

# PORT INFORMATION GUIDE

SHANNON ESTUARY

MARCH 2021



**INITIATED BY**



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## **GENERAL INTRODUCTION**

This information has been made available for Ship Masters, technical managers, publishers of nautical information and any other party that requires nautical information for port facilities and traffic movement on the Shannon Estuary.

## **LEGAL DISCLAIMER**

While every effort has been made to ensure the accuracy of all information contained in this publication Shannon Foynes Port Company or its officials will not be held responsible for any Errors, Exceptions, or Omissions.

## **CONTACT PORT**

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

The Marine Operations Department under the direction of the Harbour Master manages all commercial shipping activities within the maritime jurisdiction of the Shannon Estuary. The Marine Operations Department coordinates all shipping activities and are in compliance with international, national and local rules and regulations.

## **CONTACT FOR PORT INFORMATION**

Marine Operations

Office hours (Monday – Friday, 0900 -1700)

Telephone +353-69 73103 Fax +353-69-65552

Email [marineops@sfpc.ie](mailto:marineops@sfpc.ie)

Outside of office hours (including nights, weekends, bank and public holidays) the Duty Harbour Master is contactable by mobile phone +353-87 2542266

## **WEBSITE OF THE PORT**

[www.sfpc.ie](http://www.sfpc.ie)

## **WEBSITE OF THIS DOCUMENT**

<http://www.sfpc.ie/marine-operations/port-entry-guide/>

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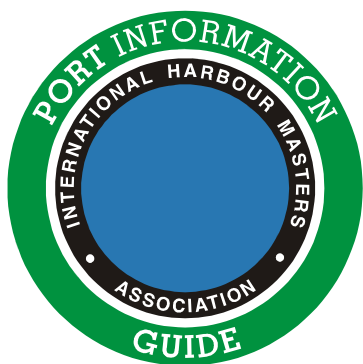
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## RECORD OF CORRECTIONS

Date	Page	Correction subject	Source
6 <sup>th</sup> Nov 09	28	3.2 and 3.3 regarding Safe Seas Ireland.	HC
01 <sup>st</sup> Mar 10	All	Var clerical corrections	HC
29 <sup>th</sup> Mar 10	47	Increase in maximum beam of vessels into Foynes	AC
01 <sup>st</sup> JUN 12	All	General update and introduction from new Harbour Master	HC
18 <sup>th</sup> July 2012	11/58/62/68	Instructions concerning Pilot Ladders.	MK
17 <sup>th</sup> Sep 12	49	Mooring equipment – addition	HC
07 <sup>th</sup> Dec 12	46	Inclusion of Pilots intended passage in the Estuary	HC
07 <sup>th</sup> Dec 12	5/21/66	Amended contact details – Marine Operations and Duty Harbour Master.	MK
07 <sup>th</sup> Dec 12	56/60	Amended contact details – Security Office Foynes	MK
07 <sup>th</sup> Dec 12	28	Amended Port security information (Para 4.7)	MK
07 <sup>th</sup> Dec 12	43	Compilation of tidal predictions.	MK
21 <sup>st</sup> May 13	76/77	Amended details re Shipping Agents.	MK
18 <sup>th</sup> Jun 13	72	Insertion of new para 14.6. Safe Access/Egress – Rigging of Accommodation ladders/Gangways.	MK
08 <sup>th</sup> Jul 13	78	Amended Para 16.6 – details regarding Waste disposal provision at all terminals within the Estuary.	HC
29 <sup>th</sup> Jul 13	46	Amended definition of deep draught vessel (now 13.0m and above).	MK
30 <sup>th</sup> Jul 13	63-64	Berthing/Sailing restrictions at terminals and jetties.	MK
Jan 2020	All	General update of information	HC
Aug 2020	All	General update of information	SR
March 2021	All	IMSBC Code (Blucode), Marine Fuel Sulphur Content	SR

# 1 FOREWORD

## HARBOUR MASTER



# PART I | INTRODUCTION CONTACT INFORMATION & REGULATIONS

## 1.1 GENERAL

As Harbour Master with Shannon Foynes Port Company, it gives me great pleasure in welcoming you to the Shannon Estuary. The Shannon Estuary is Ireland's largest portal area, extending from our facilities in Limerick City to the seaward limits between Loop Head and Kerry Head, a distance of some 100 km. In addition, the Shannon Estuary is Ireland's premier deep-water facility, routinely handling Capesize and Panamax shipping.

