



Shannon Foynes
PORT COMPANY

PORT ENTRY GUIDE

Valid 01 September 2008

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Welcome

General

Welcome to the Shannon Estuary, Ireland's largest Portal area.

As in all ports, the Harbour Master and his staff are responsible for the safety of all marine activity within the port. This responsibility is carried on behalf of the Board of Directors of Shannon Foynes Port Company and the State using powers derived from the Harbours Act 1996 and Company Bye-laws.

Overall responsibility for Security as required under the EU Directive "Enhancing Port Security" has also been vested in the Harbour Master who has been appointed "Port Security Officer". This, we believe, makes the Shipmasters concerns about safety and security of their ships easier to deal with through one department under one person.

Safety of ship operations approaching and within the Port is the responsibility of the Marine Operations Department under the Harbour Master. This includes Pilotage, Tug requirements, Berthing and Unberthing as well as co-ordinating immobilisations, repairs and hazardous cargo movement.

The Port

The Port extends from Limerick to the sea at Loop Head/ Kerry Head, a distance of 100 Kilometres.

There are six main facilities within the Port handling a total of 1000 ships per year carrying in excess of 12 million tonnes of cargo

Performance Measurement

Shannon Foynes Port Company is an accredited ISO Port. As part of the ongoing improvement required under this system, there are standards against which we measure ourselves. The headings under which Marine Operation measurements occur include; berth occupancy, delays, berth allocation and soundings.

Emergencies

Marine Operations has invested time & resources in the building of efficient emergency response plans which can be access through our website.

We are proud of our Port and would value any feedback on the marine aspects of your visit as part of our self improvement policy.

You will find a form for comments which can be sent electronically to the Company for consideration.

We hope you have a safe and pleasant visit to our Port.

Capt. A. Coghlan

Harbourmaster

Port Security Officer/Superintendent of Pilots

1.Foreword

The rules and regulations in the Port contribute to the safe, efficient and environmentally responsible handling of shipping traffic. The International regulations on the IMO, such as the SOLAS Convention and its amendments (eg the IMDG Code and IBC) and National regulations, including the recommendations and directives of the EU , are in force in the Port of SFPC. Furthermore, the Port Byelaws are the “House Rules” of the Port.

Main Applicable Regulations:

- Harbours Act 1996
- SFPC Byelaws 2004
- SFPC Byelaws 1953
- ISPS Code 2004
- S.I No 117 of 2003 EC (Port Reception Facilities for ship generated waste and Cargo residues 2003)
- Marpol Regulations 73/78
- Sea Pollution Regulations 1994

A comprehensive list of Acts, Statutory Instruments, Regulations, may be viewed at the Government Website.

Emergency Within the Estuary

Marine Operations has published plans to react in cases of Marine Emergency and Pollution incidents throughout the Estuary, as well as plans to deal with incidents within the facilities at Limerick, Shannon and Foynes.

These plans can be viewed at

- Marine Emergency Plan [Hyperlink](#)
- Oil Pollution Response [Hyperlink](#)
- Installation Emergency [Hyperlink](#)

2. Contact Information & Regulation

The Harbour Master's Office is located in the Harbour Office in Foynes.

Marine Operations within the Harbour Master's Office is established to centrally receive and handle all operational maritime requests, questions, messages and reports and through which the requirements of the Harbour Master are made known.

Marine Operations is contactable during

Office hours (Monday – Friday, 0900 -1300, 1400 – 1700)

Telephone +353-69 73103

And 24/7

Fax +353-69-65552

Email marineops@sfpc.ie

Outside of office hours the Duty Harbour Master is contactable by mobile phone

Daytime (Mon – Fri 0800 – 1600) +353-87 2560427

Nights (1600 – 0800 and all weekends) +353-87 2542266

3. Pre Arrival

Prior to arrival, and in all cases except as specifically mentioned below, all ships must give at least 24 hours notice of ETA before the ship passes the seaward limit of the port.

The only cases where less than 24 hours notice is acceptable is when the port of departure is less than 24 hours and where due to an emergency on board the ship, or other stressful situation, the required minimum notice is not possible. In these cases notice of ETA must be given as soon as practically possible.

