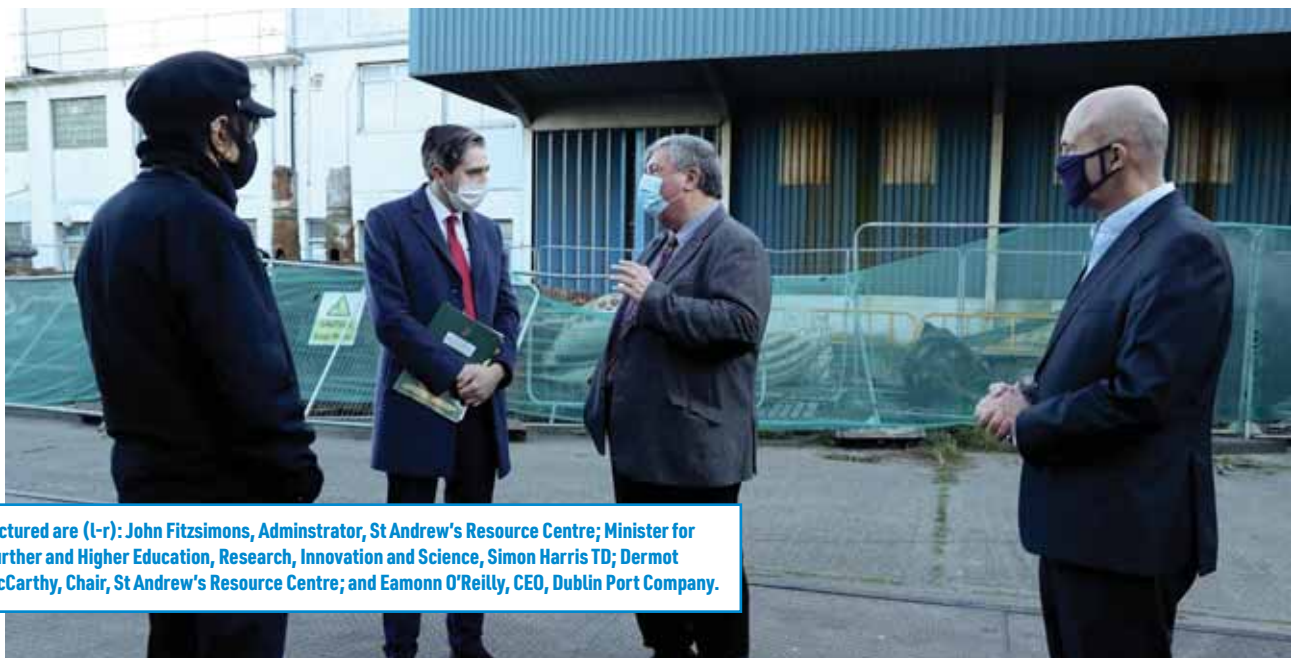
“After each course we review our outcomes and benchmark against our KPI of a 50% job start rate,” Jim reveals.

The impact of Covid-19 made 2021 a difficult year, as Jim explains: “We restarted the project in May and made the decision to undertake all training in the open air. This required some capital investment but broadly worked well.”

In 2021, essentially from a standing start, they completed 13 courses, trained 106 men and placed 65 of them in jobs, a 61% placement rate.

Referral agencies include almost all LES's and Intreo offices in the Dublin region, the probation and welfare services homeless agencies and self-referrals. In 2021, approximately 68% of candidates came from the north and south inner city.

“We have been delighted with the progress of the project this year and sound foundations have been laid for the project in 2022 in both the Construction and the Retrofitting skills areas,” Jim concludes.



**Pictured are (l-r): John Fitzsimons, Administrator, St Andrew's Resource Centre; Minister for Further and Higher Education, Research, Innovation and Science, Simon Harris TD; Dermot McCarthy, Chair, St Andrew's Resource Centre; and Eamonn O'Reilly, CEO, Dublin Port Company.**



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# UNVEILING THE PAST

THOUSANDS OF ICONIC ENGINEERING DOCUMENTS FROM THE PAST ARE BEING UNVEILED ONLINE FOR THE FIRST TIME AS PART OF DUBLIN PORT'S DIGITISATION OF ITS VAST ARCHIVE, WRITES MARTA LOPEZ, RESEARCHER AND CATALOGUER, DUBLIN PORT COMPANY.

Dublin Port and Docks Board tug Coliemore towing MV Irish Cedar (c. 1950).



Since the first port authority was established in 1707, Dublin's landscape has changed drastically. The capital had experienced only minor alterations throughout the 1600s. The Dublin mapped by Speed and Moll is roughly the same, despite a century having elapsed between both maps.

However, when you fast forward half a century to Rocque's 1756 map, a very different city is presented to the beholder: the Liffey is no longer diverted in multiple channels, and the South Wall stretches over 4km out in the bay. These were only the beginning of a series of substantial engineering works driven by the successive port authorities.

The 18th and 19th centuries witnessed the construction of iconic landmarks such as the North Bull Wall, Custom House and George's Dock, the North Wall Extension and Alexandra Basin. Throughout the 20th century, the completion of the deep sea port took place, reclaiming land from the sea, pushing the Port to its present location at the mouth of the Liffey.

## EXTENSIVE ARCHIVE

These centuries of port development left a fair amount of archive material. Luckily, Dublin Port Company's predecessors preserved a wide range of design drawings, plans and other documents related to port improvements and maintenance.

Today, the engineering drawings collection is comprised of over 30,000 items, which offer a unique insight into how Dublin Port shaped Dublin City. Some of these drawings bear the signature of Irish history's most illustrious engineers: George Halpin, Bindon Blood Stoney, JP Griffith, and Joseph Mallagh. The latter three were presidents of the Institution of Civil Engineers of Ireland. Indeed, in 1927, ICEI President Alfred Delap described the Port as the best example of the progress of Irish engineering. It certainly is a collection of national importance.

- 1 Plan of Soundings over Daunt's Rock, Cork (1875).
- 2 Barrack Bridge. George Halpin (c.1860).
- 3 Proposed subway Under River Liffey (Sheet 1), Site Plan and Sections of Borings. Joseph Mallagh (1925).
- 4 D. W & W. R. City of Dublin, Junction Railways, Liffey viaduct. Plan drawings, (1888).
- 5 Cross section of North Wall Quay (A) (c. 1880).
- 6 Custom House Docks Premises, (1902).





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## COMMITMENT TO PRESERVING PORT HERITAGE

Dublin Port Company is committed to preserving port heritage and culture, a commitment reflected in Masterplan 2040 which commits to the integration of the Port and the City, setting policy drivers such as making a positive impact on Dublin and its citizens. Heritage and the facilitation of its public access are essential to achieving this goal. However, physical access often clashes with conservation, particularly when it comes to documents of this age. Exposure to light and humidity can cause damage to the documents, while manual handling is one of the major sources of deterioration and these were working documents, which saw them handled a lot, which has taken its toll. For items like these engineering documents, digitisation is a common solution. It allows accessibility without compromising the archive materials. These can be kept safe and cared for by archive professionals.

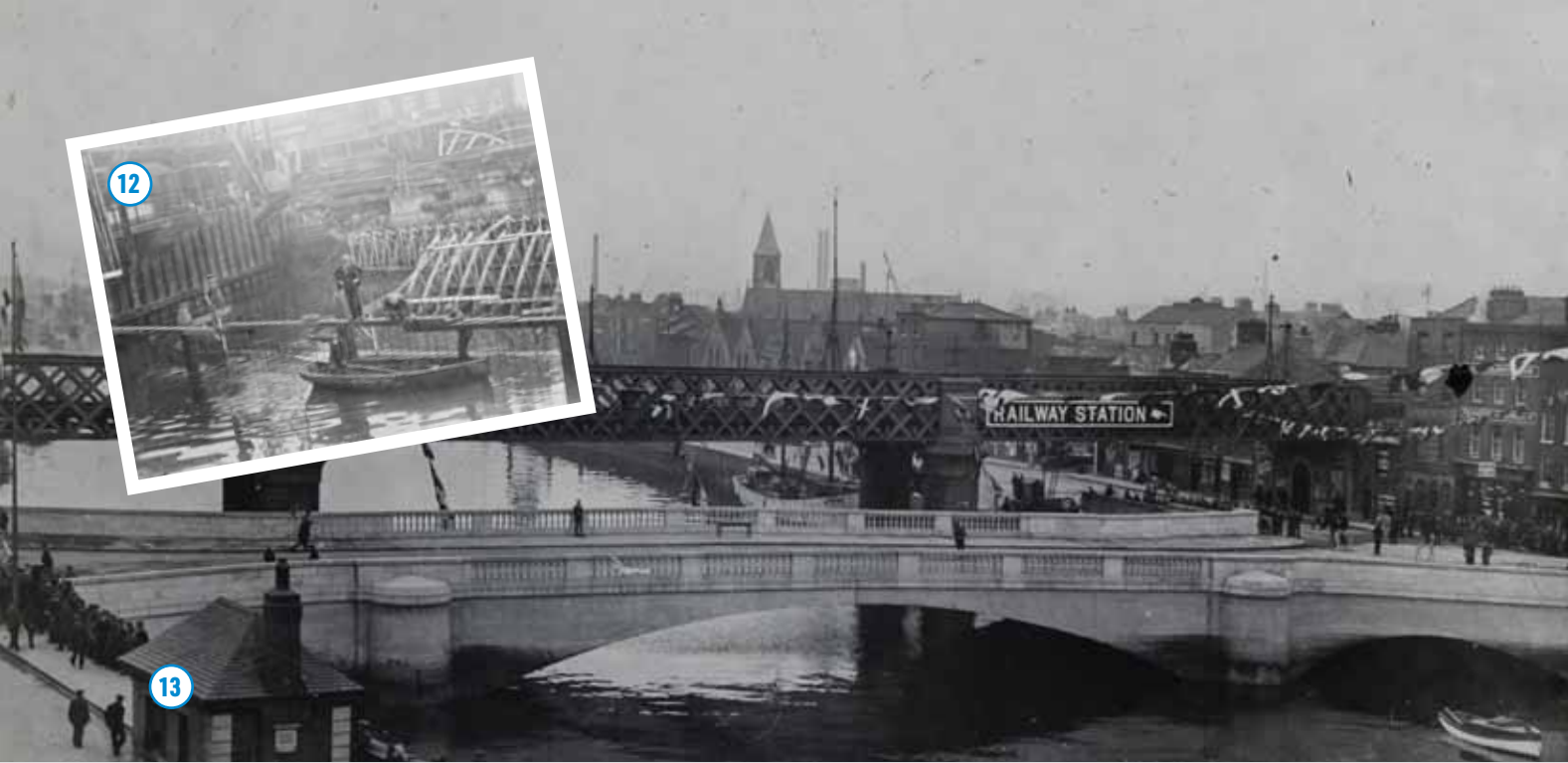
Following this principle, Dublin Port embarked on a digitisation project in 2020, working with Archives Ireland to scan 4,4000 drawings stored at the Maintenance and Services workshop. A trained conservator took care of making bespoke conservation folders to move the collection safely. Some conservation treatment was required. Cleaning and consolidation procedures were performed to ensure the drawings were fit for scanning. The project was completed throughout 2021 and is the first step to unveiling the treasures under Dublin Port Company care. The plan is to release the collection on the Dublin Port Archive website, facilitating their public use to researchers, students, heritage enthusiasts and port communities alike.

- 7 Completion of new Butt Bridge (1932).
- 8 Workers installing the new gates for Graving Dock No. 1 (1932).
- 9 Launch of MV Meath from the slipway of Liffey Dockyard Co. at Alexandra Basin (1960).
- 10 Survey of Dublin Harbour (1856).
- 11 Hogshead of tobacco being unloaded (c. 1950).



Dublin Port and Docks Board tug Coliemore towing MV African Chief (c. 1950).





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- 12 Work on quay walls at Eden Quay (1900-1930).
- 13 New Butt Bridge (1932).
- 14 A screw steamer sailing the Liffey (c. 1900).
- 15 100-ton crane at North Wall Extension (150 ton test) (1904).
- 16 Dockers unloading tea chest into a horse-propelled bogie at Alexandra Basin (c. 1950).
- 17 Reconstruction of Alexandra Basin wharf (c. 1930).





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# RAISED ON SONGS AND STORIES...

## DUBLIN PORT COMPANY IS ACTIVELY LOOKING FOR FORMER EMPLOYEES TO RECALL THEIR TIME WORKING AT THE PORT FOR AN ORAL HISTORY PROJECT.

The Dublin Port Memory and Story Project was established by Port Heritage Director, Lar Joye, with the aim of recording oral history interviews with current and former staff at Dublin Port, in order to capture a sense of the changing environment over the last decades, as well as inherited stories from previous generations of workers.

“Our archive can tell us so much about the organisation, but to really see how the port company and its predecessors functioned, you need to talk to the people who were there, who experienced it,” explains Lar. “An oral history is a great way of complementing what you have in your archive and museum collections; it brings the history to life.”

The project recognises that the individual stories, memories and experiences of staff make up an essential part of what is the history of Dublin Port. The project

is being led by Dr Tomás Mac Conmara, one of the country’s leading oral historians.

“A lot of work has taken place on the physical infrastructure and material artefacts from the heritage of Dublin Port but without the human stories behind all that, the history can feel quite dry,” reflects Tomás, who believes that an oral history can bring the past to life in a way that is more personal and more easily digested.

“The intention of the project and what should be its outcome is that it will provide people with an insight and understanding of what Dublin Port is all about in a way that isn’t available elsewhere in a conventional history,” Tomás notes. “It’s not a case of pitting forms of history against one another and there will be history enthusiasts who will engage whatever form of history is available, but if you are trying to expand the audience who will engage with the history of Dublin Port, then these human memories, stories and experiences are very relatable to people who have never read a history book. Listening to a former docker, an administrator or a tug master, relating their experiences of what working life was like in Dublin Port in the 1950s, ‘60s and ‘70s, offers far more potential to engage an audience.”

George Elliott Senior, pictured at the Equator (1931).



George Elliott, pictured with a photo of his father, who also worked as a tug master in Dublin Port.





## CAPTURING SNIPPETS OF THE PAST

Capturing these stories from the people who were there is very important, particularly as many of the former workers are of advanced years now. “A lot of retired staff members from Dublin Port Company may have worked for the company for up to 40 years but their links go back much further to parents and grandparents, because the skill set tends to be very specialised,” Lar explains.

Tomás believes that through the stories of the people who worked there, we can garner an “understanding of what Dublin Port meant, how it functioned, the different roles of employees, the social history that ran in parallel to the Port, particularly in the 20th century.”

A number of digitally recorded, broadcast quality interviews were undertaken as part of the project so far, with former Port employees aged between 71 and 95. Follow-up field visits were undertaken to document and scan relevant photographs, in order to supplement the recordings. All interviewees were chosen because of their intimate connection with Dublin Port, through either their own direct employment or that of a close relative.

The work on the interviews dovetails beautifully with the archive material, according to Marta Lopez, Archive Researcher and Cataloguer, Dublin Port Company: “When you combine the stories with photos from the archive, it can open a door or a window to a past that has disappeared forever and really bring it to life. Their memories and stories help to make the archive collection more meaningful.”

## VOLUNTEERS NEEDED

Work on the project began in 2019 but its progress was curtailed due to the pandemic, and the organisers are keen to speak to more former Dublin Port employees about their time working with the company.

“The more people we can record, the more we can expand the number of voices who are contributing to the project, the more rounded the story becomes,” Tomás reveals. “For any research project, particularly one with an oral history focus, it cannot just focus on one area or theme; you should try to be as rounded as you can in terms of the narrative you are trying to document, so we are reaching out very widely to people who have worked in Dublin Port over the last 50, 60 or 70 years, to document their experience.”

Tomás emphasises that all interviews are carried out “in a very professional manner but also have a very relaxed, semi-structured approach. What that means is that we sit down and enable people to tell their stories in a relaxed environment. It’s recorded, with their consent, and then made available to the public in an appropriate and ethical way. It’s a very positive project for Dublin Port and the country generally in terms of furthering our understanding of what is a hugely significant entity in the economic life of the country.”



Former engineer Christy O'Callaghan and Dr Tomás Mac Conmara, oral historian and interviewer.

Detailed interview reports (abstracts) are being created to frame the future navigation of each interview. The abstracts generate segment-level descriptive metadata corresponding to a time code that will orientate users through subjects they wish to explore. The intention is to, over time, make the material available to the public and for scholarship. In the shorter term, there are plans for a broad dissemination of the material including publication, online dissemination and public lectures.

## THE STORIES SO FAR

The interviewees to date include Joseph Jones, who was born in Waterford in 1925, and worked as an electrician for the Liffey Dockyard Company for several decades, beginning in the 1940s. Among the subjects Joe spoke about were learning to swim at Bull Island in the 1930s, Ireland during World War II, working in the dockyard, post-war hunger in Europe and the need to adapt ships for the export of cattle, and ship-building in Dublin Port, including the building of the *SS Isolda* (which was infamously sunk by a German bomber in 1940). Joe sadly passed away on June 6, 2020, but his voice and story will forever be a part of Dublin Port’s archive.

Paddy Daly began work as a docker in 1954 at the age of 16, having inherited his late father’s ‘button’, which allowed him to provide for his family. At the age of 83, Paddy spoke about his family background, his childhood connections to the river, his early experience of working on the docks, the important lessons learned and chronicled the change he saw across decades of working at Dublin Port.

George Elliott spoke about his experiences at sea for many years from 1956 and his eventual work as a tug master in Dublin Port. Former engineer Christy O’Callaghan recalled doing an interview for a job in Dublin Port in 1967, immediately after wading through water to help with a mechanical problem on the docks. He got the job and went on to work for Dublin Port until 2001.

“We spoke to three people who used to work on the tugs, who are all aged 80 and worked on the boats for decades,” notes Lar. “Their knowledge was amazing. It was powerful to hear them talk about it as a group, and



Kevin Darling Jr, pictured in June 2021.

they were able to identify aspects of the Port and people in old photographs that we couldn't identify."

Tomás notes the positive response the project has already received; "We have been very happy with the response we have gotten from various groups who have an interest in the Port. In particular, Declan Byrne and the Dublin Dockworkers Preservation Society have been very helpful in providing information and helping to identify interviewees etc."

While admitting that the term 'character' comes up quite a lot when talking to those who worked in the Port about the myriad larger-than-life personalities who peopled its ships and streets, Tomás insists that the work they carried out was vital.

"Behind the characters, the stories and all the joking, there is an enormous machine operating, with so many different parts that have to function for the entire organism to operate, an organism that was vital to the economy not just of Dublin but of Ireland," he muses. "It's a remarkable entity in the way that it has functioned and how it has evolved over the decades. And the people who worked there witnessed that change, whether it was technology, unionisation, the changing of work conditions, containerisation and how that impacted on the work experience of dockers; there is testimony to all that change and experience amongst the people who worked there."

"You're describing a place that was continuously changing, more so than other aspects of Irish society," concludes Lar, "and to capture that you need to talk to people to learn about their experiences."

**Dublin Port Company would like to make contact with former employees to talk about their time working for the company. If you are interested in becoming part of the Dublin Port Memory and Story Project, contact Lar Joye (email: [ljoye@dublinport.ie](mailto:ljoye@dublinport.ie) or phone 01 8876000), Marta Lopez (email: [mlopez@dublinport.ie](mailto:mlopez@dublinport.ie) or phone 01 8876000) or Tomás MacConmara on [macconmaraheritage@gmail.com](mailto:macconmaraheritage@gmail.com) or 087 9160373.**



John 'Myley' Walsh after his recording in CHQ in July 2021.



Audrey Mac Cready outside her father's timber shed made from Swedish timber.





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# PUMPHOUSE HOSTS ACCLAIMED THEATRE PRODUCTION

**THE BOOK OF NAMES WAS A STUNNING  
THEATRICAL PRODUCTION HELD IN THE  
PUMPHOUSE IN DUBLIN PORT AS PART  
OF THE DUBLIN THEATRE FESTIVAL.**





2021 saw two of Ireland's leading theatre companies, ANU Productions and Landmark Productions, combine forces for the first time for *The Book of Names*, a critically acclaimed theatrical experience which ran at The Pumphouse in Dublin Port, as part of the Dublin Theatre Festival.