### **The Port**

There are six main facilities located within the Estuary. Shannon Foynes Port Company facilities are located at Foynes, Limerick City (Ted Russell Dock) and Shannon Airport Aviation Jetty. The Company is also responsible for navigation to privately owned facilities located at Moneypoint, Aughinish and Tarbert. The Port handles approximately 1000 ships per annum, with tonnages averaging 11m tonnes p.a.

### **Marine Operations**

The Marine Operations Department under the direction of the Harbour Master is responsible for the management of all commercial shipping movements on the Shannon Estuary.

The department is responsible for safety of navigation, integrity of the berths, basins and approaches the navigational aids architecture within the Estuary, and accuracy of water depths through regular hydrographic survey

The Department manages day to day operations, coordinating Pilotage, Towage, Berthing/Unberthing requirements, as well as arrangement of in port services of waste management, fresh water, processing of bunker supply, immobilisations and repair requests.

### **Performance Measurement**

SFPC is Ireland's largest bulk handling port dealing with the largest vessels entering Irish waters.

All SFPC operations and business processes are conducted under our Integrated Management System (IMS) in line with the requirements of ISO 9001:2015.

There is a committed policy of continuous improvement to enhance customer service which includes investment in modern marine equipment such as VTS, Pilot Boat, under keel clearance system and modern pilot aids.

### **Emergencies**

Shannon Foynes Port Company has developed, in partnership (with the support of) with the regional and Local Authorities, significant emergency response capabilities including marine, pollution and facility emergency plans. SFPC is a major stakeholder in SEA-PT (Shannon Estuary Anti-Pollution Team), maintaining an extensive stock of pollution response equipment, and conducting regular exercises with Emergency Services and Local Authorities.

## PART I | INTRODUCTION CONTACT INFORMATION & REGULATIONS

### Future Development

Shannon Foynes Port Company has published a Strategic Masterplan (Vision 2041), In consultation with national, regional and local stakeholders. SFPC is committed towards continuous improvement and development of both the existing facilities and planned expansion of the services and port infrastructure.

We hope that you have a safe and pleasant visit to the Shannon Estuary. Feedback on your visit to any of the Shannon Foynes Port Facilities is welcome and encouraged and can be provided through our website <https://www.sfpc.ie/contact-us/>.

Captain Hugh Conlon

Harbour Master

# PART I | INTRODUCTION CONTACT INFORMATION & REGULATIONS

## 1.2 PORT REPORT

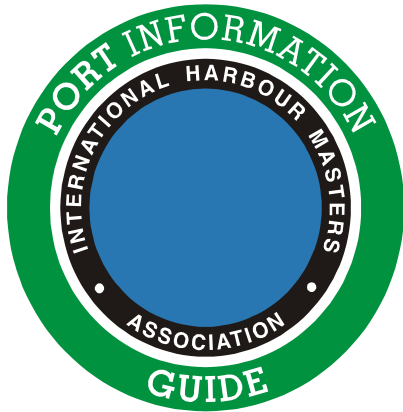
The annual report for the Port Company is available on our web-site at [www.sfpc.ie](http://www.sfpc.ie)

## 1.3 PORT PERFORMANCE

Shannon Foynes Port Company is an accredited ISO Port, currently holding both Integrated Management Systems and PERS (Port Environmental Review System) The Marine Operations Department actively monitors performance through KPIs which include berth occupancy, delays, berth allocation and soundings. As an essential service provider for the region the continuous delivery of the highest standards of operation to all our customers and stakeholders is critical to our success. Regular engagement and review of feedback and complaint resolution ensures we continue to grow and develop.