Notice must be given by completing in full, as applicable to each type of ship, the current PRE ARRIVAL FORM (Doc 40) as issued by SFPC. [Hyperlink to Doc 40](#)

The Pre Arrival Form is designed so that all the statutory information is collated on one sheet. Receipt of an incorrect or incomplete Doc.40 will result in unnecessary delays to the ship.

It is a requirement that the Doc 40 is transmitted by email to Port operations: [hyperlink](#)

VTMIS

The port does not operate a manned VTS service. There are 3 radar sites in the following locations from seaward: Loop Head, Klilcredaun Head, Tarbert Lighthouse.

Vessel tracks are recorded and where necessary Pilots give assistance to inward and outward ships as required using radar and VHF.

Port VHF channels

Vhf frequency: Ch 16, **11**, 14, 68, 71

Operates during office hours and other times when shipping movements occur

Tugs

All towage requirements are prescribed by the Harbour Master.

A private company provides commercial towage in the estuary.

It has a fleet of 3 tugs: 1 x 55 ttp, 2 X 45 ttp.

Pilot Station

The Pilot station is situated at Cappa, near Kilrush, in County Clare.

VHF Channels: 16, **11**, 14

The pilot boat " Loop Head" operates from Cappa Pier.

4. General Port Information

Shannon Foynes Port is situated on the west coast of Ireland between the seaward limit of

52° 30´N 009° 57´W and the landward limit 52° 39´.5 N 008° 38´ W

Port Limits

The nautical supervision of the Shannon Foynes Port Company (SFPC) covers the following areas:

The whole of the navigable waters of the River Shannon and its tributaries between a seaward imaginary line joining Loop Head in County Clare to Kerry Head in County Kerry to the downstream side of the Shannon Bridge in Limerick City.

The following destinations are accessible for sea going vessels from seaward:

- Cappa
- Moneypoint
- Tarbert
- Foynes
- Aughinish
- Shannon Airport
- Ted Russell Dock

Smaller inland craft can access Ireland's Inland Waterways through a Lock / Canal system above Limerick which gives access to the rivers Shannon and Erne

Load Lines

North Atlantic Winter Seasonal Zone II.

Winter from November 1 to March 31, Summer from April 1 to October 31.

Maximum Size Vessels

The maximum sized vessel to have entered the port has been Cape Size, length 289 metres with draught of 17.4 metres

Not every berth can accommodate the maximum size, check the individual berth information.

Time Zone

GMT

Summer Time (GMT + 1 hr) is in force from 0100 hours on the last Sunday in March to 0200 hours on the last Sunday in October.

Public Holidays

There are nine Public Holidays observed in Ireland:

- January 1st
- March 17th
- Easter Monday
- First Monday in May
- First Monday in June
- First Monday in August
- Last Monday in October
- December 25th
- December 26th

During public holidays work continues uninterrupted at some continuous process facilities in the estuary

Working Hours

Ordinary Working Hours: Monday – Friday 08:00 to 13:00, 14:00 to 17:00

Overtime may be arranged.

A continuous shift system operates at some facilities, See individual facility information.

Traffic & Cargo

Current ship movements amount to some 2,000 annually. Cargo throughput is in the order of 11.5 M tonnes. The port handles the largest vessels trading into Ireland.

5. Charts and Publications

(All of the following are published by the British Admiralty and may be purchased at Admiralty stockists located in Dublin, Cork or Bangor N.I.)