Written and Directed by Louise Lowe, *The Book of Names* draws on two 100-year old books - a unique historical ledger which documents in careful detail the names, ages and roles of every employee in Dublin Port, and an intelligence dossier containing names and photographs of potential targets - to tell a tale of espionage, high stakes and a deadly game of historical doublethink, set during Ireland's War of Independence. The audience entered into a "riveting...immersive" experience (Irish Times), described as "intense and immediate" (Irish Examiner), "compelling" (The Guardian) and "one of the best experiences of this or any festival" (Arts Review).

Originally scheduled for production in 2020, plans had to be re-drawn as the Covid-19 pandemic wreaked havoc on the live arts sector. "We were so lucky to have a partner like Dublin Port on board," explains Matt Smyth, Producer, ANU Productions. "When the pandemic hit, they were so understanding as we found dates, moved dates and the project had to shape-shift. Their generosity was incredible in terms of providing the venue and allowing us to bring an ANU show into the amazing Pumphouse."

### **EXTENDED RUN**

Funded by the Arts Council, the play initially ran for live intimate audiences three times a day during the Dublin Theatre Festival, from September 29 to October 23. However, the event proved so popular that Dublin Port, where the historic Pumphouse building forms the location as well as the inspiration for *The Book of Names*, invited the sold-out production to extend its run until November 13. "When we extended the run, it sold out within a weekend, so there was a real appetite for it, and we were delighted with that," Matt reveals.

Matt acknowledges that presenting *The Book of Names* in such a unique space brought a special challenge. "Dublin Port is a busy working port and we had to be mindful of that and careful about how we operated within their workplace," he reveals. "We were always meeting new members of the Dublin Port team and they were all so generous with their time. I remember one evening talking to a security guard who had worked there for years and his whole family had worked in the Port; he was so thrilled to see what the Port had done with the Pumphouse Heritage Zone."

The producer reserves special mention for Lar Joye and Jim Kelleher from Dublin Port Company's Heritage team, whose passion for the project was evident from day one. "There are so many stories from that time around the War of Independence, and they presented us with loads of research, brought us characters, brought us places,



Pictured with the cast from *The Book of Names* outside the historic Pumphouse in Dublin Port are (l-r): Lar Joye, Heritage Director; Eamonn O'Reilly, CEO; and Jim Kelleher, Head of Special Projects, Heritage Team, Dublin Port Company.

like *The Pumphouse*,” he recalls. “What we landed on were Q Company, a specific IRA cell who repurposed a lot of arms for the War of Independence. Dublin Port then brought some of the descendants of the actual people from Q Company to see the show. For us, they managed to create a sense that we could run it like a regular ANU production, which was no small feat given the circumstances.”

## A UNIQUE EXPERIENCE

Digital audiences were also invited to experience a streamed broadcast of the live performance. “We took a two-day break to film and stream it so people who couldn’t be in Dublin could still get to watch it from the comfort of their own home,” Matt explains. “This was a great success, despite the fact that creating a film in the middle of a theatre production is like a whole new art-form in itself. But we were able to do it.” The end result was a unique experience that brings streamed audiences beyond the limitations of digital capture into the centre of the action, somewhere between streaming and complete immersion.

Eamonn O’Reilly, Chief Executive of Dublin Port, said: “*The Book of Names* is the first heritage project in the recently completed two-acre Pumphouse Heritage Zone on Alexandra Road in the heart of Dublin Port. ANU and Landmark have been inspired by material from our archive and the *Book of Names* is making an important contribution to our ambition to re-integrate Dublin Port with Dublin City.”

ANU Productions are already in talks with Dublin Port Company about other projects. “There are so many other spaces within Dublin Port that the heritage team

are excited by, so I’m looking forward to them getting us excited about them too,” says Matt.

## THE CONFIDENCE TO DREAM BIGGER

For an independent theatre company, sponsorship like that offered by Dublin Port Company can give them the confidence to stage more innovative, imaginative shows, to allow them to dream bigger.

“Partnerships are absolutely essential, whether it’s a venue partner or a corporate sponsor,” Matt admits. “Dublin Port Company were a little bit of everything. Spaces for the arts are at a premium in Dublin; if anything, arts and cultural spaces are closing down around the city. So it is so unusual and a breath of fresh air to see an entity like Dublin Port, who are so big and so important, aggressively creating cultural spaces. It is unique. If everyone could follow their lead, the cultural landscape in Dublin and Ireland would be very different.”

Indeed, Matt believes that the heritage work being undertaken by Dublin Port Company will “fundamentally change the direction of how people move in the city. When they leave their office, they will turn left towards the Port for vibrant nightlife instead of turning right. That won’t happen this year or next year but to have the imagination for that is really brilliant.”

For information and a host of background information on the production, including notes about the characters in the play who played a crucial role in the War of Independence, and the actors who play them today, see [www.bookofnames.ie](http://www.bookofnames.ie).





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# DUBLIN PORT RECORDS SMALL REDUCTION IN VOLUMES IN 2021 POST-BREXIT

## DUBLIN PORT COMPANY HAS REPORTED TRADING FIGURES FOR 2021, WHERE OVERALL VOLUMES FELL BY -5.2% TO 34.9 MILLION GROSS TONNES.

Brexit had an impact on business at Dublin Port, but its effect was modest, as overall volumes in 2021 fell by -5.2% to 34.9 million gross tonnes.

83% of Dublin Port's volumes are in the Roll On/Roll Off (Ro-Ro) and Lift-On/Lift-Off (Lo-Lo) modes and there were contrasting outcomes in these two modes:

- The number of Ro-Ro units fell by -9.3% or 99,000 trailers;
- This was significantly offset by an increase in Lo-Lo units of +10.2% or 43,000 containers;
- Overall unitised volumes (Ro-Ro and Lo-Lo combined) were down by -3.8% or 56,000 units;
- Trade vehicle imports increased by +10.9% during 2021 to 82,000 notwithstanding space constraints causing a number of ship arrivals to be cancelled during December, the busiest month in the year for Irish vehicle imports.

	2021	Change in the year	% change	
Gross tonnes	34.9 million	- 1,919 million	- 5.2%	▼
Ro-Ro	962,075 units	- 98,904 units	- 9.3%	▼
Lo-Lo	466,737 units	+ 43,188 units	+ 10.2%	▲
Unitised	1,428,812 units	- 55,716 units	- 3.8%	▼
Trade vehicles	82,457	+8,084	+ 10.9%	▲

## THE IMPACTS OF BREXIT

The full-year impacts of Brexit on Dublin Port's unitised volumes (Ro-Ro and Lo-Lo) are now clear:

- The overall decline in the number of containers and trailers was small at just 56,000 units (-3.8%).
- Fewer goods are now moving in trailers in the Ro-Ro mode and more are moving in containers in the Lo-Lo mode. Lo-Lo's share of unitised volumes increased from 29% to 33%.
- Fewer Ro-Ro trailers are moving driver-accompanied. During 2021, their number declined by 90,000, contributing substantially to the overall decline in Ro-Ro volumes of 99,000.
- The decline in Ro-Ro volumes was concentrated on routes to the GB ports of Holyhead, Liverpool and Heysham, where volumes declined by 187,000 (-21%) to 703,000. However, Ro-Ro volumes on direct routes to Continental Europe increased by 88,000 to 259,000.
- As a result, where GB routes accounted for 64% of all of the 1.5 million unit loads (Ro-Ro and Lo-Lo combined) in 2020, they only accounted for 52% of the 1.4 million unit loads in 2021.

## BULK COMMODITY MODES

17% of Dublin Port's volumes are in the bulk commodity modes and these grew by +2.1% during 2021:

- Bulk Liquid – primarily petroleum imports – grew by +1.7% to 3.9 million tonnes.
- Bulk Solid volumes grew by +0.9% to 2 million tonnes. This includes movements of animal feed, lead and zinc ore concentrates, scrap metals and petroleum coke.
- Overall, bulk commodities increased by +2.1% to 6.0 million tonnes.



	2021	Change in the year	% change	
Bulk commodities	5,981,000 tonnes	+ 121,000 tonnes	+ 2.1%	

### Dublin Port's passenger business recovered marginally during 2021:

	2021	Change in the year	% change	
Ferry passengers	845,326	+ 12,510	+ 1.5%	

Although passenger numbers increased by 1.5% to 845,000 during 2021, the number travelling is still less than half of what it was pre-Covid (1.9 million in 2019).

## BREXIT PREPARATION WORK PAYS OFF

"Dublin Port finished 2021 with overall volumes down on their 2020 levels by -5.2%," explained Eamonn O'Reilly, Dublin Port's Chief Executive. "The reduction in cargo throughput was accounted for by a drop of 56,000 in the number of containers and trailers to 1.4 million. Behind this figure, there was a substantial decline in unitised volumes with GB – down 214,000 units – largely offset by a strong increase in volumes with the EU of 158,000 units.

"Brexit has caused the make-up of Dublin Port's unitised volumes to change significantly," the CEO continued.

"Ro-Ro volumes were down by 99,000 and, for the most part, this decline was accounted for by a 90,000 reduction in driver accompanied Ro-Ro. By comparison, the number of Lo-Lo containers increased by 43,000."

The extensive Brexit preparation work completed by Dublin Port Company in 2020 paid off in 2021, Eamonn continued: "There was none of the catastrophic congestion that had been projected and what disruptions there were in the early days of 2021 were quickly resolved as supply chains adapted to the new realities. Over the course of the year, the average number of trailers called for some physical inspection on services from GB was just 2.5 per ferry."

The CEO insists that "the risks of Brexit were comprehensively mitigated and Dublin Port's volumes are set to increase again during 2022, driven by growth in trade on direct services with Continental Europe.

"Looking ahead, we are currently preparing our third and final Masterplan project – the 3FM Project – to provide additional infrastructure for continued future growth," he concluded. "The 3FM Project includes the construction of Ireland's largest container terminal, with an annual capacity of 360,000 containers, to meet Ireland's long-term port infrastructure needs."

**+10.2%**



LO-LO GROWTH

**+10.9%**



TRADE VEHICLES

**+1.5%**



FERRY PASSENGERS

**+2.1%**



BULK COMMODITIES

Trade Results						
	Q4 2021	Q4 2020	% change	YTD 2021	YTD 2020	% change
<b>Overall volumes ('000 gross tonnes)</b>						
Imports	5,539	6,088	-9.0%	21,217	21,710	-2.3%
Exports	3,516	4,004	-12.2%	13,723	15,149	-9.4%
Total	9,055	10,092	-10.3%	34,940	36,859	-5.2%
<b>Unitised trade</b>						
Ro-Ro	255,063	303,761	-16%	962,075	1,060,979	-9.3%
Lo-Lo	113,504	114,736	-1.1%	466,737	423,582	10.2%
Total	368,567	418,497	-11.9%	1,428,812	1,484,561	-3.8%
Lo-Lo TEU	205,324	205,235	0.0%	842,838	757,577	11.3%
Trade Vehicles	19,653	21,535	-8.7%	82,457	74,373	10.9%
<b>Bulk trade ('000 tonnes)</b>						
Bulk Liquid	1,071	1,041	2.8%	3,938	3,871	1.7%
Bulk Solid	520	586	-11.1%	1,973	1,956	0.9%
Break Bulk	15	12	20.6%	70	33	112.6%
Total Bulk Commodities	1,606	1,639	-2.0%	5,981	5,860	2.1%
<b>Ferry traffic</b>						
Passengers*	277,025	181,500	52.6%	845,326	832,816	1.5%
Tourist vehicles	85,382	45,130	89.2%	251,938	214,700	17.3%
<b>Shipping activity</b>						
Number of arrivals	1,742	1,878	-7.2%	7,253	7,282	-0.4%

\* Includes HGV drivers

The full trade statistics report for Q4 of 2021 can be downloaded:

# 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** Terminal 3: RoRo - P&O

**C** Dry Bulk Area

**D** North Wall Lighthouse

**E** Ocean Pier West

**F** Alexandra Quay West: LoLo

**G** DFT

**H** Terminal 2: RoRo - Stena Line

**I** Terminal 1: RoRo - Irish Ferries

**J** Terminal 5: RoRo - Seatruck

**K** LoLo Marine Terminals

**L** ESB Chimneys

**M** North Bank Lighthouse

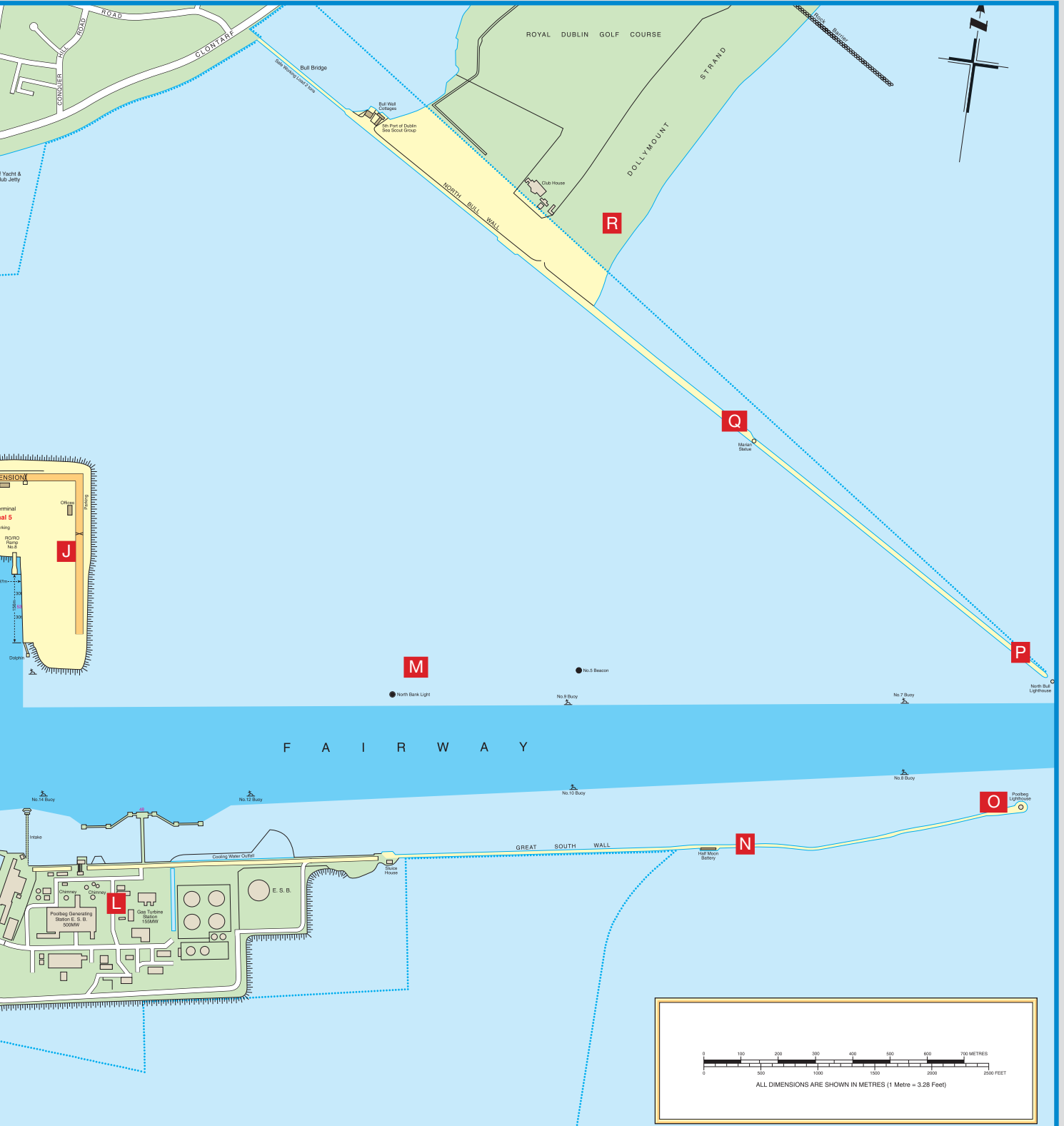
**N** Great South Wall

**O** Poolbeg Lighthouse

**P** North Bull Lighthouse

**Q** North Bull Wall

**R** Bull Island



# PORT FACILITIES & SERVICES

**DUBLIN PORT COMPANY (UNDER THE HARBOURS ACT, 1996) VESTED ON MARCH 3, 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 Matt Talbot Memorial 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 lit and of easy access. There is a buoyed channel marking the entrance to the port which is currently at least 7.8 metres Chart Datum inside the breakwaters, whilst the fairway outside the breakwaters is being dredged down to 10.0 metres Chart Datum. Vessels should proceed via the Traffic Separation Scheme. This Scheme comprises of two elements, an inward and outward lane at the North Burford and similar at the South Burford. All craft required to follow a Traffic Separation Scheme to stay within the lanes.

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

The latest declared depths on each berth and in the channel are listed in the Notices to Mariners on the Dublin Port Company website.

## 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 Matt Talbot Memorial 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 and this includes Dun Laoghaire Harbour. 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, the Ship's Agent/Representative should submit the request for a pilot to the Shipping Desk via the Port Management Shipping Information System.

## 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, the Ship's Agent/Representative should submit the request for a tug to the Shipping Desk via the Port Management Shipping Information System.

Towage is also offered by Purple Water Towing Ltd who have a LR Escort Fi Fi 1 Azimuth tug, the Giano. For more information, visit [www.purpletowing.com](http://www.purpletowing.com), or call +353 (0) 83 1191137 (0:800-20:00) or Master of the Giano Tug +353 (0) 83 0110056 (24 hours).

## STEVEDORING

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

Seatruck Ferries	Dublin Ferry Terminal
Irish Ferries	Marine Terminals Limited (MTL)
P&O Ferries	Dublin Stevedores
Stena Line	Doyle Shipping Group (DSG)





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# SHERIFF YC FOOTBALL CLUB CELEBRATE WITH CELTIC LEGENDS

## SHERIFF YC FOOTBALL CLUB ARE CELEBRATING THEIR 50TH ANNIVERSARY WITH A SPECIAL GAME AGAINST A CELTIC LEGENDS TEAM IN JUNE 2022.

2022 will see Sheriff YC Football Club celebrating its 50th anniversary, with a match against a Celtic Legends XI taking place on June 4, sponsored by Dublin Port.

Two Celtic Football Club legends, John Hartson and Brian McClair, were in Dublin in December 2021 to officially launch the anniversary game. The two former players, who between them won four Scottish league titles and

scored over 200 goals for Celtic during their respective spells at the club, then took part in a lively, free Q&A event in Lloyds Bar on Amiens Street to promote the upcoming Anniversary.

The game will see Sheriff YC FC, which was founded in 1972, take on a Celtic line-up featuring Hartson and McClair, who will be joined by Alan Stubbs, Bobby Petta and Mark Burchill, among others, at Home Farm's ground in Whitehall. The festivities will then continue at a dinner at the Bonnington Hotel that evening, where all the stars will be in attendance. Tickets are available by emailing [info@sherrifyc.ie](mailto:info@sherrifyc.ie) or calling Thomas Daly on 087 7912810 and will cost €60, and a table at the event will cost €600. Proceeds raised from ticket sales will go back into supporting the club and its teams.

Celtic legends John Hartson and Brian McClair are pictured with members of Sheriff YC Football Club and Eamonn O'Reilly, CEO, Dublin Port Company, and Edel Currie, Community Engagement Manager, Dublin Port Company.







Welshman John Hartson initially made his name in England with Luton Town, before establishing himself as an elite marksman with Arsenal and then West Ham United. He moved to Celtic in the summer of 2001 and enjoyed the most prosperous period of his career, scoring over 100 goals for the club and winning three league titles, as well as the individual accolade of PFA Scotland Players' Player of the Year in 2005. Hartson also made 51 appearances for Wales, scoring 14 goals. In his retirement he fought a much-publicised battle with testicular cancer, from which he made a full recovery. He is now a regular fixture on the punditry circuit, providing matchday analysis for Premier and BT Sport.

A native of Lanarkshire in Scotland, Brian McClair began his career at Motherwell before signing for Celtic in 1983. He spent a fruitful four seasons there, making 204 appearances in all competitions and scoring 126 goals. He helped the club to the Scottish Cup in 1985 and the Scottish Premier Division in 1986 before moving on to Manchester United. McClair enjoyed a decorated 11 seasons in Manchester, making 471 appearances for the Red Devils and winning 14 trophies. He enjoyed a brief stint at Motherwell before retiring. Internationally, he played 30 times for Scotland, including at the 1992 European Championships. McClair remained in football, working as Blackburn Rovers Assistant Manager in

the 98/99 season before serving as the Director of Manchester United's Youth Academy from 2006 to 2015.