A comprehensive library of Risk Assessments has been developed which are regularly reviewed for all port activities ensuring a safe, secure and efficient operation is delivered every time.

# **2 CONTACT INFORMATION AND REGULATIONS**



## 2.1 GENERAL PORT INFORMATION

### PORT LIMITS

The Shannon Estuary comprises 500 square kilometres of navigable water extending from Loop Head, in County Clare, and Kerry Head, in County Kerry, eastwards to the city of Limerick, a distance of 100 kilometres. The naturally occurring deep and sheltered waters of the estuary are accessible to large ocean-going vessels of varying types and sizes of up to 185,000 DWT.

Recognised internationally and nationally as one of the three core ports on the island of Ireland, SFPC's location provides for a highly accessible port with good road connectivity and rail access. The Port facilities are of national importance and this is reflected in the fact that 37% of Ireland's bulk traffic transits the Estuary every year, making SFPC the largest bulk port in the country and the second largest port based on tonnage. Within the estuary there are currently six main shipping facilities handling approximately 830 ships per year amounting to a total of 10 million DWT of shipping activity. Three of the facilities; Foynes, Limerick Docks and Shannon Airport Jetty are owned by SFPC, whereas, the other three dedicated terminals are privately owned, including the Moneypoint coal import facility, Tarbert Island for heavy fuel oil and Aughinish for bauxite imports and alumina exports.

Shannon Foynes Port Company (SFPC) is the Statutory Harbour Authority and has jurisdiction and responsibility for all commercial maritime activities on the Shannon Estuary between Shannon Bridge in Limerick City and an imaginary line at the mouth of the estuary joining Loop Head in County Clare to Kerry Head in County Kerry.

SFPC has the authority to issue Byelaws pursuant to Section 42 of the Irish Harbours Act, 1996 – 2000; the current Byelaws came into effect on 10 November 2004. The Harbour Master is vested with the authority to issue 'Directions' to the masters of vessels arriving, departing, or lying within the port.

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.

# PART I | INTRODUCTION CONTACT INFORMATION & REGULATIONS

## 2.2 CONTACT INFORMATION

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

Marine Operations is contactable during

Office hours (Monday – Friday, 0900 -1700)

Telephone +353-69 73103.

Fax +353-69-65552

Email [marineops@sfpc.ie](mailto:marineops@sfpc.ie)

Outside of office hours (including nights, weekends, bank and public holidays) the Duty Harbour Master is contactable by mobile phone +353-87 2542266

## 2.3 RULES AND REGULATIONS

The rules, regulations and bye laws adopted by the port contribute to the safe, efficient and environmentally responsible handling of commercial shipping traffic in the Shannon Estuary. International, National rules and regulations including recommendations and directives of the EU, IMO Codes and Industry best practice shall be complied with by all commercial shipping operating in the Shannon Estuary under the jurisdiction of Shannon Foynes Port Company

### MAIN APPLICABLE REGULATIONS:

Harbours Acts 1996, 2000 and amendments.

SFPC Bye-Laws 2004

SFPC Pilotage Bye-Laws 1953

ISPS Code 2004

S.I. No 117 of 2003 EC (Port Reception Facilities for Ship Generated Waste and Cargo Residues Regulations 2003

MARPOL Regulations 73/78

Sea Pollution Regulations

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

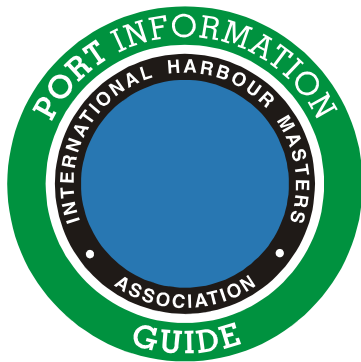
## 2.4 EXEMPTIONS AND PERMITS

The Shannon Estuary and Shannon Foynes Port Company is compliant with all national and international regulations and does not hold exemptions. All necessary permits and licenses are in force and up to date.