- BA Chart 1125 - Western Approaches – Ireland
- BA Chart 1819 - Approaches to the River Shannon
- BA Chart 1547 - River Shannon: Kilcredaun Point to Ardmore Point – Plan Kilrush Creek
- BA Chart 1548 - River Shannon : Ardmore Point to Rinealon Point
- BA Chart 1549 - River Shannon: Rinealon Point to Shannon Airport including Foynes Harbour
- BA Chart 1540 - River Shannon: Shannon Airport to Limerick

NP 40 – Irish Coast Pilot

NP 74 – Admiralty List of Lights Volume A

NP 201 – Admiralty Tide Tables Volume 1

NP 281(1) - Vol. 1 Admiralty List of Radio Stations Volume 1

NP 282 – Vol. 2 Admiralty Radio Navigational Aids Volume 2

NP 283 – Vol. 3 Admiralty Maritime Safety Information Services

NP 286(1) – Vol. 6 Part 1 Pilot Services, VTS, Port Operations

6. Pilotage

The Pilotage Authority for the entire Shannon Estuary is Shannon Foynes Port Company.

The Pilots are licensed by SFPC

The Pilot Boat is operated by SFPC

The Pilot Station, at Cappa, is operated by SFPC.

The Harbour Master, SFPC, is Superintendent of Pilots.

Pilotage in the Shannon Estuary is governed by the Harbour Acts 1996-2000 and SFPC Pilotage By-Laws.

Pilotage is compulsory in waters of the sea and of the River Shannon from an imaginary straight line drawn from Loop Head in the County of Clare to Kerry Head in the County of Kerry to the downstream side of the Shannon Bridge in the City of Limerick and all navigable waters of tributaries connected thereto including all docks within the area.

Ships exempted from compulsory pilotage (other than passenger ships and tankers carrying petroleum or gas products) may include:

- Ships belonging to the State
- Ships of less than fifty gross tons
- Pleasure yachts less fifty gross tons
- Fishing vessels
- Ferries plying exclusively within the compulsory pilotage area
- Ships that habitually trade within the compulsory pilotage area and who's masters satisfy the Pilotage Superintendent as to their competence and knowledge
- Ships whose master possesses a Pilotage Exemption Certificate issued by SFPC

Notice for the engagement of a pilot must be made in ample time and is governed by bye-law.

The minimum notice required by the Marine Operations is six hours prior to the time the pilot is required to board the ship.

When inadequate notice is received penalties occur.

When the pilot has less than four hours notice a late order fee is charged.

When the ship is not ready to get under way within a half hour after the pilot boards a detention fee is charged.

The pilot station is based at Cappa, near Kilrush, in County Clare.

The pilot boat operates from Cappa Pier.

When the weather is inclement, the pilot boat is moored in the lock at Kilrush Creek Marina.

When pilotage is suspended through stress of weather the pilot boat is locked into the marina.

In exceptional circumstances, when conditions preclude the use of the pilot boat to embark a pilot on a deep drafted ship (in excess of 12.5 metres draft) west of the Ballybunnion Bar Buoy, it may be possible to use a helicopter, during daylight hours only, to enact the boarding. In such circumstances the pilot is winched down to the deck of the ship. A request for helicopter transfer is made by Marine Operations to Irish Coastguard through MRCC Valentia. Availability of this service is dependant on prevailing Coastguard commitment for SAR.

See SFPC rates for pilotage and pilot boat charges [hyperlink](#)

Please note

Vessels arriving in ballast to load at any facility, or sailing from any facility, must be at a safe draft and reasonable trim to effect a safe passage within the estuary.

Vessels failing to comply with this basic prudent requirement, may be delayed or refused pilotage.

7. Approaches to the Estuary:

All vessels up to 12.4 metres draught can enter the estuary at all states of tide in favourable weather.

Vessels in excess of 12.4 metres draft may only cross the Kilclogher Bar when there is sufficient Under Keel Clearance. This is determined by Marine Operations on an individual ship basis prior to the ship's arrival.

The following pilot embarkation positions relate to the following size of ship:

From seaward

1. Vessels in excess of 12.4 metres draught: 2 miles West of Ballybunion Racon Buoy
2. Vessels greater than 20,000 GT: 52° 33´.40 N 009° 43´.70 W*
3. Vessels greater than 5,000 GT: 52° 35´.40 N 009° 38´.00 W
4. Vessels less than 5,000 GT: 53° 36´.34 N 009° 28´.71 W

** When weather conditions preclude safer embarkation at this position the Master has the option of remaining outside until conditions improve, or be guided in by Pilot using Radar and VHF to the position quoted in No. 3.*

It should be noted that vessels in excess of 12.4 metres draught are restricted on entry to the deep draught channel defined by the Corlis Point leading lights. Other vessels not so draught restricted must not hamper the movement of deep draughted vessels.