## A MOMENTOUS DAY

Sheriff YC FC, or "The Hoops", who play their home games in Fairview Park, share their nickname and green and white jerseys with Celtic, and they have enjoyed similar success on the pitch. Competing in the Leinster Senior League, the club's senior team has won the league six times since 2009, while also winning three FAI Junior Cups, three Leinster Junior Cups and one Tom Hand Memorial Cup in the same timeframe.

"We're thrilled to welcome the Celtic Legends to Sheriff YC in June 2022," noted Sheriff YC Chairman Eugene (Hugo) Richardson. "This will be a momentous day for the club and a fitting way to celebrate the hard work and dedication of our volunteers and club members over the last 50 years. It's also thanks to local businesses like Dublin Port that we've been able to continue our mission of providing sport for young people in the North Inner City for the past 50 years."

Sheriff YC Football Club  
is celebrating its 50th  
anniversary in 2022.





Celtic legend John Hartson sharing some tips with the Sheriff players.



Celtic legend Brian McClair, pictured with Remi Whelan, aged seven.

## CLOSE CONNECTION WITH CELTIC

Brian McClair said that the Celtic Legends were delighted to be asked to launch Sheriff YC’s 50th Anniversary celebrations: “Everyone is obviously well aware of the incredibly close connection between Irish Celtic fans and Celtic Football Club, so it was an easy decision to get involved when asked. We are looking forward to a great day next summer, a competitive match, and a good night afterwards in the Bonnington! Good luck to Sheriff for the rest of this season and we’ll see you in June.”

Dublin Port Chief Executive, Eamonn O’Reilly, said, “Dublin Port has been a proud sponsor of Sheriff YC for a number of years and we are so happy to be supporting them as they celebrate this milestone in their history. Partnering with historic local clubs such as Sheriff allows us to create connections within these communities, which are invaluable to us as we operate side by side with them. The match against the Celtic Legends next summer should be a great spectacle and is a great way to mark the club’s big day.”







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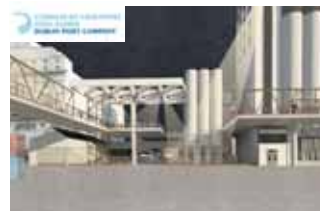
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# RACING AHEAD!

## THE SPELLMAN DUBLIN PORT CYCLING TEAM HAS BECOME ONE OF IRELAND'S TOP AMATEUR CYCLING TEAMS, AND IS LOOKING FORWARD TO A HUGE YEAR AHEAD.

Dublin Port Company is the main sponsor of a Ringsend-based cycling team, which aims to promote healthy and drug-free lifestyles. The Spellman Dublin Port Cycling Team formed in late 2019 and has already become one of the most successful amateur cycling teams in the Irish cycling arena, both in road racing and track events.

The team was the brainchild of Therese and Joe Grennell of the Spellman Centre, a drugs

rehabilitation organisation and a central part of the Ringsend and District Response to Drugs, based in Irishtown-Ringsend.

“We wanted to work with the Spellman Centre, both to support the centre itself and to promote the idea of drug-free sport,” explains Joe, who manages the team in conjunction with Marc O’Brien.

Joe is quick to point out the parallels between clients at the Spellman Centre and the cycling team. “One thing a recovering drug user has in common with an elite athlete is the endeavour to succeed, and the effort that they have to put in to try to overcome the barriers in their way. You have to have the endurance, the will and the fortitude to achieve your goals, whether that is to stay drug-free or to race competitively at top events.”



The Spellman Dublin Port Cycling Team has become one of Ireland's top amateur cycling teams, and is looking forward to a huge year ahead.



## SUPPORT FROM DUBLIN PORT COMPANY

The team has already enjoyed considerable success in the 2020 and 2021 seasons, and is currently ranked in the top three cycling teams across the country, while their track team is ranked number one in the world in one particular discipline, the scratch race. This level of success would not have been possible without the support of Dublin Port Company, who came on board as principal sponsor for three seasons.

“There is no way we could have achieved what we have achieved without the support of Dublin Port Company,” Joe admits. “Cycling is an extremely expensive sport, which involves quite a lot of travel and support vehicles for the riders, and the costs of travelling to events abroad are exponentially expensive compared to, say, an athletics team. Without the support of Dublin Port Company, we wouldn’t get off the ground at all.”

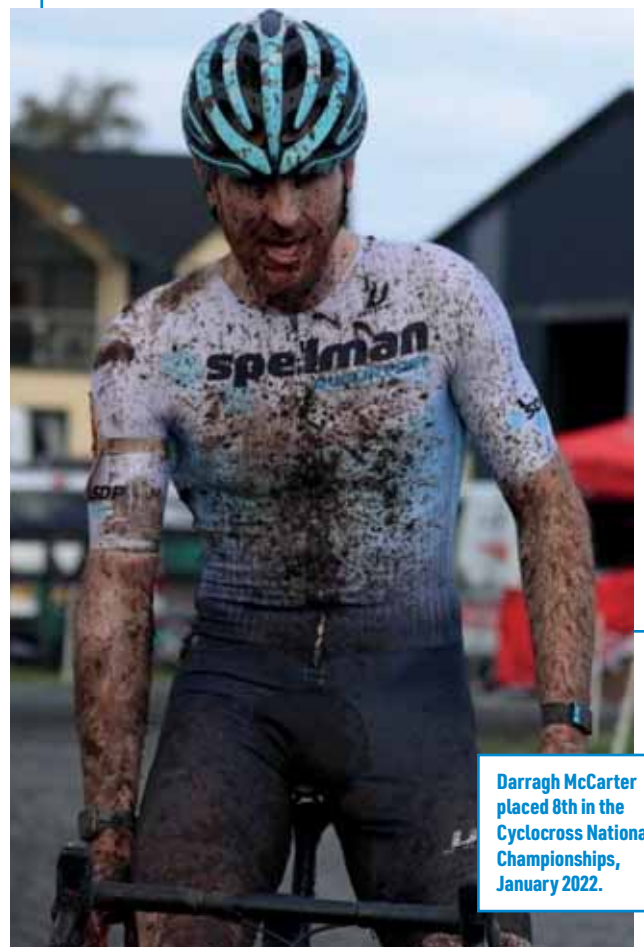
The team’s riders enjoy full support at all major Irish stage races and all National Road Series events. The road race programme includes international races in the UK, Belgium and Holland, while the team also contest track meetings at home and abroad.

“We never anticipated that we would achieve the results we have achieved already,” Joe admits. “Our goals were to help our young riders to develop to the best of their ability – that’s written into the contract we give our riders; to give them the ability to race, to compete. We would never have had the money to support our riders to the way we can now, and that’s down to Dublin Port, who have allowed us to support our riders like a semi-professional cycling team, even though we are amateurs – nobody gets paid for what we do but we provide a serious level of support to our riders.”

## BRINGING CYCLING CLOSER TO THE COMMUNITY

Aside from international acclaim, however, the Spellman Dublin Port Cycling Team have another goal that’s far closer to home. “We originally wanted to bring cycling closer to the community, through the Spellman Centre and also through local schools in the Ringsend area, potentially bringing interested people and school-kids to the cycling track in Sundrive, which is a wonderful resource to have. We wanted to give them an appreciation of cycling and also teach them the skills and techniques of track cycling, but unfortunately Covid has put paid to that,” Joe admits. “I don’t know when we will be able to get that kind of programme up and running, but it would be wonderful to introduce it in the area.”

The team currently has 15 riders, including locals from Ringsend, Sandymount and Donnybrook. Joe’s son, Andre, is one of the riders who switched teams to join up with the Spellman Dublin Port team. An experienced rider, Andre has won national championships and brings a wealth of experience to the team. There are also two riders from different communities in Northern Ireland, one from Scotland, one from England and one from Denmark



Darragh McCarter placed 8th in the Cyclocross National Championships, January 2022.

(although he currently resides in Switzerland). The latter three are highly experienced competitors and act as mentors to the Ireland-based cyclists for specialist track events, including the Madison, whereby teams aim to complete more laps than their rivals, with only one rider racing at any time, and the replacement rider being hurled into the race by a hand-sling, which is a sight that really has to be seen to be believed.

“We started primarily as a track cycling team but we ended up expanding to road racing, as most of our riders train on the road,” Joe explains.

Their success, both on the road and the track, has put more pressure on the team to succeed going forward, admits Joe, with a full calendar of racing events ahead for 2022, the first year since the team’s formation that this has been the case, as Covid wreaked havoc on the cycling world as much as every other aspect of society.

“There are some big races back on the calendar, including the Rás Tailteann, an eight day international cycle race around Ireland,” Joe reveals, “so we have to decide which races to enter and then to pick the team for those races, as most events cap team numbers at five riders.”

One of the issues facing the team, and indeed every cycling team, is the pull of the team versus the individual when it comes to races. “It’s hard to say to an amateur rider that we need you to sacrifice yourself so another



Harvey Barnes pictured on the podium for Sprint. He also won the Kilo, a time trial over 1 kilometre from a standing start, in a time of 1.06.56, which means he averaged almost 60kph.

team member wins the race,” admits Joe. “While cycling is a team sport, the rewards are individualised.”

That said, the Spellman Dublin Port Cycling Team took home the team prize in the 2021 Irish National Road Race Championships, beating Ireland’s only professional cycling team in the process, and they are hugely looking forward to the year ahead.

“We would hope to win a stage in the Rás Tailteann,” Joe admits. “To be really ambitious, we’d love to win the Rás outright and we do have riders that could win it. We have put together one of the best line-ups of Under-23 riders in Ireland. We will also compete in the National Road Race Series, which takes place over 10 races and we would be quietly confident of performing well in that.”

## FULFILLING THEIR POTENTIAL

In 2021, one of their riders, Liam Curley (now with the professional EvoPro Racing team), came fourth in the league and won the Knockaderry four-day stage race, the only stage race held in Ireland last year, while fellow team members Darragh McCarter came fifth and Daniel Yon Hin came 23rd. Joe is confident that the team can make even more of an impression in 2022.

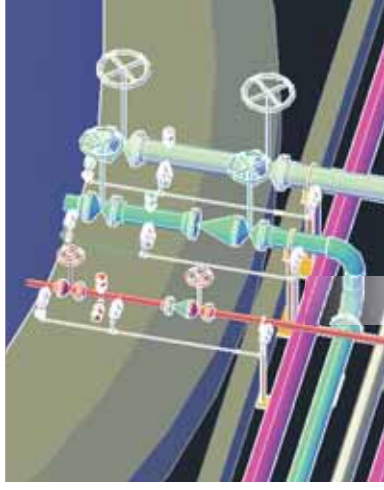
There is huge potential in the Spellman ranks, with some of them potentially going professional in road racing or representing their country at major events, like the Olympics, in track events. “One big issue for us is convincing our riders to spend a little more time with us before moving abroad, because the step-up is absolutely massive,” Joe warns. “We want them to dominate races here before making the move; while they might have the talent, they haven’t got the experience and we want to give them the best chance to make it. There are professional cyclists who have never won a race, but they may be being paid to sacrifice themselves for other team members; at times, cycling is not a very forgiving sport and we want to support our riders to reach their potential and their goals.”

The Spellman Dublin Port team also have a six-person track team, who won the National Team Pursuit title in 2020 and were one second off the national record. They didn’t enter a team in 2021 as two of their riders were representing Ireland in the European Championships Under 23s, but they are hoping to compete in the 2022 event.



Harvey Barnes crashed in Le Mans in 2021, but managed to get back on his bike to win a bronze in the Coupe de France.





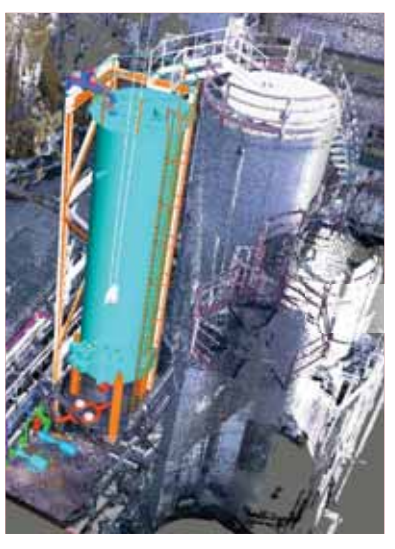
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DM Mechanical & Pipe Installations Ltd. specializes in all Mechanical aspects of the oil, gas, power food and port-based industries.

In addition to our maintenance expertise, we also construct large turn key projects to a high degree of tolerance, as per our customer's requirements. These systems have been installed by our highly qualified tradesmen, all over Ireland.

Maintenance Contractor and Mechanical Services provider to the petrochemical industry in Dublin port and throughout Ireland.

Mechanical contractor to Dublin Port company.

24 hours call out services provided.

**Port Office:** Jetty Road, Dublin Port, Dublin 1

**Workshop:** Unit 100, Grange Way, Baldoyle Industrial Estate, Dublin 13.



## INTERNATIONAL SPECIALISTS

The team's three international riders are specialists in track cycling, and organise training camps where they mentor the homegrown cyclists, who will gain hugely from the experienced international competitors: one of whom is the British National Champion at Pace Racing, where the cyclists race behind a motorbike, while another broke the British record for individual pursuit and two of them are experts in the Madison. Joe believes that this level of mentoring will benefit the team's Irish riders, who he believes have the potential to go on to represent their country on the track at Olympic level.

"We want to build a pool of quality riders, particularly when it comes to track cycling. For its size, Ireland has been phenomenally successful at road cycling, with some fantastic professional riders, but if you are not a fully professional tour rider, the chances of being selected for the Olympic Games are practically zero," he says. "However, if you are an amateur track rider who works really hard, there is a chance you could get selected to represent your country in the World Championships or the Olympics."

Ryan Byrne from the Spellman Dublin Port Cycling Team winning the Scratch Nationals 2021.



The Spellman Dublin Port Cycling Team were Team Pursuit winners in 2020 with a time just one second off the national record: Andre Grennell, Will Ryan, Ryan Byrne, Cian Keogh.



# ENNIS SAFETY WEAR LTD

## SAFETY WEAR / PPE

### SUPPLIER BASED ON EAST WALL ROAD

Ennis Safety Wear Ltd was set up primarily to cater to Dublin Port and its companies and providers. They source and stock PPE equipment and work wear needed in the Port, including work wear, Arc Flash PPE, heights equipment, life jackets and more. They stock 13,500 products and growing, which can be seen on the website: [www.esw.ie](http://www.esw.ie).

“ We have the knowledge of the environment and regularly help companies to ensure they are supplied with essential PPE and equipment,” explains Angela Ennis, Managing Director. ”

Ennis Safety Wear is an Irish, family-owned business with over 60 years' experience working in Dublin Port. “As a company we value integrity and excellence in quality, which we endeavour to deliver, through excellent service to our customers,” Angela reveals. “Our mission is to make work life safer, by sourcing the right solutions for PPE. We also supply branded, corporate and leisure wear.”



**SAFETY CLOTHING | WORKWEAR | PPE | PROTECTIVE EQUIPMENT**

For all your workwear & accessory requirements.

[www.ennissafetywear.ie](http://www.ennissafetywear.ie) | [info@esw.ie](mailto:info@esw.ie)



# 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 <b>Upper Deck</b> Length of Shore Ramp 43m Width of Shore Ramp 10.8m Maximum Vehicle Load 40 tonnes <b>Lower Deck</b> 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 Steam Packet Company	Details as above	Details as above	00 44 8722 992992* 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 <b>Upper Deck</b> Length of Shore Ramp 49m Width of Shore Ramp 12m Maximum Vehicle Load 40 tonnes <b>Lower Deck</b> Length of Shore Ramp 46m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	048 90 786 062 www.stenaline.ie
T3  (From 18/04/2022 ramp numbers may change)	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

\* Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.





**Hugh Munro & Co. Ltd.**  
**Consulting Engineers**

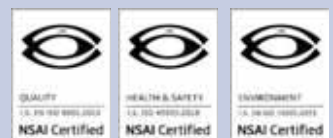
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+353 (1) 855 4387  
[admin@hughmunro.ie](mailto:admin@hughmunro.ie)



Alexandra House,  
Jetty Road,  
Dublin Port,  
[www.hughmunro.ie](http://www.hughmunro.ie)



# RO-RO TERMINALS

Terminal	Operator	Berth Details	Facility Details	Contact Details
<b>T5</b>	Seatruck Ferries	Berth No. 52 Length 200m Depth at L.A.T. 8m Standard Depth	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
<b>T5</b>	Seatruck Ferries	Berth No. 53 Length 156m Depth at L.A.T. 5.9m Standard Depth	Ramp No. 8 Single Tier Ramp Length of Shore Ramp 60m Width of Shore Ramp 30m at ship end Maximum Vehicle Load 220 tonnes	+353 1 823 0492 www.seatruckferries.com
<b>Ocean Pier</b>	CLdN ro ro SA	Berth No. 36/37 Length 200m Depth at L.A.T. 10.3m Standard Depth	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.cldn.com

*Actual depths for all berths will be less than standard depths and these latest sounded depths are available from the Harbour Masters office*



# IWT

## International Warehousing & Transport



### IRELAND (Head Office)

International Warehousing & Transport Ltd.  
Block 10-5 Blanchardstown Corporate Park 1  
Ballycoolin, Dublin 15, Ireland.

*Elarnrod Eircan*

Ph: + 353 1 8801800 - Fax: + 353 1 8801804

Email: info@iwt-irl.com



### BALLINA

Ballina Logistics & Storage Ltd  
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Ballina, Co. Mayo, Ireland

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### NETHERLANDS

IWT bv, Hoefsmidstraat 41  
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Fax: + 31102310971

Email: ops@iwt-nl.com

[www.iwt-irl.com](http://www.iwt-irl.com)



# LO-LO TERMINALS

Terminal	Operator	Berth Details	Facility Details	Contact Details
<b>Dublin Ferryport Terminals</b>	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 STS gantry cranes Secondary Handling equipment 10 x 40 tonnes RTG cranes 2 x 45 tonnes Reachstacker 4 x 18 tonne Empty Container Handlers 280 Reefer points	+353 1 607 5713 info@dft.ie
<b>Marine Terminals Ltd</b>	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 270 3 x Empty Container Handler 1 x Full Container Mobile Handler 6 Shunts & Trailers	+353 1 618 5417 www.peelports.com
<b>Ocean Pier</b>	Doyle Shipping Group (DSG)	Berth No.'s 32,33,38,39,40 Total Berth Length 900m Depth at L.A.T. 10m	Cranes 1 x STS 45 Ton Panamax Capacity 3 x 400 mobile (104 tonnes SWL) 2 x 250 mobile (65 tonnes SWL) 11 x RTG's Second-handling equipment 4 reachstackers 48 Terminal Tractors 18 Novatech Flexmasters Reefer points 336 Warehousing 300,000sq feet	+353 1 819 2600 www.doyleshipping.ie





# BULK

Terminal	Operator	Berth Details	Facility Details	Contact Details
<b>Ocean Pier Dry Bulk/ Break Bulk</b>	Common User	Berth No's 28,29,30,31,32,33,34	Cranes 2 x 400 mobile (104 tonnes SWL) 1 x 420 mobile (120 tonnes SWL) 2 x 250 mobile (65 tonnes SWL)	+353 1 887 6000 www.dublinport.ie
<b>South Bank Quay</b>	Common User	Berth 46 & 47	Cranes 1 x 250 mobile (65 tonnes SWL) 1 x 280 mobile (84 tonnes SWL)	+353 1 887 6000 www.dublinport.ie
<b>Liquid Bulk</b>	Common User	Berths Oil No's 1, 2, 3 & 4	30 Hectare oil zone storage capacity 330,000 tonnes facilities for handling oil products, bitumen and liquid petroleum gases linked to a common user pipe line system.	+353 1 887 6000 www.dublinport.ie
<b>Alexandra Basin East</b>	Common User	Berths 38, 39, 40	Cranes 2 x 400 mobile (104 tonnes SWL) 1 x 420 mobile (120 tonnes SWL) 2 x 250 mobile (65 tonnes SWL) 1 x Container Gantry (40 tonne SWL)	+353 1 887 6000 www.dublinport.ie



# CRUISE

Terminal	Operator	Berth Details	Facility Details	Contact Details
<b>Cruise Tourism</b>	Various	Berth 18 Smaller vessels can berth West of Tom Clarke Bridge close to the city.		+353 1 887 6000 www.dublinport.ie

# RO-RO SCHEDULE

## IRISH FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Ulysses</b> (Passenger & Freight) Tel: +353 (0)818 22 15 60	Holyhead	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
<b>Swift</b> (Passenger & Freight) Tel: +353 (0)818 22 15 60	Holyhead	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
<b>W.B. Yeats</b> (Passenger & Freight) Tel: +353 (0)818 22 15 60	Holyhead	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
	Cherbourg	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
<b>Epsilon</b> (Passenger & Freight) Tel: +353 (0)818 22 15 60	Holyhead	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
	Cherbourg	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1

## STENA LINE

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Stena Estrid</b> (Passengers & Freight) Freight Tel: 048 90 786 062 Passengers Tel: +353 1 907 5555	Holyhead	2	12.15 23.45	14.45 02.15	Terminal 2
<b>Stena Adventurer</b> (Passengers & Freight) Freight Tel: 048 90 786 062 Passengers Tel: +353 1 907 5555		2	05.30 18.00	08.15 20.30	Terminal 2

## P&O FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Norbank, Norbay and Clipper Pennant Ferries</b> (Freight) Tel: + 353 1 876 2345 (Passengers) Tel: +353 1 407 3434	Liverpool	4	05.15 11.00 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 (From 18/04/2022 the address will be Alexandra Road, Dublin 1, D01 H4C6.)