### 2.5 RECENT IMPORTANT AMENDMENTS TO LAW

- EU Directive 2000/59 - Port Reception Facilities for Ship-Generated Waste and Cargo Residues.
- EU Directive 2002/59 - Community Vessel Traffic Monitoring and Information System
- EU Directive 725/2005 - The ISPS Code On Ship and Immediate Ship/Port Interface Security
- EU Directive 98/42 - Concerning The Enforcement, In Respect Of Shipping Using Community Ports and Sailing In The Waters Under the Jurisdiction of The Member States, of International Standards for Ship Safety, Pollution Prevention and Shipboard Living and Working Conditions
- EU Directive 1999/35 - A System Of Mandatory Surveys for the Safe Operation of Regular Ro-Ro Ferry and High-Speed Passenger Craft Services
- Directive 98/55 /EEC - Minimum Requirements for Vessels Bound For or Leaving Community Ports and Carrying Dangerous or Polluting Goods
- Directive (EU) 2016/802 of the European Parliament and of The Council of 11 May 2016 Relating to Reduction in The Sulphur Content of Certain Liquid Fuels.
- Directive (EU) 2001/96/EC of the European Parliament and Council of 4 December 2001 Establishing Harmonised Requirements and Procedures for the Safe Loading and Unloading of Bulk Carriers
- S.I. No. 492/2012 - Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) Regulations 2012
- Sea Pollution (Miscellaneous Provisions) Act 2006

# **3 ARRIVAL AND DEPARTURE PROCEDURE**



## PART II | NOTIFICATION, DOCUMENTATION & REPORTING

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### 3.1 GENERAL

All vessels arriving in Irish ports must register with [www.safeseas.ie](http://www.safeseas.ie). The purpose of this Directive is to establish in the Community a Vessel Traffic Monitoring and Information System with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships

Arrival and Departure procedure as described Irish Marine Notice No. 21 of 2009 can be located <https://www.gov.ie>

### 3.2 ARRIVAL PROCEDURE

Pre arrival notification must be registered on [www.safeseas.ie](http://www.safeseas.ie) a minimum of 24 hours prior to arrival at the port limits. An exception to this requirement is when arriving from an Irish port which is less than 24 hours from the Shannon Estuary.

Incorrect or incomplete submission of pre-arrival requirements will result in unnecessary delays to the ship.

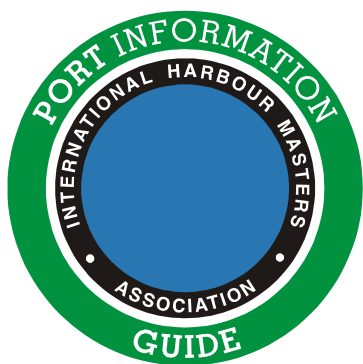
Masters must hold valid up to date information relating to the physical and chemical properties of the cargo being carried. Statutory Declarations must be submitted to [www.safeseas.ie](http://www.safeseas.ie) on initial pre-arrival notification.

Any vessel prior to arrival at the Port which does not submit appropriate cargo statutory declaration or is unable to produce said declaration will result in unnecessary delays.

### 3.3 DEPARTURE PROCEDURE

Departure information is completed by ships agent on [www.safeseas.ie](http://www.safeseas.ie). The Marine Operations Department must be informed of intended sailing in sufficient time so that arrangements may be made to deploy pilots, tugs and linesmen as required.