Anchorage (See BA chart No. 1547)

There are four designated anchorages in the lower estuary to cater for different size ships.

Anchorage No. 1

With depths from 11 to 32 metres this anchorage is suitable for vessels up to 17.4 metres draught.

Anchorage No. 2

With depths from 13.4 to 24 metres this anchorage is suitable to accommodate a Cape sized vessel.

Anchorage No. 3

With depths from 6 metres to 15 metres this anchorage can accommodate up to Panamax size vessels.

Anchorage No. 4

This anchorage is suitable for coasters

Note:

Due to tidal conditions Masters are warned of the necessity to keep a vigilant anchor watch at all times.

Special attention must also be paid to weather forecasts transmitted by Valentia Radio / Shannon Coastguard.

Engines must be maintained in a state of readiness and immobilization is prohibited.

8. Port Operations - Navigation

Draughts

Must be stated relative to saltwater density of 1.025 t/m³

Water density varies from salt to fresh within the estuary.

Speed

There are no general speed limits other than to proceed at a speed consistent with safety to include a care not to generate a damaging wake.

Under Keel Clearance

A general policy applies so that the minimum UKC shall be 10% of draught.

Right of Way

Rules of the road shall apply

Passing Arrangements

- A vessel underway shall maintain a safe distance from other vessels.
- A vessel shall exercise due caution and common sense when overtaking/passing other vessels.
- The overtaking vessel shall communicate its intentions to the vessel being overtaken, and that vessel shall not hinder the overtaking vessel.
- Vessels about to unberth or breakaway from a jetty shall not hinder the passage of passing traffic.
- No overtaking or passing is permitted in narrow channels

Restricted Visibility

Masters of ships will be advised by their Pilot in conjunction with the Harbour Master whether he can proceed during times of restricted visibility

Mooring

The following can be taken as minimum guidelines for mooring within the estuary:

Cape Size vessels

- 4 headlines
- 4 sternlines
- 2 for'd breastlines
- 2 aft'r breastlines
- 2 for'd springs
- 2 aft'r springs

Panamax vessels

- 4 headlines
- 6 sternlines
- 2 for'd breastlines
- 2 aft'r breastlines
- 2 for'd springs
- 2 aft'r springs

Handy Size vessels

- 3 headlines
- 3 sternlines
- 2 for'd breastlines
- 2 aft'r breastlines
- 2 for'd springs
- 2 aft'r springs

Coastal vessels

- 2 headlines
- 2 sternlines
- 2 for'd springs
- 2 aft'r springs

All mooring and unmooring operations are attended by a Berthing Master who may, in the interest of ship and berth safety, increase the required number and disposition of lines. This may be done in anticipation of extreme weather or tidal conditions.

Immobilization

Vessels shall not immobilize without permission of the Harbour Master.

Form for requesting immobilization can be downloaded at [hyperlink](#)

Lowering of Lifeboats and Rafts

It is recognized that lifeboats are required to be lowered/launched to fulfil international lifesaving drill requirements and also that overboard inspections are sometimes required.

Masters, through their Agent, should advise the Harbour Master of their intention to lower/launch lifeboats/rafts, who at the time will normally concur with the request. If there is any reason that lowering/launching cannot occur the Harbour Master will so direct, and, where possible suggest an alternate time for the operation.

9. Customs, Immigration & Port Health

Note: Immigration and Port Health functions are normally undertaken by Customs Officers under inter agency licensing agreements.

Prior to arrival

The following documents, duly completed and signed by the Master, must be available on board at all times regardless whether they have been transmitted to the Ship's Agent prior to arrival.