**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
<b>Fast Craft</b> <b>Tel: 00 44 8722 992992*</b>  <i>(* Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.)</i>	Douglas		Seasonal	Seasonal	Terminal 1

## SEATRUCK FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Cruise Ferry (Freight)</b> <b>Tel: +353 1 823 0492</b>	Liverpool	Up to 4 Daily	05.30 (Mon - Sat) 07.00 (Sun) 12.30 (Tue - Fri) 17.00 (Tue - Sat)	09.00 (Thu) 09.30 (Tue, Wed, Fri, Sat) 15.30 (Tue - Thu) 18.00 (Fri) 20.30 (Sun) 21.00 (Mon - Sat)	Terminal 5
	Heysham		10.00 (Tue - Sun)	13.00 (Mon - Sat)	Terminal 5

## CLDN RO RO SA

Ferry	Port	Sailings Per Week	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>ConRo Ferry</b>	Zeebrugge	3 sailings per week	06.00 (Saturday) 08.00 (Sunday) 14.00 (Thursday)	19.00 (Tuesday) 13.00 (Friday) 20.00 (Sunday)	Ocean Pier
	Rotterdam	5 sailings per week	07.00 (Monday) 10.00 (Monday) 12.00 (Wednesday) 05.00 (Thursday) 14.00 (Saturday)	20.00 (Monday) 20.00 (Wednesday) 13.00 (Thursday) 13.00 (Saturday) 12.00 (Sunday)	Ocean Pier
	Santander	1 sailing per week	07.00 (Tuesday)	13.00 (Tuesday)	Ocean Pier

**Terminals 1 & 2** Ferryport, Alexandra Road, Dublin 1

**Terminal 3** North Wall Extension, East Wall Road, Dublin 1 (From 18/04/2022 the address will be Alexandra Road, Dublin 1, D01 H4C6.)

**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.

# LO-LO SCHEDULE

## EUROPEAN

Country	Port	Frequency	Agent	Line	Contact Details
Belgium	Antwerp	2 sailings weekly	Seabridge Liner Agencies DSG	BG Freight Line	+353 1 803 8700
		3 sailings weekly		Eucon	+353 1 607 5555
		1 sailing weekly		MSC	+353 1 294 8704
	Zeebrugge	1 sailing weekly		Cosco Shipping Lines	+353 1 678 7398
		1 sailing weekly		X-Press	+353 1 819 2600
		1 sailing weekly		Cosco Shipping Lines	+353 1 678 7398
	1 sailing weekly	DSG	X-Press	+353 1 819 2600	
Cyprus	Limassol	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
France	Le Havre	1 sailing weekly	DSG	X-Press	+353 1 819 2600
Italy	Salerno	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Netherlands	Amsterdam	1 sailing weekly	DFDS DFDS DSG MTL Seabridge Liner Agencies	Samskip	+353 1 631 0900
		1 sailing weekly		DFDS	+353 1 812 9400
	Rotterdam	4 sailings weekly		DFDS	+353 1 812 9400
		3 sailings weekly		Eucon	+353 1 607 5555
		1 sailing weekly		X-Press	+353 1 819 2600
		2 sailings weekly		Containerships – CMA CGM Gmbh	+353 1 887 7437
		4 sailings weekly		Samskip	+353 1 631 0900
		4 sailings weekly		BG Freight Line	+353 1 803 8700
		1 sailing weekly		Cosco Shipping Lines	+353 1 678 7398
	Portugal	Leixoes		1 sailing weekly	Containerships - CMA CGM Gmbh
1 sailing weekly			Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Setubal		1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships – CMA CGM Gmbh	+353 1 887 7437
Spain	Bilbao	1 sailing weekly	DFDS	DFDS	+353 1 812 9400
		1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships – CMA CGM Gmbh	+353 1 887 7437
	Cartagena	1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships - CMA CGM Gmbh	+353 1 887 7437
	Castellon	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Cadiz	1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships - CMA CGM Gmbh	+353 1 887 7437
		1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships - CMA CGM Gmbh	+353 1 887 7437
	Turkey	Mersin	1 sailing weekly	Jenkinson Agencies	Borchard Lines
	Izmir	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500

## IRISH SEA

Country	Port	Frequency	Agent	Line	Contact Details
UK	Liverpool	1 sailing weekly	DFDS Containerships - CMA CGM Gmbh	DFDS	+353 1 812 9400
		2 sailings weekly		BG Freight Line	+353 1 803 8700
		4 sailings weekly		Containerships – CMA CGM Gmbh	+353 1 887 7437
	(exports only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
UK	Southampton	1 sailing weekly	DSG	X-Press	+353 1 819 2600

## NON-EUROPEAN

Country	Port	Frequency	Agent	Line	Contact Details
Lebanon	Beruit	1 sailing weekly	Jenkinson Agencies	Gracechurch Container Lines	+353 1 816 3500
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



# Roadbridge



Roadbridge is a Limerick based international company that has been in operation for over 50 years. As a leading civil engineering and construction contractor, our skill sets go far beyond earthworks and constructing, and span the entire project life cycle.

# PASSENGER SCHEDULE

## IRISH FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Ulysses</b> (Passenger & Freight) Tel: +353 818 300 400	Holyhead	TBC	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Terminal 1
<b>Dublin Swift</b> (Passengers) Tel: +353 818 300 400	Holyhead	TBC	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Terminal 1
<b>Epsilon</b> (Passenger & Freight) Tel: +353 818 300 400	Holyhead	TBC	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Terminal 1
<b>Epsilon</b> (Passenger & Freight) Tel: +353 818 300 400	Cherbourg	TBC	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Terminal 1
<b>W.B. Yeats</b> (Passenger & Freight) Tel: +353 818 300 400	Cherbourg	TBC	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Terminal 1
<b>W.B. Yeats</b> (Passenger & Freight) Tel: +353 818 300 400	Holyhead	TBC	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Visit <a href="http://www.irishferries.com">www.irishferries.com</a>	Terminal 1

## STENA LINE

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Stena Estrid</b> (Passengers & Freight) Freight Tel: 048 90 786 062 Passengers Tel: +353 1 907 5555	Holyhead	2	12.15 23.45	14.45 02.15	Terminal 2
<b>Stena Adventurer</b> (Passengers & Freight) Freight Tel: 048 90 786 062 Passengers Tel: +353 1 907 5555		2	05.30 18.00	08.15 20.30	Terminal 2

## P&O FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Norbank, Norbay and Clipper Pennant Ferries</b> (Passenger & Freight) Tel: +353 1 407 3434	Liverpool	3	05.15 11.00 17.30	09.15 15.00 21.30	Terminal 3

*P&O Ferries do not carry passengers on the 21.30 hrs sailing ex Dublin on Sunday evenings.*

## ISLE OF MAN STEAM PACKET COMPANY

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
<b>Fastcraft Manannan</b> Tel: 0044 8722 992 992**	Douglas		Seasonal	Seasonal	Terminal 1

*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*

*Ocean Pier*

*Dublin 1*

*Alexandra Road Extension, Dublin 1*

*Branch Road North, Alexandra Road,*

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

*\*\* Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.*

*\*From 18/04/2022 the address will be Alexandra Road, Dublin 1, D01H4C6.*



*Mediterranean Shipping Company S.A.,  
a leading shipping line engaged  
in worldwide container transport.*



**MEDITERRANEAN SHIPPING COMPANY**



### **MSC IRELAND**

**DUBLIN** Apex Business Centre, Blackthorn Road, Sandyford, Dublin 18.

**BELFAST** Prince's Dock, 14 Clarendon Road, Belfast BT1 3BG.

**CORK** North Point House, North Point Business Park, New Mallow Road, Cork.

[www.msc.com](http://www.msc.com) [IE372-info@msc.com](mailto:IE372-info@msc.com)



# CNG – Ireland’s low carbon transport energy solution

In 2019, Ireland began on its journey to decarbonising heavy transport with the opening of the nation’s first fast-fill compressed natural gas (CNG) refuelling station Circle K Dublin Port.

As the number of CNG vehicles in Ireland has increased, demand for this alternative fuel has grown significantly. In 2021 alone, there has been an increase of over 121% in the volume of CNG dispensed at the Dublin Port station versus its entire first year in operation.

Jonathan Diver, Senior Director Fuels at Circle K, said: “With the success of Circle K Dublin Port, we were excited to unveil three more stations at Clonshaugh in Dublin, Cashel in Tipperary, and Ballysimon Road in Limerick, further strengthening our natural gas capabilities.

“Circle K has longstanding ties to the commercial transport and freight industry and a key priority of ours is supporting this sector as it endeavours to reduce its

carbon emissions. We believe that CNG will play a critical part in decarbonisation of the commercial sector into the future.”

Strategically located to support prominent haulier routes, Gas Networks Ireland now has a fifth station almost completed in Cavan and a further eight in planning and development for 2022. The new stations allow fleet operators to begin the journey to sustainable transport by switching from diesel to CNG today and ultimately transition to renewable gases, including biomethane and hydrogen, in the future.

## CNG Vehicle Grant Scheme

In Ireland, transport remains one of the most difficult areas to decarbonise. Heavy commercial vehicles, such as trucks and buses that currently rely on diesel power, are responsible for approximately 30% of transport emissions, despite representing only 4% of the transport on Irish roads.

To help Ireland’s fleet operators transition to cleaner CNG vehicles, Gas Networks Ireland has a CNG Vehicle Grant Scheme that provides grants of up to €5,000 for new CNG vehicles and up to maximum of €60,000 per business.

Applications are now being accepted at [www.gasnetworks.ie/cngvehiclegrant](http://www.gasnetworks.ie/cngvehiclegrant).

## Ireland’s first CNG grab tipper truck

Gas Networks Ireland is continuing to decarbonise its own works fleet with Ireland’s first CNG tipper grab truck now on the road. This innovative truck not only meets but exceeds the requirements of the EU Clean Vehicles Directive that



requires public bodies to purchase a certain target percentage of clean vehicles.

In 2022, Gas Networks Ireland will fuel the truck with 100% renewable biomethane through the purchase of renewable gas certificates, delivering total well-to-wheel carbon emissions reduction of over 90% versus its diesel equivalent, depending on the mix of substrates used to produce the biomethane (Low Carbon Vehicle Partnership, 2020). This provides a strong example of how Ireland can decarbonise a section of the transport sector for which electric vehicles are not a viable option.



## Contact us

To learn more about the many benefits of CNG for fleet operators and hauliers and the future of renewable gas in transport, call 1800 411 511, email [cng@gasnetworks.ie](mailto:cng@gasnetworks.ie) or visit [www.gasnetworks.ie/cng](http://www.gasnetworks.ie/cng).





Gas  
Networks  
Ireland

Progress Naturally



# Grants up to €5,000

CNG Vehicle Grant Scheme open for applications

Compressed Natural Gas (CNG) is a cleaner and proven alternative to diesel for trucks, buses and vans.

Gas Networks Ireland is providing grants of up to €5,000\* per vehicle to support Irish fleet operators and hauliers to make the sustainable transition to CNG and reduce their carbon footprint. Grants can be used towards the costs of vehicles registered from 2020.

Contact us to start your journey today

Email: [greenconnect@gasnetworks.ie](mailto:greenconnect@gasnetworks.ie)

Learn more at

[www.gasnetworks.ie/cngvehiclegrant](http://www.gasnetworks.ie/cngvehiclegrant)



Co-financed by the Connecting Europe  
Facility of the European Union

 [#ProgressNaturally](https://twitter.com/ProgressNaturally)

\* Subject to availability of funds, vehicle category and terms and conditions of the CNG Vehicle Grant Scheme

# TIDE TABLES

## Dublin (North Wall)

JANUARY 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Sat	10:00 22:27	4.04 4.06	03:24 15:45	0.76 0.83	08:40	16:16	
2	Sun	10:49 23:20	4.18 4.13	04:14 16:37	0.68 0.64	08:39	16:17	●
3	Mon	11:36	4.28	05:00 17:27	0.64 0.50	08:39	16:19	
4	Tue	00:11 12:24	4.13 4.32	05:46 18:15	0.66 0.44	08:39	16:20	
5	Wed	01:01 13:12	4.06 4.31	06:32 19:06	0.74 0.47	08:39	16:21	
6	Thu	01:52 14:01	3.95 4.24	07:19 19:57	0.87 0.56	08:38	16:22	
7	Fri	02:45 14:54	3.80 4.12	08:09 20:49	1.02 0.71	08:38	16:24	
8	Sat	03:40 15:48	3.64 3.97	09:03 21:44	1.19 0.90	08:37	16:25	
9	Sun	04:38 16:45	3.50 3.81	10:00 22:40	1.35 1.10	08:37	16:27	☽
10	Mon	05:39 17:46	3.41 3.65	11:00 23:41	1.48 1.28	08:36	16:28	
11	Tue	06:40 18:50	3.37 3.54	12:05	1.57	08:35	16:30	
12	Wed	07:41 19:52	3.41 3.48	00:48 13:15	1.41 1.58	08:35	16:31	
13	Thu	08:37 20:51	3.49 3.48	01:57 14:23	1.45 1.51	08:34	16:33	
14	Fri	09:27 21:44	3.60 3.51	02:56 15:19	1.42 1.39	08:33	16:34	
15	Sat	10:12 22:28	3.72 3.56	03:42 16:05	1.36 1.26	08:32	16:36	
16	Sun	10:50 23:07	3.81 3.61	04:19 16:43	1.28 1.15	08:31	16:38	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Mon	11:25 23:42	3.88 3.66	04:51 17:17	1.20 1.05	08:30	16:39	○
18	Tue	11:57	3.92	05:21 17:48	1.13 0.97	08:29	16:41	
19	Wed	00:15 12:27	3.69 3.95	05:49 18:18	1.07 0.90	08:28	16:43	
20	Thu	00:48 13:01	3.72 3.97	06:19 18:51	1.02 0.83	08:27	16:45	
21	Fri	01:24 13:39	3.74 3.97	06:54 19:27	1.00 0.78	08:25	16:46	
22	Sat	02:04 14:21	3.74 3.96	07:33 20:09	1.00 0.76	08:24	16:48	
23	Sun	02:48 15:06	3.72 3.92	08:17 20:55	1.04 0.79	08:23	16:50	
24	Mon	03:35 15:53	3.66 3.86	09:06 21:45	1.11 0.87	08:22	16:52	
25	Tue	04:27 16:45	3.59 3.76	09:59 22:41	1.21 0.99	08:20	16:54	☾
26	Wed	05:24 17:45	3.51 3.66	11:00 23:46	1.31 1.11	08:19	16:56	
27	Thu	06:31 18:55	3.49 3.60	12:12	1.36	08:17	16:57	
28	Fri	07:42 20:12	3.55 3.63	01:00 13:29	1.18 1.31	08:16	16:59	
29	Sat	08:48 21:23	3.69 3.74	02:12 14:40	1.13 1.13	08:14	17:01	
30	Sun	09:48 22:24	3.88 3.87	03:15 15:42	1.00 0.88	08:13	17:03	
31	Mon	10:41 23:17	4.07 3.97	04:09 16:35	0.84 0.63	08:11	17:05	

FEBRUARY 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Tue	11:28	4.20	04:55 17:22	0.71 0.44	08:10	17:07	●
2	Wed	00:05 12:12	4.00 4.27	05:37 18:06	0.64 0.35	08:08	17:09	
3	Thur	00:48 12:55	3.97 4.27	06:18 18:49	0.64 0.35	08:06	17:11	
4	Fri	01:31 13:38	3.88 4.21	06:58 19:33	0.69 0.45	8:04	17:13	
5	Sat	02:13 14:22	3.76 4.09	07:42 20:17	0.79 0.61	08:03	17:15	
6	Sun	02:57 15:08	3.62 3.93	08:28 21:03	0.94 0.83	08:01	17:17	
7	Mon	03:43 15:57	3.48 3.73	09:18 21:51	1.12 1.07	07:59	17:19	
8	Tue	04:36 16:53	3.34 3.52	10:13 22:44	1.31 1.33	07:57	17:21	☽
9	Wed	05:38 17:59	3.24 3.33	11:15 23:45	1.48 1.55	07:55	17:23	
10	Thur	06:45 19:10	3.21 3.22	12:24	1.59	07:53	17:25	
11	Fri	07:51 20:17	3.26 3.22	00:59 13:46	1.67 1.58	07:51	17:27	
12	Sat	08:51 21:18	3.39 3.30	02:27 14:58	1.64 1.44	07:49	17:29	
13	Sun	09:43 22:07	3.55 3.42	03:24 15:47	1.50 1.26	07:47	17:31	
14	Mon	10:27 22:48	3.70 3.54	04:02 16:24	1.33 1.08	07:45	17:33	
15	Tue	11:03 23:22	3.81 3.64	04:33 16:54	1.17 0.91	07:43	17:35	
16	Wed	11:33 23:52	3.90 3.72	05:00 17:23	1.01 0.76	07:41	17:37	○

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Thu	12:03	3.97	05:27 17:51	0.87 0.63	07:39	17:39	
18	Fri	00:22 12:35	3.80 4.03	05:55 18:22	0.75 0.52	07:37	17:40	
19	Sat	00:55 13:12	3.85 4.07	06:28 18:58	0.68 0.47	07:35	17:42	
20	Sun	01:33 13:52	3.87 4.07	07:06 19:39	0.66 0.49	07:33	17:44	
21	Mon	02:15 14:36	3.85 4.02	07:48 20:23	0.70 0.58	07:31	17:46	
22	Tue	03:00 15:23	3.78 3.91	08:35 21:12	0.81 0.75	07:28	17:48	
23	Wed	03:50 16:15	3.66 3.75	09:28 22:07	0.97 0.98	07:26	17:50	☾
24	Thu	04:47 17:18	3.51 3.56	10:30 23:14	1.17 1.22	07:24	17:52	
25	Fri	05:57 18:40	3.40 3.43	11:48	1.31	07:22	17:54	
26	Sat	07:21 20:09	3.41 3.45	00:38 13:18	1.36 1.30	07:20	17:56	
27	Sun	08:37 21:24	3.56 3.59	02:03 14:39	1.32 1.09	07:17	17:58	
28	Mon	09:41 22:25	3.77 3.75	03:12 15:41	1.12 0.81	07:15	18:00	