# 4 NOTIFICATION



## PART II | NOTIFICATION, DOCUMENTATION AND REPORTING

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### 4.1 GENERAL

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.
- MSDS for Dangerous Bulk, Liquid or Packaged Cargo
- Cargo Inspection Form for Bulk Carriers
- 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 location 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.

### 4.2 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.

### 4.3 IMMIGRATION

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

Master Must declare the presence of any known stowaways on board. Declarations shall be submitted during reporting to [www.safeseas.ie](http://www.safeseas.ie) and to the nominated Ships prior to the vessel's arrival

## PART II | NOTIFICATION, DOCUMENTATION AND REPORTING

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### 4.4 CUSTOMS

#### WHILE IN PORT

An Arriving vessel to Irish territorial waters (12 nautical miles zone) which has not been cleared by Customs the vessels master must NOT permit:

- any person to board the vessel
- any crew member, passenger or stowaway to disembark
- load or discharge of any cargo or stores
- contact with any other craft

The following are exempt from these requirements:

Harbour Master's representatives, licensed Pilots, Government Agency Officials, Customs Officers, Agents with special permits, Tug personnel employed in assisting the vessel.

A daily personal allowance of bonded stores is permitted during the vessels port stay. Vessel Masters are encouraged to clarify the allowances with the nominated agent prior to arrival. Failure to comply with the daily personal allowance of bonded stores may result in delays.

#### PRIOR TO DEPARTURE

The master must obtain 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.

### 4.5 ETA

Pre arrival notification must be registered on [www.safeseas.ie](http://www.safeseas.ie) a minimum of 24 hours prior to arrival at the port limits. An exception to this requirement is when arriving from an Irish port where the passage is less than 24 hours from the Shannon Estuary.

Incorrect or incomplete submission of pre- arrival requirements may result in delays to the vessel.

Inbound pilots must be booked a minimum of 6 hours before planned embarkation. Request for pilots less than 6 hours in advance shall incur a late booking fee.

Where due to an emergency on board the ship, and the required minimum notice is not possible notice of ETA must be given as soon as practically possible.

## PART II | NOTIFICATION, DOCUMENTATION AND REPORTING

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### 4.6 ETD

Agents and or Master must give the Marine Operations Department as much notice as possible with her intended sailing time. A minimum of 6 hours notice is required.

Outbound pilots must be booked a minimum of 4 hours before planned embarkation. Request for pilots less than 4 hours in advance shall incur a late booking fee.

### 4.7 SECURITY

Limerick Ted Russel Dock, Shannon Aviation Fuel Jetty, Aughinish Terminal Foynes Port, Tarbert Marine Terminal and Moneypoint Marine Terminal are ISPS and EU Directive/765 compliant. Cappa is a non ISPS facility.

All commercial shipping shall comply with ISPS code/ EU Directive 765 when within port limits. Any vessel which is unable to comply must declare the nature of any non- compliance at [www.safeseas.ie](http://www.safeseas.ie) and advise Harbour Master and the nominated ships agent at least 24 hours prior to arrival or as soon as practicable.

Any identified breaches of security when within port limits must be reported to PSO/PFSO through Marine Operations Department.

### 4.8 DANGEROUS GOODS

Masters of vessels carrying dangerous or hazardous goods in bulk, liquid or packaged form en route to port facilities or terminals on the Shannon Estuary must submit statutory declaration a minimum of 24 hours notice. Submissions are completed through the SSI website and IMO information as required passed to Marine Operations through the ship's agent.

Pre arrival notification must be registered on [www.safeseas.ie](http://www.safeseas.ie) a minimum of 24 hours prior to arrival at the port limits. An exception to this requirement is when arriving from an Irish port where the passage is less than 24 hours from the Shannon Estuary.

Incorrect or incomplete submission of pre- arrival requirements will result in unnecessary delays to the ship.

The Marine Operations department must be advised of the intention to transfer Dangerous Goods as per IMDG, IBC by the master or nominated ships agent a minimum of 24 hours in advance of arrival.