- Clearance from last port (IMO FAL Form 1)
- Cargo statements i.e. bills of lading, manifest of cargo.
- Crew's effects declaration (IMO FAL Form No 4)
- Vessel's Stores Declaration (IMO FAL Form No 3)
- Crew List (IMO FAL Form No 5)
- Passenger List (IMO FAL Form No 6)
- Maritime Declaration of Health

Bonded goods, which are not to be cleared, and in excess of the personal allowances noted below, must be stored in one room which is capable of being sealed by Customs.

Masters should ensure that such seals are not broken other than by a Customs Officer on a subsequent visit.

Health

If any of the Health Questions on the Declaration of Health has been answered by **"YES"** or in case of any other quarantine problems the Port Health Officer at the Heath Services Executive (Phone: +353 (0)61 326677 Fax: +353 (0)61 316870) and the ships agent must immediately be informed.

Immigration

If there any stowaways on board this fact must be transmitted to the Ships Agent prior to the vessel's arrival.

When any crew changes are to be undertaken during the vessel's stay in port the Ship's Agent must be advised so that Customs are informed.

Customs

While in port

As long as an incoming vessel is within Irish territorial waters (12 nautical miles zone) and has not been cleared by Customs it is strictly forbidden to:

- Allow any person to board the vessel
- To allow any crew member, passenger or stowaway to disembark
- To load or discharge any goods
- To allow contact with any other craft

The following are exempt from these rules:

Harbour Master's representatives, licensed Pilots, Department of Transport Officers, Customs Officers, Agents with special permits, Tug personnel employed in assisting the vessel.

Daily Personal Allowance while in port: (Boarding officer normally grants allowances for weekly period)

Spirits: one seventh litre per crew member per day

Wine: 750 ccl per crew member

Tobacco products: either 40 cigarettes, or 25 cigars, or 42 grams of tobacco out of bond per crew member for use on board.

Prior to departure

The master should ensure he has obtained a clearance outward certificate (IMO FAL Form 1) from customs prior to departure.

It is strictly forbidden to break any Customs seals, until outside Irish territorial waters, and particularly if the vessel is proceeding to a second or subsequent Irish port before entering a foreign port.

10. Operations within the Port

Tankers with Dangerous Products

Loading and discharging operations of tankers with dangerous products are only allowed to commence after completion of the Ship – Shore Safety Checklist or the Vessel – Vessel Safety Checklist.

An up to date dangerous goods stowage plan is to be available at all times within the port.

When dangerous liquid bulk is being loaded or discharged to the shore simultaneous bunkering from shore or barge is forbidden.

OBO Ships

OBO ships which are loaded with dry cargo shall report 24 hours before arrival in port:

1. Nature of dry cargo
2. Chemical or technical name of last liquid cargo
3. Date of discharge of last liquid cargo
4. Stowage of cargo residues of flammable liquids (also if mixed with water)
5. Description of atmosphere present above abovementioned cargo residues
6. Description of atmosphere in other cargo spaces
7. Declaration that bulk liquid cargo pipes contain no bulk liquid cargo residues.

Fumigation / Ventilation

Vessels arriving with fumigated cargoes requiring ventilation prior to discharge may only do so under the following conditions.

1. Vessel is moored in isolation.
2. Name of fumigant and its chemical product data sheet must be supplied to the Harbour Master before ventilation can occur.
3. Canisters and apparatus used in fumigating must be removed from the Port before the commencement of cargo work.

4. A certificate from a Marine Chemist stating that all cargo spaces are gas free and suitable for work is required to be lodged with the Harbour Master.

5. Express permission must be obtained from the Harbour Master before cargo work commences.

Cargo Waste

Cargo waste may not be dumped overboard or dumped on the quay. All cargo waste must be disposed of in accordance with the Port Waste Reception Plan

Ship Generated Waste

See Port waste Management plan [hyperlink](#)

Repairs

Minor repairs can be arranged with the Ship Agent

De- Ratting

This can be arranged by the Ship Agent

Fresh Water

Available at all locations in the estuary

Bunkers

Bunkers are available locally by road and by barge. Contact Ship Agent and [hyperlink](#) Inver/mainport

Security

All facilities within the port comply with the ISPS Code.

The Port has not yet been certified under EU Directive on Enhancing Port Security.