# TIDE TABLES

## Dublin (North Wall)

MARCH 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Tue	10:35 23:15	3.97 3.86	04:03 16:30	0.90 0.54	07:13	18:02	
2	Wed	11:20 23:56	4.12 3.89	04:46 17:12	0.71 0.37	07:11	18:04	●
3	Thur	11:59	4.18	05:24 17:51	0.59 0.29	07:08	18:05	
4	Fri	00:31 12:36	3.87 4.17	06:00 18:27	0.53 0.32	07:06	18:07	
5	Sat	01:03 13:12	3.80 4.11	06:36 19:05	0.54 0.43	07:04	18:09	
6	Sun	01:36 13:50	3.72 4.00	07:14 19:42	0.62 0.60	07:01	18:11	
7	Mon	02:12 14:31	3.63 3.85	07:55 20:22	0.74 0.81	06:59	18:13	
8	Tue	02:51 15:15	3.52 3.65	08:40 21:04	0.92 1.06	06:57	18:15	
9	Wed	03:35 16:04	3.39 3.42	09:31 21:52	1.14 1.33	06:54	18:17	
10	Thur	04:27 17:06	3.23 3.19	10:31 22:51	1.36 1.59	06:52	18:19	☽
11	Fri	05:45 18:29	3.10 3.04	11:41	1.53	06:49	18:21	
12	Sat	07:08 19:46	3.10 3.04	00:05 13:02	1.77 1.56	06:47	18:22	
13	Sun	08:17 20:51	3.22 3.17	01:41 14:27	1.76 1.42	06:45	18:24	
14	Mon	09:14 21:43	3.40 3.35	02:57 15:18	1.56 1.19	06:42	18:26	
15	Tue	09:59 22:23	3.59 3.52	03:36 15:54	1.33 0.95	06:40	18:28	
16	Wed	10:35 22:56	3.75 3.67	04:06 16:24	1.09 0.72	06:37	18:30	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Thu	11:06 23:24	3.88 3.79	04:32 16:51	0.87 0.52	06:35	18:32	
18	Fri	11:35 23:52	4.00 3.89	04:59 17:21	0.67 0.37	06:33	18:33	○
19	Sat	12:07	4.08	05:28 17:53	0.51 0.27	06:30	18:35	
20	Sun	00:25 12:44	3.97 4.13	06:02 18:30	0.42 0.27	06:28	18:37	
21	Mon	01:03 13:25	3.99 4.11	06:40 19:11	0.41 0.35	06:25	18:39	
22	Tue	01:45 14:11	3.96 4.03	07:24 19:56	0.48 0.53	06:23	18:41	
23	Wed	02:31 15:01	3.86 3.88	08:12 20:47	0.64 0.78	06:21	18:43	
24	Thu	03:22 15:58	3.71 3.66	09:09 21:46	0.86 1.07	06:18	18:44	
25	Fri	04:21 17:09	3.53 3.44	10:19 22:57	1.08 1.34	06:16	18:46	☾
26	Sat	05:37 18:42	3.38 3.33	11:43	1.23	06:13	18:48	
27	Sun	08:08 21:10	3.39 3.39	00:26 14:15	1.47 1.18	07:11	19:50	
28	Mon	09:27 22:22	3.54 3.55	02:54 15:32	1.38 0.96	07:09	19:52	
29	Tue	10:32 23:18	3.75 3.70	04:00 16:29	1.16 0.71	07:06	19:53	
30	Wed	11:24	3.93	04:48 17:14	0.92 0.50	07:04	19:55	
31	Thu	00:03 12:08	3.79 4.03	05:29 17:54	0.73 0.38	07:01	19:57	

APRIL 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Fri	00:41 12:44	3.81 4.06	06:06 18:30	0.59 0.36	06:59	19:59	●
2	Sat	01:10 13:15	3.79 4.03	06:40 19:03	0.53 0.42	06:57	20:01	
3	Sun	01:35 13:47	3.75 3.97	07:15 19:36	0.53 0.53	06:54	20:02	
4	Mon	02:03 14:23	3.72 3.88	07:50 20:10	0.59 0.68	06:52	20:04	
5	Tue	02:37 15:02	3.68 3.74	08:28 20:45	0.70 0.87	06:49	20:06	
6	Wed	03:15 15:44	3.60 3.57	09:11 21:24	0.85 1.09	06:47	20:08	
7	Thu	03:55 16:30	3.48 3.37	09:59 22:09	1.05 1.33	06:45	20:10	
8	Fri	04:42 17:27	3.32 3.15	10:57 23:06	1.26 1.58	06:42	20:12	
9	Sat	05:43 18:48	3.15 2.99	12:06	1.43	06:40	20:13	☽
10	Sun	07:18 20:11	3.06 3.00	00:23 13:20	1.76 1.47	06:38	20:15	
11	Mon	08:37 21:18	3.14 3.14	01:45 14:36	1.77 1.35	06:35	20:17	
12	Tue	09:36 22:09	3.31 3.34	03:04 15:33	1.59 1.11	06:33	20:19	
13	Wed	10:23 22:50	3.52 3.53	03:53 16:13	1.33 0.85	06:31	20:21	
14	Thu	11:00 23:22	3.71 3.71	04:27 16:46	1.06 0.60	06:28	20:22	
15	Fri	11:32 23:51	3.88 3.86	04:57 17:18	0.80 0.38	06:26	20:24	
16	Sat	12:05	4.03	05:27 17:51	0.57 0.24	06:24	20:26	○

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Sun	00:22 12:40	3.98 4.12	06:00 18:26	0.40 0.18	06:21	20:28	
18	Mon	00:57 13:21	4.06 4.15	06:38 19:05	0.31 0.23	06:19	20:30	
19	Tue	01:37 14:06	4.08 4.11	07:19 19:48	0.32 0.38	06:17	20:31	
20	Wed	02:21 14:55	4.03 3.99	08:06 20:36	0.43 0.61	06:15	20:33	
21	Thu	03:11 15:51	3.93 3.81	09:01 21:31	0.60 0.89	06:12	20:35	
22	Fri	04:06 16:54	3.78 3.60	10:06 22:35	0.81 1.17	06:10	20:37	
23	Sat	05:10 18:13	3.61 3.42	11:18 23:48	0.99 1.39	06:08	20:39	☾
24	Sun	06:30 19:40	3.50 3.37	12:39	1.07	06:06	20:41	
25	Mon	07:54 20:59	3.52 3.44	01:10 14:01	1.48 1.02	06:04	20:42	
26	Tue	09:09 22:05	3.64 3.57	02:30 15:11	1.39 0.87	06:01	20:44	
27	Wed	10:12 22:58	3.78 3.68	03:33 16:06	1.21 0.71	05:59	20:46	
28	Thu	11:05 23:42	3.89 3.74	04:24 16:51	1.00 0.59	05:57	20:48	
29	Fri	11:48	3.94	05:06 17:30	0.84 0.55	05:55	20:50	
30	Sat	00:19 12:24	3.75 3.93	05:44 18:06	0.72 0.57	05:53	20:51	●

# TIDE TABLES

## Dublin (North Wall)

MAY 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Sun	00:47 12:55	3.74 3.89	06:20 18:39	0.67 0.64	05:51	20:53	
2	Mon	01:10 13:27	3.74 3.83	06:55 19:11	0.67 0.74	05:49	20:55	
3	Tue	01:39 14:01	3.74 3.75	07:30 19:43	0.71 0.85	05:47	20:57	
4	Wed	02:12 14:39	3.72 3.65	08:09 20:17	0.80 0.99	05:45	20:58	
5	Thu	02:48 15:21	3.68 3.53	08:50 20:54	0.92 1.15	05:43	21:00	
6	Fri	03:29 16:06	3.58 3.37	09:36 21:39	1.06 1.34	05:41	21:02	
7	Sat	04:15 17:00	3.45 3.21	10:31 22:33	1.20 1.52	05:39	21:04	
8	Sun	05:10 18:06	3.30 3.09	11:33 23:43	1.31 1.66	05:37	21:05	
9	Mon	06:21 19:23	3.19 3.07	12:39	1.33	05:36	21:07	☾
10	Tue	07:40 20:30	3.21 3.17	00:57 13:44	1.68 1.24	05:34	21:09	
11	Wed	08:43 21:23	3.33 3.35	02:03 14:39	1.57 1.06	05:32	21:10	
12	Thu	09:33 22:06	3.51 3.54	02:57 15:26	1.35 0.83	05:30	21:12	
13	Fri	10:16 22:42	3.71 3.74	03:40 16:06	1.10 0.60	05:28	21:14	
14	Sat	10:56 23:18	3.90 3.91	04:18 16:45	0.84 0.41	05:27	21:16	
15	Sun	11:36 23:55	4.04 4.04	04:56 17:23	0.61 0.30	05:25	21:17	
16	Mon	12:19	4.13	05:36 18:03	0.44 0.28	05:24	21:19	☉

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Tue	00:35 13:05	4.12 4.14	06:18 18:45	0.36 0.35	05:22	21:20	
18	Wed	01:19 13:54	4.14 4.08	07:06 19:32	0.37 0.51	05:20	21:22	
19	Thu	02:06 14:48	4.11 3.96	07:58 20:24	0.46 0.73	05:19	21:24	
20	Fri	03:00 15:48	4.02 3.80	08:57 21:21	0.59 0.97	05:17	21:25	
21	Sat	03:58 16:55	3.91 3.63	10:03 22:24	0.74 1.19	05:16	21:27	
22	Sun	05:04 18:08	3.79 3.51	11:12 23:32	0.85 1.35	05:15	21:28	☾
23	Mon	06:18 19:22	3.71 3.46	12:24	0.93	05:13	21:30	
24	Tue	07:33 20:33	3.69 3.48	00:43 13:35	1.42 0.94	05:12	21:31	
25	Wed	08:41 21:35	3.73 3.55	01:55 14:40	1.39 0.90	05:11	21:33	
26	Thu	09:42 22:29	3.78 3.63	02:59 15:36	1.29 0.85	05:09	21:34	
27	Fri	10:37 23:14	3.81 3.68	03:53 16:24	1.15 0.82	05:08	21:35	
28	Sat	11:23 23:51	3.82 3.71	04:40 17:06	1.03 0.83	05:07	21:37	
29	Sun	12:02	3.79	05:22 17:43	0.94 0.86	05:06	21:38	
30	Mon	00:22 12:36	3.73 3.75	06:01 18:18	0.89 0.91	05:05	21:39	☉
31	Tue	00:49 13:08	3.75 3.70	06:39 18:49	0.88 0.97	05:04	21:41	

JUNE 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Wed	01:18 13:42	3.77 3.65	07:15 19:21	0.90 1.03	05:03	21:42	
2	Thu	01:51 14:20	3.77 3.60	07:53 19:54	0.95 1.10	05:02	21:43	
3	Fri	02:28 15:00	3.75 3.53	08:32 20:31	1.00 1.19	05:01	21:44	
4	Sat	03:09 15:45	3.69 3.44	09:15 21:14	1.07 1.29	05:01	21:45	
5	Sun	03:54 16:33	3.60 3.35	10:03 22:03	1.13 1.40	05:00	21:46	
6	Mon	04:43 17:26	3.50 3.27	10:57 22:59	1.17 1.49	04:59	21:47	
7	Tue	05:39 18:26	3.43 3.24	11:54	1.18	04:59	21:48	☾
8	Wed	06:39 19:27	3.40 3.28	00:02 12:51	1.53 1.13	04:58	21:49	
9	Thu	07:41 20:25	3.46 3.39	01:04 13:48	1.48 1.03	04:58	21:50	
10	Fri	08:39 21:17	3.57 3.55	02:01 14:39	1.35 0.88	04:57	21:51	
11	Sat	09:33 22:04	3.72 3.73	02:54 15:28	1.16 0.73	04:57	21:51	
12	Sun	10:24 22:49	3.88 3.90	03:42 16:15	0.95 0.59	04:56	21:52	
13	Mon	11:15 23:34	4.01 4.04	04:30 17:00	0.74 0.51	04:56	21:53	
14	Tue	12:05	4.08	05:18 17:46	0.58 0.48	04:56	21:54	☉
15	Wed	00:20 12:56	4.15 4.10	06:06 18:33	0.47 0.52	04:56	21:54	
16	Thu	01:07 13:48	4.20 4.06	06:57 19:21	0.43 0.63	04:55	21:55	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Fri	01:57 14:43	4.20 3.96	07:52 20:12	0.45 0.78	04:55	21:55	
18	Sat	02:50 15:41	4.15 3.83	08:50 21:06	0.53 0.95	04:55	21:55	
19	Sun	03:48 16:42	4.06 3.70	09:51 22:05	0.63 1.11	04:55	21:56	
20	Mon	04:49 17:45	3.96 3.57	10:54 23:06	0.74 1.25	04:56	21:56	
21	Tue	05:54 18:51	3.86 3.49	11:56	0.86	04:56	21:56	☾
22	Wed	07:00 19:54	3.77 3.46	00:09 13:00	1.36 0.98	04:56	21:57	
23	Thu	08:06 20:55	3.71 3.48	01:14 14:03	1.41 1.06	04:56	21:57	
24	Fri	09:07 21:51	3.68 3.53	02:19 15:03	1.40 1.11	04:56	21:57	
25	Sat	10:04 22:39	3.66 3.60	03:21 15:56	1.33 1.13	04:57	21:57	
26	Sun	10:55 23:21	3.65 3.67	04:15 16:42	1.24 1.13	04:57	21:57	
27	Mon	11:38 23:57	3.64 3.73	05:03 17:22	1.16 1.13	04:58	21:57	
28	Tue	12:15	3.63	05:45 17:57	1.09 1.13	04:58	21:56	
29	Wed	00:28 12:51	3.78 3.62	06:23 18:30	1.04 1.12	04:59	21:56	☉
30	Thu	01:00 13:25	3.81 3.61	07:00 19:01	1.01 1.12	05:00	21:56	





*d'Amico*



# Across the World

[www.damicoship.com](http://www.damicoship.com)

# TIDE TABLES

## Dublin (North Wall)

JULY 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Fri	01:33 14:00	3.83 3.60	07:35 19:33	1.00 1.12	05:00	21:56	
2	Sat	02:07 14:38	3.83 3.58	08:09 20:07	0.99 1.13	05:01	21:55	
3	Sun	02:46 15:18	3.81 3.56	08:47 20:46	0.99 1.17	05:02	21:55	
4	Mon	03:28 16:02	3.77 3.52	09:28 21:30	0.99 1.21	05:03	21:54	
5	Tue	04:13 16:48	3.72 3.48	10:14 22:18	0.99 1.27	05:03	21:54	
6	Wed	05:02 17:39	3.66 3.43	11:04 23:09	1.01 1.32	05:04	21:53	
7	Thu	05:54 18:34	3.61 3.41	11:58	1.03	05:05	21:52	☾
8	Fri	06:51 19:33	3.58 3.44	00:07 12:57	1.35 1.04	05:06	21:52	
9	Sat	07:54 20:35	3.60 3.52	01:09 13:57	1.34 1.02	05:07	21:51	
10	Sun	09:00 21:33	3.67 3.67	02:13 14:57	1.25 0.95	05:08	21:50	
11	Mon	10:03 22:29	3.78 3.84	03:15 15:54	1.10 0.86	05:10	21:49	
12	Tue	11:03 23:20	3.91 4.02	04:13 16:46	0.90 0.75	05:11	21:48	
13	Wed	11:57	4.01	05:09 17:36	0.69 0.67	05:12	21:47	☉
14	Thu	00:09 12:48	4.16 4.06	06:00 18:22	0.51 0.63	05:13	21:46	
15	Fri	00:56 13:39	4.26 4.04	06:51 19:08	0.40 0.65	05:14	21:45	
16	Sat	01:44 14:30	4.28 3.97	07:42 19:55	0.37 0.73	05:16	21:44	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Sun	02:33 15:21	4.25 3.85	08:34 20:44	0.43 0.84	05:17	21:43	
18	Mon	03:24 16:14	4.16 3.71	09:28 21:36	0.55 0.99	05:18	21:42	
19	Tue	04:19 17:09	4.04 3.57	10:23 22:30	0.71 1.14	05:20	21:41	
20	Wed	05:17 18:06	3.88 3.45	11:18 23:28	0.90 1.30	05:21	21:39	☾
21	Thu	06:18 19:07	3.72 3.38	12:15	1.11	05:23	21:38	
22	Fri	07:24 20:09	3.58 3.36	00:30 13:17	1.43 1.29	05:24	21:36	
23	Sat	08:29 21:09	3.49 3.41	01:37 14:23	1.50 1.40	05:26	21:35	
24	Sun	09:31 22:03	3.46 3.51	02:49 15:27	1.49 1.43	05:27	21:34	
25	Mon	10:28 22:51	3.48 3.63	03:55 16:21	1.40 1.39	05:28	21:32	
26	Tue	11:16 23:32	3.52 3.73	04:48 17:03	1.27 1.31	05:30	21:31	
27	Wed	11:57	3.56	05:30 17:39	1.15 1.23	05:32	21:29	
28	Thu	00:08 12:32	3.82 3.60	06:06 18:11	1.05 1.14	05:33	21:27	☉
29	Fri	00:40 13:05	3.88 3.63	06:39 18:40	0.97 1.07	05:35	21:26	
30	Sat	01:10 13:36	3.91 3.66	07:09 19:09	0.90 1.01	05:36	21:24	
31	Sun	01:42 14:10	3.94 3.69	07:39 19:39	0.85 0.98	05:38	21:22	

AUGUST 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Mon	02:18 14:48	3.94 3.70	08:12 20:15	0.81 0.96	05:40	21:21	
2	Tue	02:57 15:28	3.93 3.69	08:50 20:55	0.79 0.99	05:41	21:19	
3	Wed	03:40 16:12	3.89 3.65	09:33 21:39	0.81 1.04	05:43	21:17	
4	Thu	04:26 16:58	3.83 3.59	10:21 22:29	0.88 1.14	05:45	21:15	
5	Fri	05:15 17:51	3.73 3.51	11:13 23:24	0.99 1.25	05:46	21:13	☾
6	Sat	06:12 18:52	3.62 3.44	12:13	1.12	05:48	21:11	
7	Sun	07:22 20:03	3.53 3.46	00:30 13:23	1.34 1.22	05:50	21:09	
8	Mon	08:42 21:13	3.54 3.59	01:46 14:36	1.35 1.22	05:51	21:07	
9	Tue	09:55 22:15	3.65 3.79	03:03 15:42	1.21 1.10	05:53	21:06	
10	Wed	10:58 23:10	3.81 4.01	04:09 16:40	0.96 0.93	05:55	21:04	
11	Thu	11:52 23:58	3.95 4.19	05:06 17:28	0.68 0.77	05:56	21:02	
12	Fri	12:41	4.02	05:56 18:12	0.45 0.65	05:58	21:00	☉
13	Sat	00:43 13:26	4.30 4.02	06:41 18:53	0.31 0.60	06:00	20:57	
14	Sun	01:26 14:09	4.33 3.95	07:25 19:34	0.29 0.63	06:02	20:55	
15	Mon	02:09 14:51	4.29 3.84	08:09 20:17	0.36 0.72	06:03	20:53	
16	Tue	02:54 15:36	4.18 3.71	08:56 21:03	0.53 0.86	06:05	20:51	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Wed	03:40 16:21	4.02 3.58	09:43 21:53	0.74 1.04	06:07	20:49	
18	Thu	04:31 17:11	3.82 3.44	10:33 22:47	1.00 1.23	06:09	20:47	
19	Fri	05:28 18:10	3.60 3.33	11:26 23:48	1.26 1.43	06:10	20:45	☾
20	Sat	06:37 19:18	3.39 3.27	12:25	1.49	06:12	20:42	
21	Sun	07:51 20:27	3.27 3.31	00:56 13:35	1.57 1.65	06:14	20:40	
22	Mon	09:02 21:30	3.26 3.42	02:18 15:00	1.59 1.66	06:15	20:38	
23	Tue	10:06 22:24	3.34 3.58	03:39 16:02	1.46 1.55	06:17	20:36	
24	Wed	10:57 23:09	3.45 3.74	04:33 16:45	1.28 1.39	06:19	20:33	
25	Thu	11:37 23:45	3.56 3.86	05:12 17:19	1.09 1.22	06:21	20:31	
26	Fri	12:12	3.65	05:44 17:48	0.93 1.07	06:22	20:29	
27	Sat	00:17 12:42	3.94 3.72	06:12 18:15	0.81 0.95	06:24	20:27	☉
28	Sun	00:45 13:09	4.00 3.78	06:39 18:40	0.71 0.85	06:26	20:24	
29	Mon	01:14 13:40	4.04 3.82	07:06 19:10	0.63 0.78	06:28	20:22	
30	Tue	01:48 14:15	4.07 3.85	07:38 19:45	0.59 0.75	06:29	20:20	
31	Wed	02:26 14:54	4.06 3.85	08:15 20:24	0.61 0.78	06:31	20:17	