## PART II | NOTIFICATION, DOCUMENTATION AND REPORTING

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### 4.9 BULK CARGOES (IMSBC – BLUCODE)

BLUCODE or the Code of Practice for the Safe Loading and Unloading of Bulk Carriers must be complied with by all Bulk Carriers calling to port facilities and terminals on the Shannon Estuary.

A bulk carrier as defined by SOALS Reg IX1.6

- A ship constructed with a single deck, top-side tanks, and hopper-side tanks in cargo spaces and intended to primarily to carry dry cargo in bulk, or
- An ore carrier, meaning a sea-going single deck ship having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for the carriage of ore cargoes in the centre holds only or,
- A combination carrier as defined by SOLAS II-2/3.27.

Masters are reminded that they must hold valid up to date information relating to the physical and chemical properties of the cargo being carried. Statutory Declaration - Cargo Information Form which must satisfy SOLAS Reg VI/2 in all respects must be submitted to [www.safeseas.ie](http://www.safeseas.ie) on initial pre-arrival notification.

Bulk Carriers calling to port facilities and terminals on the Shannon Estuary must comply with the IMSBC when carrying Grain Cargoes.

All Bulk Carriers carrying dry bulk cargo other than grain must comply with:

- S.I 347/2003 –European Communities (Safe Loading and Unloading of Bulk Carriers) Regulations 2003 giving effect to Directive 2001/96/EC.
- “The Code of Practice for the Safe Loading and Unloading of Bulk Carriers” The BLU Code augmented by the Manual which provides further guidance for terminal representatives.
- “The International Maritime Solid Bulk Cargoes Code”. The IMSBC Code and supplement. Solas 74 Chapter VI Regs 1-1, 1-2 and reg. 2
- “The International Maritime Dangerous Goods Code” IMDG Code, as applicable. Solas 74 Chapter VII Part A-1 Reg. 7-1, 7-2 and 7-5

Note: Compliance with the S.I. does not take account of the 2007 amendment to the BLU Code which now includes grain as being considered a bulk cargo, however Ireland is still obliged to inspect accordingly. This does not preclude the MSO from ensuring compliance with all the other provisions /requirements.

All Bulk Carriers carrying grain in bulk must comply with the following:

## PART II | NOTIFICATION, DOCUMENTATION AND REPORTING

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- “International Code for the Safe Carriage of Grain in Bulk” The International Grain Code as per Solas 74 Chapter VI Part C Regs 8 and 9.

All vessels other than bulk carriers carrying dry bulk cargo must comply with the provisions of the following:

- “The International Maritime Solid Bulk Cargoes Code”. The IMSBC Code and supplement. Solas 74 Chapter VI Regs 1-1, 1-2 and reg. 2
- “The International Maritime Dangerous Goods Code” IMDG Code, as applicable. Solas 74 Chapter VII Part A-1 Reg. 7-1, 7-2 and 7-5

All vessel other than bulk carriers carrying dangerous goods in solid form in bulk must comply with:

- “The International Maritime Dangerous Goods Code” IMDG Code, as applicable. Solas 74 Chapter VII Part A-1 Reg. 7-1, 7-2 and 7-5
- “The International Maritime Solid Bulk Cargoes Code”. The IMSBC Code and supplement. Solas 74 Chapter VI Regs 1-1, 1-2 and reg. 2

Any vessel prior to arrival at the Port which does not submit appropriate cargo statutory declaration or is unable to produce said declaration will result in unnecessary delays.

### 4.10 WASTE MANAGEMENT

In compliance with Directive 2000/59/EC Port Reception Facilities Masters must declare intention to land shipboard waste during pre-arrival reporting to [www.safesea.ie](http://www.safesea.ie) at least 24 hours prior to arrival. The Master must advise agent of intention to land shipboard waste and shall be provided with the appropriate reporting forms for the facility vessel is bound.