PORT SECURITY OFFICER

Capt A. Coghlan Harbourmaster

Facilities Include:

Name PFSO	UN Code Contact No.
Cappa	
P. Scanlan	0862 394 851
Moneypoint	IEMOT
M. Kelly	0872 586 947
Tarbert	IETAR
W. Nolan	0871 257 458
Aughinish	IEAUG
T. Sullivan	0872 698 763
Limerick	IELMK
J. Carlton	0872 366 562
Shannon	IESNN
J. Carlton	0872 366 562
Foynes	IEFOY
J. Carlton	0872 366 562

11. Facilities

(from Seaward)

Cappa

- Length of Quay
- Max length of vessel
- Max draught of vessel
- Max beam

Moneypoint

- Length of Jetty 380M
- Max length of vessel 290M
- Max draught at berth 20M +
- Max draught for channel from sea to berth 16.3 + tide
- Max Beam 43M

- Unloading Rate: 2 unloaders X 1500 tph
- Bunker availability: By Barge HFO + MDO, By road tanker MDO
- Fresh Water: Available
- Stores: Accessible by truck
- HFO Discharge: Pipe 1 X 10 inch, 1400 tph

Tarbert

- Length of Jetty 317M
- Max length of vessel 250M
- Max draught at berth 14.0 M
- Max draught for channel from sea to berth 16.3 + tide
- Max Beam
- Unloading Rate
- Bunker availability: By barge
- Fresh Water: Available
- Stores: No access for trucks
- HFO Discharge: 2 X 10 inch feeding 1 X 20 inch, rate 1500 tph

Foynes

- Length of Jetties: West 271M; East 295M; Tanker 91 M
 - Max length of vessel 194 M
(circumstances may allow greater)
 - Max draught at berth 10.5 M
 - Max draught for channel from sea to berth 9.5 + tide
 - Max Beam 29 M
-
- Unloading Rate: Depends on crane/material
 - Bunker availability: By barge & truck
 - Fresh Water: Yes
 - Stores: Yes – no truck access to tanker jetty
 - HFO Discharge: All pipes (oil & chemical) are 6 inch; rate 200 tph

Cargo Gear

- Cranes: 2 X 64 tonne, 2 X 35 tonne.
- Forklifts: Yes
- Hoppers: 2 general purpose, 1 clinker.

Aughinish

- Length of Jetty: Outer 285 M Inner 200 M
- Max length of vessel: Outer 235 M Inner 180 M
- Max draught at berth: Outside 12.5 M Inside 11.0 M
- Max draught for channel from sea to berth: 13M + tide
- Max Beam: Outer 32 M Inner 30 M
- Unloading Rate Bauxite: 1000 tph
- Loading Rate Alumina: 600 tph
- Bunker availability: By barge & truck
- Fresh Water: Yes
- Stores: Yes

HFO Discharge

- HFO Pipe 1X12 inch, rate 800/1000 tph
- Caustic Pipe 1X 10 inch, rate 500 tph
- Sulphuric Acid Pipe 1X 6 inch, rate 200 tph

Shannon

- Length of Jetty 130 M
- Max length of vessel 117 M
- Max draught at berth 7.0 M
- Max draught for channel from sea to berth tide 3.0 M +
- Max Beam
- Unloading Rate 450 tph
- Bunker availability: No
- Fresh Water: Yes
- Stores: No Truck access

Discharge

- Pipe: 2 X 8 inch; 400 tph

Ted Russell Dock

- Total Quay length: 914M
- Max length of vessel: 152 M
- Max draught at berth: Tide dependent
- Max draught for channel from sea to berth: 1.2 M + tide – 0.5M
- Max Beam: 19M
- Unloading Rate (Grab)
- Bunker availability: By road
- Fresh Water: Yes
- Stores: Yes

Oil Discharge

- Petrol 1X 6 inch
- Kerosene 1X 6 inch
- Rate 300 tph

Cargo Gear

- Cranes : Crawler Cranes X 2, 1 X 30 tonne, 1 X 12 tonne
- Forklifts: Yes
- Hoppers: Yes