# TIDE TABLES

## Dublin (North Wall)

### SEPTEMBER 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Thu	03:07 15:36	4.01 3.79	08:57 21:07	0.69 0.88	06:33	20:15	
2	Fri	03:52 16:24	3.90 3.70	09:45 21:57	0.85 1.03	06:35	20:13	
3	Sat	04:44 17:16	3.75 3.57	10:38 22:55	1.06 1.22	06:36	20:10	☾
4	Sun	05:45 18:20	3.56 3.45	11:42	1.29	06:38	20:08	
5	Mon	07:05 19:41	3.41 3.42	00:09 13:02	1.38 1.44	06:40	20:05	
6	Tue	08:39 21:01	3.43 3.56	01:38 14:27	1.40 1.42	06:41	20:03	
7	Wed	09:56 22:07	3.59 3.79	03:03 15:39	1.21 1.25	06:43	20:01	
8	Thu	10:57 23:01	3.78 4.03	04:11 16:33	0.90 1.01	06:45	19:58	
9	Fri	11:48 23:48	3.93 4.21	05:03 17:18	0.60 0.80	06:47	19:56	
10	Sat	12:31	4.00	05:46 17:57	0.37 0.64	06:48	19:53	☉
11	Sun	00:28 13:09	4.30 3.99	06:26 18:35	0.27 0.57	06:50	19:51	
12	Mon	01:06 13:44	4.32 3.93	07:04 19:12	0.28 0.57	06:52	19:48	
13	Tue	01:43 14:18	4.26 3.85	07:42 19:50	0.40 0.65	06:54	19:46	
14	Wed	02:22 14:56	4.14 3.76	08:21 20:32	0.59 0.78	06:55	19:44	
15	Thu	03:05 15:36	3.97 3.65	09:03 21:18	0.83 0.97	06:57	19:41	
16	Fri	03:51 16:21	3.75 3.52	09:48 22:11	1.09 1.19	06:59	19:39	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Sat	04:43 17:13	3.51 3.38	10:39 23:11	1.37 1.41	07:00	19:36	☾
18	Sun	05:51 18:25	3.27 3.26	11:39	1.63	07:02	19:34	
19	Mon	07:15 19:46	3.12 3.25	00:21 12:51	1.58 1.80	07:04	19:31	
20	Tue	08:33 20:57	3.14 3.36	01:45 14:24	1.62 1.81	07:06	19:29	
21	Wed	09:42 21:56	3.27 3.54	03:14 15:37	1.47 1.64	07:07	19:27	
22	Thu	10:33 22:42	3.45 3.72	04:06 16:20	1.24 1.42	07:09	19:24	
23	Fri	11:13 23:19	3.61 3.87	04:43 16:52	1.01 1.20	07:11	19:22	
24	Sat	11:46 23:49	3.74 3.98	05:13 17:20	0.81 1.01	07:13	19:19	
25	Sun	12:14	3.84	05:39 17:45	0.65 0.84	07:14	19:17	☉
26	Mon	00:16 12:40	4.06 3.91	06:06 18:12	0.53 0.71	07:16	19:14	
27	Tue	00:45 13:09	4.13 3.98	06:33 18:42	0.45 0.63	07:18	19:12	
28	Wed	01:18 13:44	4.16 4.00	07:06 19:17	0.45 0.61	07:20	19:10	
29	Thu	01:57 14:23	4.14 3.99	07:45 19:57	0.52 0.67	07:21	19:07	
30	Fri	02:39 15:07	4.06 3.92	08:27 20:42	0.69 0.81	07:23	19:05	

### OCTOBER 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Sat	03:28 15:57	3.91 3.79	09:16 21:36	0.93 1.01	07:25	19:02	
2	Sun	04:24 16:53	3.70 3.64	10:15 22:42	1.21 1.23	07:27	19:00	
3	Mon	05:33 18:01	3.48 3.51	11:26	1.46	07:28	18:58	☾
4	Tue	07:07 19:28	3.36 3.49	00:05 12:52	1.37 1.59	07:30	18:55	
5	Wed	08:39 20:49	3.44 3.64	01:38 14:18	1.34 1.52	07:32	18:53	
6	Thu	09:53 21:56	3.63 3.86	03:00 15:27	1.11 1.31	07:34	18:50	
7	Fri	10:50 22:50	3.82 4.06	04:00 16:18	0.81 1.06	07:36	18:48	
8	Sat	11:36 23:35	3.94 4.20	04:48 17:01	0.56 0.85	07:37	18:46	
9	Sun	12:17	3.99	05:29 17:39	0.41 0.70	07:39	18:43	☉
10	Mon	00:13 12:51	4.25 3.98	06:06 18:16	0.37 0.63	07:41	18:41	
11	Tue	00:47 13:20	4.23 3.94	06:42 18:51	0.42 0.62	07:43	18:39	
12	Wed	01:21 13:50	4.16 3.89	07:15 19:28	0.55 0.69	07:45	18:36	
13	Thu	01:58 14:24	4.05 3.83	07:51 20:08	0.74 0.80	07:46	18:34	
14	Fri	02:39 15:03	3.89 3.76	08:28 20:52	0.95 0.97	07:48	18:32	
15	Sat	03:22 15:45	3.69 3.64	09:10 21:43	1.20 1.17	07:50	18:29	
16	Sun	04:12 16:33	3.47 3.50	10:00 22:42	1.45 1.38	07:52	18:27	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Mon	05:15 17:36	3.24 3.35	11:01 23:49	1.70 1.54	07:54	18:25	☾
18	Tue	06:38 19:02	3.10 3.27	12:14	1.86	07:56	18:23	
19	Wed	07:59 20:18	3.11 3.33	01:06 13:35	1.58 1.87	07:58	18:20	
20	Thu	09:07 21:18	3.26 3.48	02:27 14:52	1.46 1.71	07:59	18:18	
21	Fri	10:00 22:06	3.46 3.66	03:24 15:40	1.24 1.49	08:01	18:16	
22	Sat	10:40 22:45	3.65 3.83	04:04 16:15	1.00 1.25	08:03	18:14	
23	Sun	11:13 23:16	3.80 3.97	04:36 16:45	0.78 1.03	08:05	18:12	
24	Mon	11:42 23:45	3.93 4.08	05:04 17:13	0.61 0.83	08:07	18:10	
25	Tue	12:09	4.03	05:33 17:43	0.48 0.68	08:09	18:07	☉
26	Wed	00:18 12:40	4.17 4.10	06:05 18:17	0.42 0.58	08:11	18:05	
27	Thu	00:54 13:17	4.20 4.13	06:40 18:55	0.45 0.57	08:13	18:03	
28	Fri	01:36 14:00	4.16 4.11	07:21 19:39	0.57 0.64	08:14	18:01	
29	Sat	02:23 14:47	4.05 4.03	08:06 20:30	0.78 0.79	08:16	17:59	
30	Sun	02:17 14:40	3.89 3.92	07:59 20:30	1.04 0.98	07:18	16:57	
31	Mon	03:19 15:40	3.68 3.78	09:02 21:42	1.32 1.15	07:20	16:55	

# TIDE TABLES

## Dublin (North Wall)

NOVEMBER 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Tue	04:36	3.51	10:16	1.53	07:22	16:53	☾
		16:53	3.68	23:02	1.24			
2	Wed	06:05	3.45	11:38	1.61	07:24	16:51	
		18:15	3.67					
3	Thur	07:27	3.54	00:26	1.18	07:26	16:49	
		19:30	3.77	12:57	1.54			
4	Fri	08:34	3.69	01:39	1.02	07:28	16:47	
		20:35	3.92	14:02	1.36			
5	Sat	09:30	3.84	02:38	0.83	07:30	16:46	
		21:30	4.04	14:54	1.16			
6	Sun	10:16	3.93	03:26	0.68	07:32	16:44	
		22:18	4.11	15:39	0.98			
7	Mon	10:57	3.97	04:08	0.61	07:33	16:42	
		22:57	4.12	16:21	0.86			
8	Tue	11:30	3.97	04:45	0.62	07:35	16:40	☉
		23:32	4.08	16:59	0.79			
9	Wed	11:59	3.95	05:21	0.69	07:37	16:38	
				17:36	0.78			
10	Thur	00:05	4.01	05:54	0.80	07:39	16:37	
		12:28	3.93	18:13	0.82			
11	Fri	00:41	3.92	06:27	0.94	07:41	16:35	
		13:01	3.91	18:52	0.91			
12	Sat	01:20	3.80	07:02	1.10	07:43	16:33	
		13:39	3.85	19:35	1.02			
13	Sun	02:03	3.65	07:42	1.28	07:45	16:32	
		14:20	3.76	20:22	1.17			
14	Mon	02:50	3.48	08:27	1.47	07:47	16:30	
		15:06	3.63	21:15	1.31			
15	Tue	03:45	3.31	09:24	1.67	07:48	16:29	
		16:00	3.49	22:16	1.44			
16	Wed	04:54	3.19	10:33	1.81	07:50	16:27	☾
		17:07	3.38	23:21	1.48			

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Thu	06:11	3.17	11:45	1.84	07:52	16:26	
		18:21	3.36					
18	Fri	07:18	3.27	00:27	1.43	07:54	16:24	
		19:25	3.44	12:51	1.76			
19	Sat	08:12	3.43	01:26	1.28	07:56	16:23	
		20:16	3.58	13:45	1.58			
20	Sun	08:56	3.61	02:13	1.08	07:58	16:22	
		20:59	3.74	14:28	1.37			
21	Mon	09:33	3.79	02:52	0.88	07:59	16:20	
		21:38	3.90	15:06	1.14			
22	Tue	10:06	3.94	03:28	0.71	08:01	16:19	
		22:15	4.04	15:41	0.92			
23	Wed	10:40	4.08	04:04	0.58	08:03	16:18	●
		22:56	4.14	16:18	0.74			
24	Thu	11:18	4.17	04:41	0.53	08:05	16:17	
		23:39	4.17	16:58	0.62			
25	Fri	11:59	4.22	05:21	0.56	08:06	16:16	
				17:42	0.58			
26	Sat	00:25	4.14	06:05	0.67	08:08	16:15	
		12:44	4.22	18:31	0.61			
27	Sun	01:17	4.04	06:54	0.86	08:09	16:14	
		13:35	4.17	19:26	0.71			
28	Mon	02:15	3.90	07:48	1.07	08:11	16:13	
		14:30	4.08	20:27	0.83			
29	Tue	03:19	3.74	08:51	1.29	08:13	16:12	
		15:33	3.98	21:34	0.95			
30	Wed	04:31	3.62	09:59	1.45	08:14	16:11	☾
		16:40	3.89	22:45	1.03			

DECEMBER 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Thu	05:46	3.57	11:11	1.53	08:16	16:10	
		17:51	3.85	23:58	1.06			
2	Fri	06:58	3.60			08:17	16:10	
		19:01	3.85	12:23	1.52			
3	Sat	08:03	3.68	01:07	1.04	08:19	16:09	
		20:06	3.88	13:28	1.43			
4	Sun	09:00	3.77	02:09	0.98	08:20	16:08	
		21:04	3.92	14:27	1.30			
5	Mon	09:50	3.85	03:01	0.94	08:22	16:08	
		21:56	3.93	15:18	1.17			
6	Tue	10:33	3.90	03:46	0.92	08:23	16:07	
		22:41	3.92	16:03	1.07			
7	Wed	11:10	3.93	04:27	0.93	08:24	16:07	
		23:18	3.88	16:45	1.00			
8	Thu	11:42	3.95	05:03	0.98	08:25	16:07	☉
		23:53	3.83	17:24	0.96			
9	Fri			05:36	1.03	08:27	16:06	
		12:12	3.96	18:02	0.96			
10	Sat	00:27	3.78	06:09	1.10	08:28	16:06	
		12:45	3.95	18:40	0.99			
11	Sun	01:04	3.71	06:43	1.18	08:29	16:06	
		13:20	3.92	19:19	1.04			
12	Mon	01:44	3.63	07:19	1.27	08:30	16:06	
		13:59	3.85	20:00	1.11			
13	Tue	02:27	3.54	08:00	1.39	08:31	16:06	
		14:41	3.76	20:45	1.18			
14	Wed	03:14	3.44	08:46	1.51	08:32	16:06	
		15:27	3.65	21:33	1.26			
15	Thu	04:06	3.35	09:39	1.62	08:33	16:06	
		16:18	3.55	22:27	1.31			
16	Fri	05:05	3.29	10:41	1.69	08:34	16:06	☾
		17:13	3.48	23:24	1.33			

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Sat	06:07	3.30	11:44	1.70	08:35	16:06	
		18:12	3.46					
18	Sun	07:07	3.38	00:22	1.29	08:35	16:06	
		19:12	3.52	12:43	1.62			
19	Mon	08:00	3.52	01:17	1.19	08:36	16:07	
		20:09	3.63	13:36	1.47			
20	Tue	08:48	3.69	02:08	1.05	08:37	16:07	
		21:02	3.78	14:26	1.27			
21	Wed	09:33	3.87	02:55	0.91	08:37	16:07	
		21:52	3.92	15:13	1.05			
22	Thu	10:17	4.04	03:40	0.78	08:38	16:08	
		22:42	4.04	16:00	0.83			
23	Fri	11:01	4.17	04:24	0.70	08:38	16:09	●
		23:31	4.10	16:47	0.65			
24	Sat	11:47	4.27	05:09	0.67	08:39	16:09	
				17:35	0.53			
25	Sun	00:21	4.11	05:55	0.71	08:39	16:10	
		12:34	4.31	18:26	0.49			
26	Mon	01:12	4.05	06:43	0.80	08:39	16:10	
		13:25	4.30	19:19	0.52			
27	Tue	02:08	3.95	07:36	0.94	08:39	16:11	
		14:19	4.24	20:15	0.60			
28	Wed	03:06	3.83	08:32	1.10	08:40	16:12	
		15:16	4.15	21:15	0.72			
29	Thu	04:09	3.70	09:32	1.25	08:40	16:13	
		16:17	4.03	22:16	0.87			
30	Fri	05:13	3.60	10:36	1.38	08:40	16:14	☾
		17:20	3.90	23:20	1.03			
31	Sat	06:18	3.54	11:42	1.46	08:40	16:15	
		18:26	3.79					



# TIDE TABLES

## Soldiers Point, Dundalk

JANUARY 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Sat	09:51 22:18	5.02 5.05	03:59 16:23	0.68 0.76	08:44	16:13	
2	Sun	10:40 23:11	5.20 5.14	04:56 17:21	0.57 0.52	08:44	16:14	●
3	Mon	11:27	5.33	05:45 18:12	0.52 0.35	08:43	16:16	
4	Tue	00:02 12:15	5.14 5.39	06:30 18:57	0.55 0.28	08:43	16:17	
5	Wed	00:52 13:03	5.05 5.36	07:12 19:42	0.65 0.31	08:43	16:18	
6	Thu	01:43 13:52	4.90 5.27	07:53 20:25	0.81 0.43	08:42	16:19	
7	Fri	02:36 14:45	4.71 5.13	08:35 21:08	1.00 0.61	08:42	16:21	
8	Sat	03:31 15:39	4.51 4.94	09:20 21:55	1.21 0.84	08:41	16:22	
9	Sun	04:29 16:36	4.33 4.73	10:08 22:44	1.41 1.09	08:41	16:24	☽
10	Mon	05:30 17:37	4.21 4.53	11:02 23:41	1.58 1.33	08:40	16:25	
11	Tue	06:31 18:41	4.17 4.38	12:05	1.69	08:39	16:27	
12	Wed	07:32 19:43	4.21 4.30	00:51 13:22	1.49 1.70	08:38	16:28	
13	Thu	08:28 20:42	4.32 4.30	02:12 14:44	1.54 1.61	08:38	16:30	
14	Fri	09:18 21:35	4.46 4.34	03:25 15:53	1.50 1.46	08:37	16:32	
15	Sat	10:03 22:19	4.61 4.41	04:20 16:46	1.42 1.30	08:36	16:33	
16	Sun	10:41 22:58	4.73 4.47	05:02 17:28	1.33 1.16	08:35	16:35	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Mon	11:16 23:33	4.82 4.53	05:36 18:02	1.23 1.04	08:34	16:37	○
18	Tue	11:48	4.87	06:06 18:32	1.14 0.94	08:33	16:39	
19	Wed	00:06 12:18	4.58 4.91	06:33 18:59	1.07 0.85	08:31	16:40	
20	Thu	00:39 12:52	4.62 4.93	07:00 19:29	1.00 0.76	08:30	16:42	
21	Fri	01:15 13:30	4.64 4.94	07:31 20:00	0.97 0.70	08:29	16:44	
22	Sat	01:55 14:12	4.64 4.92	08:05 20:35	0.98 0.68	08:28	16:46	
23	Sun	02:39 14:57	4.61 4.87	08:42 21:13	1.02 0.71	08:26	16:48	
24	Mon	03:26 15:44	4.54 4.79	09:23 21:56	1.11 0.81	08:25	16:50	
25	Tue	04:18 16:36	4.44 4.67	10:08 22:45	1.23 0.96	08:24	16:52	☾
26	Wed	05:15 17:36	4.35 4.54	11:02 23:46	1.36 1.12	08:22	16:53	
27	Thu	06:22 18:46	4.31 4.46	12:12	1.43	08:21	16:55	
28	Fri	07:33 20:03	4.39 4.50	01:04 13:38	1.20 1.36	08:19	16:57	
29	Sat	08:39 21:14	4.58 4.64	02:30 15:05	1.14 1.13	08:17	16:59	
30	Sun	09:39 22:15	4.82 4.81	03:48 16:20	0.97 0.82	08:16	17:01	
31	Mon	10:32 23:08	5.06 4.94	04:51 17:19	0.78 0.51	08:14	17:03	

FEBRUARY 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Tue	11:19 23:56	5.23 4.98	05:40 18:07	0.62 0.28	08:12	17:05	●
2	Wed	12:03	5.32	06:21 18:48	0.53 0.16	08:11	17:07	
3	Thur	00:39 12:46	4.93 5.32	06:59 19:27	0.52 0.17	08:09	17:09	
4	Fri	01:22 13:29	4.82 5.24	07:35 20:05	0.59 0.28	08:07	17:11	
5	Sat	02:04 14:13	4.66 5.09	08:12 20:42	0.72 0.49	08:05	17:13	
6	Sun	02:48 14:59	4.48 4.88	08:51 21:20	0.90 0.76	08:03	17:15	
7	Mon	03:34 15:48	4.30 4.63	09:33 22:01	1.12 1.07	08:02	17:17	
8	Tue	04:27 16:44	4.13 4.35	10:20 22:48	1.36 1.39	08:00	17:19	☽
9	Wed	05:29 17:50	4.00 4.11	11:16 23:45	1.58 1.66	07:58	17:21	
10	Thur	06:36 19:01	3.95 3.97	12:25	1.72	07:56	17:23	
11	Fri	07:42 20:08	4.03 3.97	01:03 13:58	1.81 1.70	07:54	17:25	
12	Sat	08:42 21:09	4.19 4.07	02:49 15:27	1.77 1.53	07:52	17:27	
13	Sun	09:34 21:58	4.39 4.23	03:59 16:26	1.60 1.30	07:50	17:29	
14	Mon	10:18 22:39	4.58 4.38	04:43 17:07	1.39 1.07	07:48	17:31	
15	Tue	10:54 23:13	4.73 4.51	05:17 17:39	1.18 0.86	07:46	17:33	
16	Wed	11:24 23:43	4.84 4.62	05:45 18:08	0.99 0.67	07:43	17:35	○

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Thu	11:54	4.94	06:12 18:34	0.81 0.51	07:41	17:38	
18	Fri	00:13 12:26	4.71 5.01	06:38 19:03	0.67 0.38	07:39	17:39	
19	Sat	00:46 13:03	4.78 5.06	07:08 19:35	0.57 0.32	07:37	17:42	
20	Sun	01:24 13:43	4.81 5.06	07:42 20:10	0.55 0.34	07:35	17:44	
21	Mon	02:06 14:27	4.78 5.00	08:17 20:47	0.60 0.45	07:33	17:46	
22	Tue	02:51 15:14	4.69 4.86	08:57 21:28	0.73 0.67	07:30	17:48	
23	Wed	03:41 16:06	4.53 4.65	09:41 22:15	0.94 0.95	07:28	17:50	☾
24	Thu	04:38 17:09	4.34 4.41	10:35 23:15	1.18 1.25	07:26	17:52	
25	Fri	05:48 18:31	4.20 4.24	11:48	1.37	07:24	17:53	
26	Sat	07:12 20:00	4.21 4.26	00:40 13:25	1.43 1.35	07:21	17:55	
27	Sun	08:28 21:15	4.40 4.44	02:19 15:04	1.37 1.09	07:19	17:57	
28	Mon	09:32 22:16	4.68 4.65	03:44 16:19	1.13 0.73	07:17	17:59	

# TIDE TABLES

## Soldiers Point, Dundalk

MARCH 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Tue	10:26 23:06	4.94 4.79	04:44 17:14	0.85 0.40	07:14	18:01	
2	Wed	11:11 23:47	5.12 4.84	05:31 17:57	0.61 0.18	07:12	18:03	●
3	Thur	11:50	5.20	06:09 18:34	0.46 0.09	07:10	18:05	
4	Fri	00:22 12:27	4.80 5.19	06:43 19:07	0.39 0.12	07:07	18:07	
5	Sat	00:54 13:03	4.72 5.11	07:15 19:41	0.40 0.26	07:05	18:09	
6	Sun	01:27 13:41	4.62 4.97	07:49 20:12	0.50 0.47	07:02	18:11	
7	Mon	02:03 14:22	4.50 4.77	08:23 20:46	0.66 0.74	07:00	18:13	
8	Tue	02:42 15:06	4.36 4.52	09:01 21:21	0.88 1.05	06:58	18:15	
9	Wed	03:26 15:55	4.18 4.22	09:44 22:02	1.15 1.39	06:55	18:17	
10	Thur	04:18 16:57	3.99 3.92	10:36 22:54	1.42 1.71	06:53	18:19	☾
11	Fri	05:36 18:20	3.82 3.73	11:41	1.64	06:50	18:21	
12	Sat	06:59 19:37	3.81 3.74	00:05 13:07	1.93 1.68	06:48	18:23	
13	Sun	08:08 20:42	3.96 3.91	01:52 14:49	1.92 1.50	06:46	18:24	
14	Mon	09:05 21:34	4.20 4.14	03:26 15:51	1.68 1.21	06:43	18:26	
15	Tue	09:50 22:14	4.44 4.36	04:13 16:34	1.38 0.91	06:41	18:28	
16	Wed	10:26 22:47	4.65 4.55	04:47 17:07	1.09 0.62	06:38	18:30	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Thu	10:57 23:15	4.82 4.70	05:16 17:36	0.81 0.38	06:36	18:32	
18	Fri	11:26 23:43	4.97 4.83	05:44 18:06	0.56 0.18	06:33	18:34	☉
19	Sat	11:58	5.08	06:13 18:36	0.36 0.07	06:31	18:36	
20	Sun	00:16 12:35	4.93 5.13	06:45 19:10	0.25 0.06	06:28	18:38	
21	Mon	00:54 13:16	4.96 5.12	07:19 19:46	0.23 0.17	06:26	18:40	
22	Tue	01:36 14:02	4.91 5.01	07:57 20:24	0.33 0.39	06:23	18:41	
23	Wed	02:22 14:52	4.79 4.81	08:38 21:07	0.52 0.70	06:21	18:43	
24	Thu	03:13 15:49	4.59 4.54	09:25 21:56	0.80 1.07	06:19	18:45	
25	Fri	04:12 17:00	4.36 4.25	10:25 22:59	1.08 1.40	06:16	18:47	☾
26	Sat	05:28 18:33	4.18 4.11	11:43	1.26	06:14	18:49	
27	Sun	07:59 21:01	4.19 4.19	00:27 14:22	1.57 1.20	07:11	19:51	
28	Mon	09:18 22:13	4.39 4.39	03:08 15:55	1.46 0.93	07:09	19:53	
29	Tue	10:23 23:09	4.65 4.59	04:29 17:05	1.18 0.61	07:06	19:55	
30	Wed	11:15 23:54	4.88 4.7	05:27 17:56	0.88 0.35	07:04	19:56	
31	Thu	11:59	5.01	06:13 18:39	0.63 0.20	07:01	19:58	

APRIL 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Fri	00:32 12:35	4.73 5.05	06:51 19:14	0.47 0.17	06:59	20:00	●
2	Sat	01:01 13:06	4.70 5.01	07:24 19:46	0.39 0.25	06:56	20:02	
3	Sun	01:26 13:38	4.65 4.93	07:57 20:15	0.39 0.39	06:54	20:04	
4	Mon	01:54 14:14	4.61 4.81	08:28 20:45	0.46 0.58	06:51	20:06	
5	Tue	02:28 14:53	4.56 4.64	09:01 21:15	0.59 0.81	06:49	20:08	
6	Wed	03:06 15:35	4.46 4.42	09:37 21:48	0.79 1.08	06:47	20:09	
7	Thu	03:46 16:21	4.31 4.16	10:17 22:25	1.04 1.39	06:44	20:11	
8	Fri	04:33 17:18	4.10 3.87	11:06 23:14	1.30 1.70	06:42	20:13	
9	Sat	05:34 18:39	3.88 3.67	12:08	1.51	06:39	20:15	☾
10	Sun	07:09 20:02	3.77 3.68	00:24 13:20	1.92 1.56	06:37	20:17	
11	Mon	08:28 21:09	3.87 3.86	01:47 14:46	1.93 1.41	06:35	20:19	
12	Tue	09:27 22:00	4.09 4.12	03:20 15:56	1.72 1.11	06:32	20:21	
13	Wed	10:14 22:41	4.35 4.37	04:21 16:45	1.39 0.78	06:30	20:22	
14	Thu	10:51 23:13	4.60 4.60	05:02 17:25	1.05 0.47	06:27	20:24	
15	Fri	11:23 23:42	4.82 4.79	05:37 18:01	0.72 0.21	06:25	20:26	
16	Sat	11:56	5.01	06:11 18:36	0.44 0.02	06:23	20:28	☉

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Sun	00:13 12:31	4.95 5.13	06:45 19:11	0.22 -0.05	06:20	20:30	
18	Mon	00:48 13:12	5.05 5.17	07:22 19:47	0.11 0.01	06:18	20:32	
19	Tue	01:28 13:57	5.07 5.11	08:00 20:26	0.13 0.20	06:16	20:34	
20	Wed	02:12 14:46	5.01 4.96	08:42 21:07	0.26 0.49	06:13	20:36	
21	Thu	03:02 15:42	4.88 4.73	09:28 21:53	0.48 0.84	06:11	20:37	
22	Fri	03:57 16:45	4.69 4.46	10:23 22:47	0.74 1.19	06:09	20:39	
23	Sat	05:01 18:04	4.48 4.23	11:24 23:51	0.96 1.47	06:07	20:41	☾
24	Sun	06:21 19:31	4.33 4.16	12:39	1.07	06:04	20:43	
25	Mon	07:45 20:50	4.35 4.25	01:10 14:05	1.57 1.00	06:02	20:45	
26	Tue	09:00 21:56	4.50 4.42	02:39 15:29	1.47 0.81	06:00	20:47	
27	Wed	10:03 22:49	4.69 4.56	03:56 16:37	1.23 0.61	05:58	20:49	
28	Thu	10:56 23:33	4.83 4.64	04:59 17:30	0.98 0.47	05:56	20:50	
29	Fri	11:39	4.90	05:47 18:14	0.77 0.41	05:54	20:52	
30	Sat	00:10 12:15	4.65 4.88	06:29 18:51	0.63 0.43	05:51	20:54	●



# TIDE TABLES

## Soldiers Point, Dundalk

MAY 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Sun	00:38 12:46	4.64 4.83	07:05 19:23	0.56 0.52	05:49	20:56	
2	Mon	01:01 13:18	4.63 4.75	07:38 19:53	0.56 0.64	05:47	20:58	
3	Tue	01:30 13:52	4.63 4.65	08:10 20:22	0.62 0.79	05:45	21:00	
4	Wed	02:03 14:30	4.62 4.53	08:44 20:51	0.72 0.96	05:43	21:01	
5	Thu	02:39 15:12	4.55 4.36	09:19 21:22	0.87 1.17	05:41	21:03	
6	Fri	03:20 15:57	4.43 4.16	09:57 22:00	1.05 1.39	05:39	21:05	
7	Sat	04:06 16:51	4.26 3.95	10:44 22:45	1.23 1.63	05:37	21:07	
8	Sun	05:01 17:57	4.07 3.80	11:38 23:47	1.36 1.80	05:35	21:09	
9	Mon	06:12 19:14	3.93 3.77	12:39	1.39	05:33	21:10	☽
10	Tue	07:31 20:21	3.95 3.91	00:57 13:46	1.83 1.28	05:32	21:12	
11	Wed	08:34 21:14	4.11 4.13	02:08 14:50	1.68 1.05	05:30	21:14	
12	Thu	09:24 21:57	4.35 4.39	03:12 15:48	1.42 0.76	05:28	21:16	
13	Fri	10:07 22:33	4.60 4.63	04:05 16:37	1.10 0.47	05:26	21:17	
14	Sat	10:47 23:09	4.84 4.85	04:51 17:23	0.77 0.24	05:24	21:19	
15	Sun	11:27 23:46	5.03 5.02	05:36 18:06	0.48 0.10	05:23	21:21	
16	Mon	12:10	5.14	06:20 18:48	0.28 0.07	05:21	21:22	☉

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Tue	00:26 12:56	5.12 5.15	07:03 19:29	0.17 0.17	05:19	21:24	
18	Wed	01:10 13:45	5.15 5.08	07:48 20:12	0.19 0.37	05:18	21:26	
19	Thu	01:57 14:39	5.11 4.92	08:35 20:57	0.30 0.64	05:16	21:27	
20	Fri	02:51 15:39	5.00 4.71	09:25 21:45	0.47 0.94	05:15	21:29	
21	Sat	03:49 16:46	4.85 4.50	10:20 22:38	0.64 1.21	05:13	21:30	
22	Sun	04:55 17:59	4.70 4.34	11:19 23:37	0.79 1.41	05:12	21:32	☾
23	Mon	06:09 19:13	4.60 4.27	12:25	0.88	05:10	21:34	
24	Tue	07:24 20:24	4.57 4.31	00:43 13:36	1.50 0.90	05:09	21:35	
25	Wed	08:32 21:26	4.62 4.40	01:59 14:51	1.47 0.85	05:08	21:37	
26	Thu	09:33 22:20	4.69 4.49	03:14 16:00	1.33 0.79	05:06	21:38	
27	Fri	10:28 23:05	4.73 4.56	04:21 16:59	1.17 0.76	05:05	21:39	
28	Sat	11:14 23:42	4.74 4.60	05:18 17:47	1.01 0.76	05:04	21:41	
29	Sun	11:53	4.7	06:05 18:28	0.90 0.80	05:03	21:42	
30	Mon	00:13 12:27	4.62 4.65	06:46 19:03	0.84 0.86	05:02	21:44	☀
31	Tue	00:40 12:59	4.65 4.59	07:23 19:33	0.83 0.93	05:01	21:45	

JUNE 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Wed	01:09 13:33	4.67 4.53	07:57 20:02	0.85 1.01	05:00	21:46	
2	Thu	01:42 14:11	4.68 4.46	08:30 20:31	0.91 1.10	04:59	21:47	
3	Fri	02:19 14:51	4.65 4.36	09:04 21:03	0.98 1.21	04:58	21:48	
4	Sat	03:00 15:36	4.57 4.25	09:40 21:39	1.06 1.34	04:57	21:49	
5	Sun	03:45 16:24	4.46 4.13	10:20 22:20	1.13 1.48	04:57	21:51	
6	Mon	04:34 17:17	4.33 4.03	11:06 23:08	1.19 1.59	04:56	21:52	
7	Tue	05:30 18:17	4.23 3.99	11:57	1.19	04:55	21:53	☽
8	Wed	06:30 19:18	4.20 4.05	00:04 12:51	1.64 1.14	04:55	21:54	
9	Thu	07:32 20:16	4.27 4.19	01:04 13:51	1.58 1.01	04:54	21:54	
10	Fri	08:30 21:08	4.42 4.39	02:05 14:50	1.42 0.83	04:54	21:55	
11	Sat	09:24 21:55	4.62 4.62	03:08 15:50	1.18 0.64	04:53	21:56	
12	Sun	10:15 22:40	4.81 4.84	04:07 16:48	0.91 0.47	04:53	21:57	
13	Mon	11:06 23:25	4.98 5.03	05:06 17:41	0.66 0.36	04:52	21:58	
14	Tue	11:56	5.08	06:01 18:31	0.44 0.33	04:52	21:58	☉
15	Wed	00:11 12:47	5.16 5.10	06:51 19:17	0.31 0.38	04:52	21:59	
16	Thu	00:58 13:39	5.23 5.05	07:40 20:02	0.26 0.51	04:52	21:59	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Fri	01:48 14:34	5.22 4.92	08:30 20:47	0.29 0.70	04:52	22:00	
18	Sat	02:41 15:32	5.16 4.76	09:19 21:33	0.38 0.91	04:52	22:00	
19	Sun	03:39 16:33	5.05 4.58	10:10 22:22	0.51 1.12	04:52	22:00	
20	Mon	04:40 17:36	4.92 4.42	11:03 23:14	0.65 1.29	04:52	22:01	
21	Tue	05:45 18:42	4.79 4.31	11:59	0.80	04:52	22:01	☾
22	Wed	06:51 19:45	4.68 4.27	00:11 13:00	1.42 0.95	04:52	22:01	
23	Thu	07:57 20:46	4.60 4.30	01:14 14:08	1.49 1.05	04:52	22:01	
24	Fri	08:58 21:42	4.56 4.37	02:26 15:19	1.47 1.11	04:53	22:01	
25	Sat	09:55 22:30	4.54 4.46	03:41 16:25	1.39 1.14	04:53	22:01	
26	Sun	10:46 23:12	4.53 4.54	04:48 17:20	1.28 1.14	04:54	22:01	
27	Mon	11:29 23:48	4.51 4.62	05:44 18:05	1.17 1.14	04:54	22:01	
28	Tue	12:06	4.50	06:30 18:42	1.08 1.13	04:55	22:01	
29	Wed	00:19 12:42	4.69 4.48	07:08 19:14	1.03 1.12	04:55	22:01	☀
30	Thu	00:51 13:16	4.73 4.47	07:43 19:44	0.99 1.12	04:56	22:01	

# TIDE TABLES

## Soldiers Point, Dundalk

JULY 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Fri	01:24 13:51	4.76 4.45	08:15 20:13	0.98 1.12	04:57	22:00	
2	Sat	01:58 14:29	4.76 4.43	08:44 20:43	0.97 1.14	04:57	22:00	
3	Sun	02:37 15:09	4.73 4.40	09:17 21:16	0.96 1.18	04:58	21:59	
4	Mon	03:19 15:53	4.68 4.36	09:51 21:53	0.96 1.24	04:59	21:59	
5	Tue	04:04 16:39	4.61 4.30	10:29 22:33	0.97 1.31	05:00	21:58	
6	Wed	04:53 17:30	4.54 4.24	11:12 23:16	0.98 1.38	05:01	21:58	
7	Thu	05:45 18:25	4.47 4.22	12:00	1.01	05:02	21:57	☾
8	Fri	06:42 19:24	4.44 4.25	00:09 12:57	1.42 1.02	05:03	21:56	
9	Sat	07:45 20:26	4.46 4.36	01:09 14:01	1.39 0.99	05:04	21:55	
10	Sun	08:51 21:24	4.55 4.54	02:19 15:12	1.29 0.92	05:05	21:55	
11	Mon	09:54 22:20	4.69 4.77	03:34 16:22	1.10 0.80	05:06	21:54	
12	Tue	10:54 23:11	4.85 5.00	04:45 17:25	0.85 0.67	05:07	21:53	
13	Wed	11:48	4.98	05:51 18:20	0.58 0.56	05:09	21:52	☉
14	Thu	00:00 12:39	5.18 5.05	06:45 19:07	0.36 0.51	05:10	21:51	
15	Fri	00:47 13:30	5.30 5.02	07:34 19:50	0.23 0.54	05:11	21:49	
16	Sat	01:35 14:21	5.34 4.93	08:21 20:32	0.19 0.63	05:13	21:48	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Sun	02:24 15:12	5.29 4.78	09:06 21:14	0.26 0.78	05:14	21:47	
18	Mon	03:15 16:05	5.18 4.60	09:51 21:57	0.41 0.96	05:15	21:46	
19	Tue	04:10 17:00	5.02 4.42	10:37 22:43	0.61 1.16	05:17	21:45	
20	Wed	05:08 17:57	4.82 4.27	11:24 23:33	0.85 1.35	05:18	21:43	☾
21	Thu	06:09 18:58	4.61 4.17	12:16	1.11	05:20	21:42	
22	Fri	07:15 20:00	4.43 4.15	00:31 13:17	1.51 1.33	05:21	21:40	
23	Sat	08:20 21:00	4.31 4.22	01:39 14:31	1.60 1.48	05:23	21:39	
24	Sun	09:22 21:54	4.28 4.34	03:02 15:49	1.59 1.51	05:24	21:37	
25	Mon	10:19 22:42	4.30 4.49	04:23 16:55	1.48 1.46	05:26	21:36	
26	Tue	11:07 23:23	4.35 4.63	05:27 17:44	1.32 1.37	05:27	21:34	
27	Wed	11:48 23:59	4.41 4.74	06:14 18:23	1.16 1.26	05:29	21:33	
28	Thu	12:23	4.46	06:51 18:56	1.04 1.15	05:31	21:31	☉
29	Fri	00:31 12:56	4.81 4.50	07:23 19:24	0.93 1.06	05:32	21:29	
30	Sat	01:01 13:27	4.86 4.54	07:51 19:51	0.86 0.99	05:34	21:28	
31	Sun	01:33 14:01	4.89 4.57	08:18 20:18	0.79 0.95	05:36	21:26	

AUGUST 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Mon	02:09 14:39	4.90 4.58	08:47 20:49	0.74 0.93	05:37	21:24	
2	Tue	02:48 15:19	4.88 4.57	09:19 21:23	0.72 0.96	05:39	21:22	
3	Wed	03:31 16:03	4.84 4.53	09:55 22:00	0.74 1.03	05:41	21:20	
4	Thu	04:17 16:49	4.75 4.44	10:35 22:42	0.82 1.15	05:42	21:18	
5	Fri	05:06 17:42	4.63 4.34	11:20 23:30	0.96 1.29	05:44	21:16	☾
6	Sat	06:03 18:43	4.48 4.26	12:14	1.13	05:46	21:14	
7	Sun	07:13 19:54	4.37 4.28	00:31 13:24	1.41 1.25	05:48	21:12	
8	Mon	08:33 21:04	4.38 4.44	01:49 14:46	1.41 1.24	05:49	21:10	
9	Tue	09:46 22:06	4.53 4.70	03:19 16:07	1.24 1.11	05:51	21:08	
10	Wed	10:49 23:01	4.73 4.98	04:40 17:18	0.93 0.89	05:53	21:06	
11	Thu	11:43 23:49	4.90 5.21	05:47 18:12	0.58 0.69	05:55	21:04	
12	Fri	12:32	5.00	06:41 18:57	0.29 0.54	05:56	21:02	☉
13	Sat	00:34 13:17	5.36 4.99	07:25 19:36	0.12 0.48	05:58	21:00	
14	Sun	01:17 14:00	5.40 4.91	08:06 20:14	0.08 0.51	06:00	20:58	
15	Mon	02:00 14:42	5.34 4.77	08:44 20:51	0.18 0.62	06:02	20:56	
16	Tue	02:45 15:27	5.21 4.60	09:24 21:30	0.38 0.80	06:04	20:54	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Wed	03:31 16:12	5.00 4.43	10:03 22:12	0.66 1.02	06:05	20:51	
18	Thu	04:22 17:02	4.74 4.25	10:45 22:57	0.97 1.27	06:07	20:49	
19	Fri	05:19 18:01	4.45 4.11	11:31 23:51	1.30 1.51	06:09	20:47	☾
20	Sat	06:28 19:09	4.19 4.03	12:26	1.59	06:11	20:45	
21	Sun	07:42 20:18	4.03 4.08	00:56 13:36	1.68 1.79	06:12	20:43	
22	Mon	08:53 21:21	4.02 4.23	02:25 15:16	1.71 1.80	06:14	20:40	
23	Tue	09:57 22:15	4.12 4.44	04:04 16:32	1.56 1.66	06:16	20:38	
24	Wed	10:48 23:00	4.27 4.63	05:09 17:23	1.32 1.46	06:18	20:36	
25	Thu	11:28 23:36	4.41 4.79	05:54 18:02	1.09 1.25	06:20	20:33	
26	Fri	12:03	4.53	06:29 18:33	0.89 1.07	06:21	20:31	
27	Sat	00:08 12:33	4.90 4.61	06:57 19:00	0.73 0.91	06:23	20:29	☉
28	Sun	00:36 13:00	4.97 4.68	07:23 19:24	0.61 0.78	06:25	20:26	
29	Mon	01:05 13:31	5.03 4.75	07:48 19:52	0.51 0.69	06:27	20:24	
30	Tue	01:39 14:06	5.06 4.78	08:17 20:23	0.46 0.66	06:29	20:21	
31	Wed	02:17 14:45	5.05 4.77	08:49 20:57	0.48 0.70	06:30	20:19	



# TIDE TABLES

## Soldiers Point, Dundalk

SEPTEMBER 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Thu	02:58 15:27	4.98 4.71	09:25 21:33	0.59 0.82	06:32	20:17	
2	Fri	03:43 16:15	4.85 4.58	10:05 22:15	0.79 1.02	06:34	20:14	
3	Sat	04:35 17:07	4.64 4.41	10:50 23:04	1.05 1.25	06:36	20:12	☾
4	Sun	05:36 18:11	4.40 4.26	11:46	1.33	06:37	20:09	
5	Mon	06:56 19:32	4.21 4.23	00:11 13:02	1.46 1.52	06:39	20:07	
6	Tue	08:30 20:52	4.23 4.40	01:40 14:36	1.48 1.50	06:41	20:04	
7	Wed	09:47 21:58	4.44 4.70	03:19 16:04	1.24 1.29	06:43	20:02	
8	Thu	10:48 22:52	4.69 5.01	04:43 17:09	0.85 0.99	06:45	20:00	
9	Fri	11:39 23:39	4.88 5.24	05:44 18:01	0.47 0.72	06:46	19:57	
10	Sat			06:31 18:42	0.19 0.53	06:48	19:55	☉
11	Sun	00:19 13:00	5.36 4.96	07:11 19:19	0.06 0.44	06:50	19:52	
12	Mon	00:57 13:35	5.38 4.89	07:46 19:54	0.08 0.44	06:52	19:50	
13	Tue	01:34 14:09	5.30 4.78	08:21 20:28	0.22 0.53	06:54	19:47	
14	Wed	02:13 14:47	5.15 4.66	08:55 21:04	0.46 0.70	06:55	19:45	
15	Thu	02:56 15:27	4.93 4.52	09:30 21:43	0.76 0.93	06:57	19:42	
16	Fri	03:42 16:12	4.65 4.35	10:07 22:27	1.09 1.21	06:59	19:40	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Sat	04:34 17:04	4.34 4.17	10:50 23:18	1.44 1.49	07:01	19:37	☾
18	Sun	05:42 18:16	4.03 4.02	11:43	1.77	07:02	19:35	
19	Mon	07:06 19:37	3.84 4.00	00:22 12:51	1.70 1.98	07:04	19:32	
20	Tue	08:24 20:48	3.86 4.15	01:47 14:32	1.75 1.98	07:06	19:30	
21	Wed	09:33 21:47	4.03 4.38	03:33 16:01	1.56 1.77	07:08	19:27	
22	Thu	10:24 22:33	4.26 4.61	04:37 16:54	1.27 1.50	07:10	19:25	
23	Fri	11:04 23:10	4.47 4.80	05:21 17:32	0.98 1.23	07:11	19:22	
24	Sat	11:37 23:40	4.64 4.94	05:55 18:03	0.74 0.98	07:13	19:20	
25	Sun			06:23 18:30	0.54 0.78	07:15	19:17	☉
26	Mon	00:07 12:31	5.05 4.86	06:51 18:57	0.38 0.61	07:17	19:15	
27	Tue	00:36 13:00	5.14 4.94	07:17 19:26	0.29 0.51	07:18	19:12	
28	Wed	01:09 13:35	5.18 4.98	07:48 19:58	0.28 0.48	07:20	19:10	
29	Thu	01:48 14:14	5.15 4.95	08:23 20:34	0.38 0.56	07:22	19:07	
30	Fri	02:30 14:58	5.05 4.86	09:00 21:12	0.58 0.73	07:24	19:05	

OCTOBER 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Sat	03:19 15:48	4.85 4.70	09:41 21:57	0.89 0.99	07:26	19:03	
2	Sun	04:15 16:44	4.59 4.51	10:30 22:53	1.23 1.26	07:28	19:00	
3	Mon	05:24 17:52	4.31 4.34	11:31	1.55	07:29	18:58	☾
4	Tue	06:58 19:19	4.15 4.32	00:07 12:52	1.44 1.71	07:31	18:55	
5	Wed	08:30 20:40	4.25 4.51	01:40 14:25	1.39 1.63	07:33	18:53	
6	Thu	09:44 21:47	4.50 4.79	03:16 15:49	1.11 1.36	07:35	18:50	
7	Fri	10:41 22:41	4.74 5.05	04:29 16:51	0.74 1.05	07:37	18:48	
8	Sat	11:27 23:26	4.90 5.22	05:27 17:42	0.43 0.79	07:39	18:46	
9	Sun			06:13 18:23	0.24 0.60	07:40	18:43	☉
10	Mon	00:04 12:42	5.29 4.94	06:51 19:01	0.18 0.51	07:42	18:41	
11	Tue	00:38 13:11	5.27 4.89	07:26 19:34	0.25 0.51	07:44	18:38	
12	Wed	01:12 13:41	5.18 4.83	07:57 20:08	0.42 0.58	07:46	18:36	
13	Thu	01:49 14:15	5.03 4.76	08:29 20:43	0.65 0.73	07:48	18:34	
14	Fri	02:30 14:54	4.83 4.66	09:01 21:21	0.92 0.94	07:50	18:31	
15	Sat	03:13 15:36	4.58 4.51	09:36 22:03	1.22 1.19	07:52	18:29	
16	Sun	04:03 16:24	4.29 4.33	10:17 22:53	1.54 1.45	07:54	18:27	

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Mon	05:06 17:27	4.00 4.13	11:09 23:52	1.85 1.65	07:55	18:24	☾
18	Tue	06:29 18:53	3.81 4.03	12:15	2.05	07:57	18:22	
19	Wed	07:50 20:09	3.83 4.11	01:06 13:36	1.71 2.06	07:59	18:20	
20	Thu	08:58 21:09	4.02 4.31	02:36 15:06	1.55 1.87	08:01	18:17	
21	Fri	09:51 21:57	4.28 4.54	03:45 16:05	1.27 1.58	08:03	18:15	
22	Sat	10:31 22:36	4.52 4.75	04:34 16:48	0.98 1.29	08:05	18:13	
23	Sun	11:04 23:07	4.71 4.93	05:13 17:23	0.71 1.01	08:07	18:11	
24	Mon	11:33 23:36	4.88 5.08	05:45 17:55	0.48 0.77	08:09	18:09	
25	Tue			06:17 18:28	0.32 0.57	08:11	18:06	☉
26	Wed	00:09 12:31	5.19 5.10	06:50 19:02	0.25 0.45	08:13	18:04	
27	Thu	00:45 13:08	5.23 5.14	07:24 19:38	0.28 0.43	08:15	18:02	
28	Fri	01:27 13:51	5.18 5.11	08:02 20:18	0.44 0.52	08:17	18:00	
29	Sat	02:14 14:38	5.04 5.02	08:42 21:02	0.70 0.71	08:19	17:58	
30	Sun	02:08 14:31	4.82 4.86	08:27 20:53	1.03 0.94	07:21	16:56	
31	Mon	03:10 15:31	4.57 4.69	09:19 21:53	1.37 1.16	07:23	16:54	

# TIDE TABLES

## Soldiers Point, Dundalk

NOVEMBER 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Tue	04:27 16:44	4.34 4.56	10:22 23:04	1.64 1.27	07:25	16:52	☾
2	Wed	05:56 18:06	4.27 4.55	11:38	1.74	07:26	16:50	
3	Thur	07:18 19:21	4.38 4.68	00:27 13:01	1.20 1.65	07:28	16:48	
4	Fri	08:25 20:26	4.58 4.86	01:50 14:18	1.00 1.43	07:30	16:46	
5	Sat	09:21 21:21	4.76 5.02	03:02 15:22	0.76 1.17	07:32	16:44	
6	Sun	10:07 22:09	4.88 5.11	04:01 16:16	0.57 0.95	07:34	16:42	
7	Mon	10:48 22:48	4.93 5.13	04:50 17:04	0.48 0.80	07:36	16:40	
8	Tue	11:21 23:23	4.93 5.07	05:30 17:44	0.49 0.72	07:38	16:38	☉
9	Wed	11:50 23:56	4.91 4.98	06:06 18:20	0.58 0.70	07:40	16:37	
10	Thur			06:37 18:55	0.72 0.75	07:42	16:35	
11	Fri	00:32 12:52	4.86 4.85	07:07 19:30	0.90 0.86	07:44	16:33	
12	Sat	01:11 13:30	4.71 4.78	07:38 20:06	1.10 1.00	07:46	16:31	
13	Sun	01:54 14:11	4.52 4.67	08:12 20:46	1.32 1.18	07:48	16:30	
14	Mon	02:41 14:57	4.31 4.50	08:50 21:30	1.57 1.37	07:50	16:28	
15	Tue	03:36 15:51	4.09 4.32	09:38 22:22	1.81 1.52	07:52	16:27	
16	Wed	04:45 16:58	3.93 4.18	10:38 23:22	1.98 1.58	07:54	16:25	☾

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Thu	06:02 18:12	3.90 4.15	11:45	2.03	07:55	16:24	
18	Fri	07:09 19:16	4.03 4.25	00:28 12:54	1.51 1.92	07:57	16:22	
19	Sat	08:03 20:07	4.24 4.43	01:35 13:57	1.32 1.70	07:59	16:21	
20	Sun	08:47 20:50	4.47 4.64	02:32 14:50	1.08 1.43	08:01	16:19	
21	Mon	09:24 21:29	4.70 4.84	03:20 15:37	0.83 1.15	08:03	16:18	
22	Tue	09:57 22:06	4.90 5.02	04:03 16:19	0.61 0.88	08:05	16:17	
23	Wed	10:31 22:47	5.07 5.15	04:45 17:01	0.45 0.65	08:06	16:16	☉
24	Thu	11:09 23:30	5.20 5.19	05:26 17:43	0.39 0.50	08:08	16:14	
25	Fri	11:50	5.26	06:06 18:26	0.43 0.45	08:10	16:13	
26	Sat	00:16 12:35	5.15 5.25	06:47 19:11	0.57 0.49	08:12	16:12	
27	Sun	01:08 13:26	5.03 5.18	07:31 19:59	0.79 0.61	08:13	16:11	
28	Mon	02:06 14:21	4.84 5.07	08:17 20:50	1.07 0.77	08:15	16:10	
29	Tue	03:10 15:24	4.64 4.94	09:10 21:46	1.33 0.91	08:17	16:09	
30	Wed	04:22 16:31	4.48 4.83	10:08 22:48	1.53 1.02	08:18	16:08	☾

DECEMBER 2022

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
1	Thu	05:37 17:42	4.41 4.77	11:12 23:58	1.64 1.05	08:20	16:08	
2	Fri	06:49 18:52	4.45 4.78		1.62	08:21	16:07	
3	Sat	07:54 19:57	4.56 4.82	01:12 13:37	1.02 1.51	08:23	16:06	
4	Sun	08:51 20:55	4.68 4.86	02:27 14:49	0.95 1.35	08:24	16:06	
5	Mon	09:41 21:47	4.78 4.88	03:31 15:51	0.89 1.19	08:26	16:05	
6	Tue	10:24 22:32	4.84 4.87	04:25 16:44	0.87 1.06	08:27	16:04	
7	Wed	11:01 23:09	4.88 4.82	05:11 17:30	0.89 0.97	08:28	16:04	
8	Thu	11:33 23:44	4.90 4.76	05:48 18:09	0.95 0.93	08:30	16:04	☉
9	Fri			06:20 18:45	1.02 0.93	08:31	16:03	
10	Sat	00:18 12:36	4.69 4.91	06:51 19:19	1.10 0.96	08:32	16:03	
11	Sun	00:55 13:11	4.60 4.87	07:22 19:53	1.20 1.03	08:33	16:03	
12	Mon	01:35 13:50	4.50 4.78	07:53 20:28	1.32 1.11	08:34	16:03	
13	Tue	02:18 14:32	4.38 4.67	08:28 21:05	1.46 1.21	08:35	16:03	
14	Wed	03:05 15:18	4.25 4.53	09:06 21:45	1.61 1.30	08:36	16:03	
15	Thu	03:57 16:09	4.13 4.39	09:50 22:32	1.75 1.37	08:37	16:03	
16	Fri	04:56 17:04	4.06 4.30	10:45 23:25	1.84 1.39	08:38	16:03	☾

Date	Day	High Water		Low Water		Sun Rise/Set		Moon
		Time	m	Time	m	Time	Time	
17	Sat	05:58 18:03	4.07 4.28	11:44	1.85	08:39	16:03	
18	Sun	06:58 19:03	4.18 4.36	00:23 12:45	1.33 1.75	08:40	16:03	
19	Mon	07:51 20:00	4.36 4.50	01:24 13:46	1.21 1.56	08:40	16:03	
20	Tue	08:39 20:53	4.57 4.68	02:25 14:48	1.04 1.31	08:41	16:04	
21	Wed	09:24 21:43	4.80 4.87	03:23 15:45	0.86 1.03	08:42	16:04	
22	Thu	10:08 22:33	5.02 5.02	04:18 16:41	0.70 0.76	08:42	16:05	
23	Fri	10:52 23:22	5.20 5.11	05:07 17:32	0.60 0.54	08:43	16:05	☉
24	Sat	11:38	5.32	05:54 18:19	0.56 0.39	08:43	16:06	
25	Sun	00:12 12:25	5.11 5.37	06:38 19:07	0.61 0.34	08:43	16:07	
26	Mon	01:03 13:16	5.04 5.35	07:22 19:53	0.73 0.37	08:44	16:07	
27	Tue	01:59 14:10	4.91 5.28	08:07 20:40	0.90 0.47	08:44	16:08	
28	Wed	02:57 15:07	4.75 5.16	08:54 21:30	1.10 0.63	08:44	16:09	
29	Thu	04:00 16:08	4.58 5.01	09:44 22:22	1.29 0.82	08:44	16:10	
30	Fri	05:04 17:11	4.45 4.85	10:40 23:21	1.45 1.01	08:44	16:11	☾
31	Sat	06:09 18:17	4.39 4.71	11:42	1.55	08:45	16:12	



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- Masterplanning
- GIS

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- Public Realm and Landscape design and detailing for construction
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- Environmental Improvements and Regeneration
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- Landscape Character Assessment
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# 2021

January 2021					February 2021				March 2021					April 2021					May 2021					June 2021											
Week	53	1	2	3	4	Week	5	6	7	8	Week	9	10	11	12	13	Week	13	14	15	16	17	Week	17	18	19	20	21	22	Week	22	23	24	25	26
M	4	11	18	25		M	1	8	15	22	M	1	8	15	22	29	M	5	12	19	26		M	3	10	17	24	31	M	7	14	21	28		
T	5	12	19	26		T	2	9	16	23	T	2	9	16	23	30	T	6	13	20	27		T	4	11	18	25	T	1	8	15	22	29		
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T	7	14	21	28		T	4	11	18	25	T	4	11	18	25		T	1	8	15	22	29		T	6	13	20	27	T	3	10	17	24		
F	8	15	22	29		F	5	12	19	26	F	5	12	19	26		F	2	9	16	23	30		F	7	14	21	28	F	4	11	18	25		
S	2	9	16	23	30	S	6	13	20	27	S	6	13	20	27		S	3	10	17	24		S	1	8	15	22	29	S	5	12	19	26		
S	3	10	17	24	31	S	7	14	21	28	S	7	14	21	28		S	4	11	18	25		S	2	9	16	23	30	S	6	13	20	27		

July 2021					August 2021					September 2021					October 2021					November 2021					December 2021											
Week	26	27	28	29	30	Week	30	31	32	33	34	35	Week	35	36	37	38	39	Week	39	40	41	42	43	Week	44	45	46	47	48	Week	48	49	50	51	52
M	5	12	19	26		M	2	9	16	23	30		M	6	13	20	27		M	4	11	18	25		M	1	8	15	22	29	M	6	13	20	27	
T	6	13	20	27		T	3	10	17	24	31		T	7	14	21	28		T	5	12	19	26		T	2	9	16	23	30	T	7	14	21	28	
W	7	14	21	28		W	4	11	18	25		W	1	8	15	22	29		W	6	13	20	27		W	3	10	17	24	W	1	8	15	22	29	
T	1	8	15	22	29	T	5	12	19	26		T	2	9	16	23	30		T	7	14	21	28		T	4	11	18	25	T	2	9	16	23	30	
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S	4	11	18	25		S	1	8	15	22	29		S	5	12	19	26		S	3	10	17	24	31		S	7	14	21	28	S	5	12	19	26	

# 2022

January 2022					February 2022					March 2022					April 2022					May 2022					June 2022												
Week	52	1	2	3	4	5	Week	5	6	7	8	9	Week	9	10	11	12	13	Week	13	14	15	16	17	Week	17	18	19	20	21	22	Week	22	23	24	25	26
M	3	10	17	24	31		M	7	14	21	28		M	7	14	21	28		M	4	11	18	25		M	2	9	16	23	30	M	6	13	20	27		
T	4	11	18	25			T	1	8	15	22		T	1	8	15	22	29		T	5	12	19	26		T	3	10	17	24	31	T	7	14	21	28	
W	5	12	19	26			W	2	9	16	23		W	2	9	16	23	30		W	6	13	20	27		W	4	11	18	25	W	1	8	15	22	29	
T	6	13	20	27			T	3	10	17	24		T	3	10	17	24	31		T	7	14	21	28		T	5	12	19	26	T	2	9	16	23	30	
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S	1	8	15	22	29		S	5	12	19	26		S	5	12	19	26		S	2	9	16	23	30		S	7	14	21	28	S	4	11	18	25		
S	2	9	16	23	30		S	6	13	20	27		S	6	13	20	27		S	3	10	17	24		S	1	8	15	22	29	S	5	12	19	26		

July 2022					August 2022					September 2022					October 2022					November 2022					December 2022											
Week	26	27	28	29	30	Week	31	32	33	34	35	Week	35	36	37	38	39	Week	39	40	41	42	43	44	Week	44	45	46	47	48	Week	48	49	50	51	52
M	4	11	18	25		M	1	8	15	22	29		M	5	12	19	26		M	3	10	17	24	31		M	7	14	21	28	M	5	12	19	26	
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S	2	9	16	23	30		S	6	13	20	27		S	3	10	17	24		S	1	8	15	22	29		S	5	12	19	26	S	3	10	17	24	31
S	3	10	17	24	31		S	7	14	21	28		S	4	11	18	25		S	2	9	16	23	30		S	6	13	20	27	S	4	11	18	25	

# 2023

January 2023					February 2023					March 2023					April 2023					May 2023					June 2023											
Week	52	1	2	3	4	5	Week	5	6	7	8	9	Week	9	10	11	12	13	Week	13	14	15	16	17	Week	18	19	20	21	22	Week	22	23	24	25	26
M	2	9	16	23	30		M	6	13	20	27		M	6	13	20	27		M	3	10	17	24		M	1	8	15	22	29	M	5	12	19	26	
T	3	10	17	24	31		T	7	14	21	28		T	7	14	21	28		T	4	11	18	25		T	2	9	16	23	30	T	6	13	20	27	
W	4	11	18	25			W	1	8	15	22		W	1	8	15	22	29		W	5	12	19	26		W	3	10	17	24	31	W	7	14	21	28
T	5	12	19	26			T	2	9	16	23		T	2	9	16	23	30		T	6	13	20	27		T	4	11	18	25	T	1	8	15	22	29
F	6	13	20	27			F	3	10	17	24		F	3	10	17	24	31		F	7	14	21	28		F	5	12	19	26	F	2	9	16	23	30
S	7	14	21	28			S	4	11	18	25		S	4	11	18	25		S	1	8	15	22	29		S	6	13	20	27	S	3	10	17	24	
S	1	8	15	22	29		S	5	12	19	26		S	5	12	19	26		S	2	9	16	23	30		S	7	14	21	28	S	4	11	18	25	

July 2023					August 2023					September 2023					October 2023					November 2023					December 2023												
Week	26	27	28	29	30	31	Week	31	32	33	34	35	Week	35	36	37	38	39	Week	39	40	41	42	43	44	Week	44	45	46	47	48	Week	48	49	50	51	52
M	3	10	17	24	31		M	7	14	21	28		M	4	11	18	25		M	2	9	16	23	30		M	6	13	20	27	M	4	11	18	25		
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