Masters of vessels must note that failure to provide adequate notice to land shipboard waste may result in the facility not been able to receive shipboard waste.

All ships waste to be landed shall

- be marked with waste category
- be double bagged
- landed only to designated bins provided by the facility

## PART II | NOTIFICATION, DOCUMENTATION AND REPORTING

---

The cost of port reception facilities for shipboard waste, including the treatment and disposal of the waste, shall be included in port dues from ALL vessels based on gross tonnage. These dues shall be payable whether shipboard waste is landed or not.

The Master of a vessel using a facility on the Shannon Estuary is obliged to report any inadequacies or non-availability of shore reception facilities to Shannon Foynes Port Company prior to departure from the port.

Waste from fishing vessels and from recreational craft authorised to carry no more than 12 passengers may be handled without prior notification, but this will be subject to availability of port staff, and permission from the Port Veterinary Officer, Department of Agriculture

### 4.11 IOPP

All vessels requiring an IOPP Certificate must ensure that it is valid and in date prior to arrival to Shannon Estuary. Declaration of valid IOPP Certification must be submitted during Pre arrival notification when registering on [www.safeseas.ie](http://www.safeseas.ie) a minimum of 24 hours prior to arrival at the port limits.

Incorrect or incomplete submission of pre-arrival requirements will result in unnecessary delays to the ship.

### 4.12 BALLAST WATER MANAGEMENT

The Shannon Estuary has been designated a Special Area of Conservation (SAC).

All vessels operating within Port Limits shall comply with the requirements for THE INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004.

Where, for any reason, a vessel is unable to comply with the Convention the Harbour Master shall be advised.

### 4.13 MARINE FUEL SULPHUR CONTENT LIMITS

All vessels operating within the Shannon Estuary Port Limits shall be in compliance with European Union (Sulphur Content of Marine Fuels) Regulations 2015.

A vessel which for any reason is unable to comply with the requirements of the European Union (Sulphur Content Of Marine Fuels) Regulations 2015 must declare the non-compliance to [www.safeseas.ie](http://www.safeseas.ie) during pre-arrival reporting or as soon as practicable.

Where Exhaust Gas Cleaning System are operational on vessels, those of the CLOSED LOOP type only are permitted within the port limits of the Shannon Estuary. Incorrect or incomplete submission of pre- arrival requirements will result in unnecessary delays to the ship.

## PART II | NOTIFICATION, DOCUMENTATION AND REPORTING

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### 4.14 OVERBOARD DISCHARGE OF SEWAGE WITHIN PORT LIMITS

The overboard discharge of TREATED or UNTREATED SEWAGE and GREY WATER is strictly forbidden within Port Limits.

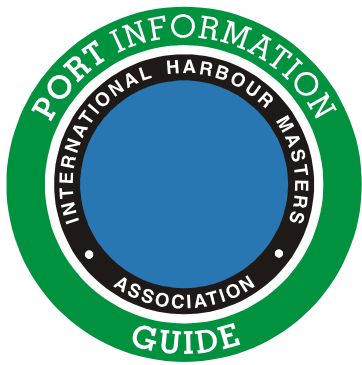
Masters shall ensure that Sewage Treatment Plants and overboard arrangements are secured prior to arrival and that appropriate controls are implemented to avoid unintended discharge.

### 4.15 EXPLANATION OF REPORTING CODES

#### International Maritime Solid Bulk Cargo Code

Group A	Cargoes which may liquify if shipped at a moisture content exceeding their Transportable Moisture Limit (TML)
Group B	Cargoes which possess a chemical hazard which could give rise to a dangerous situation on a ship.
Group C	Cargoes which are neither liable to liquify (Group A) nor possess chemical hazards (Group B). Cargoes in this group can still be hazardous

# 5 DOCUMENTATION



## PART II | 5. DOCUMENTATION

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### 5.1 GENERAL

**Pre arrival notification must be registered on [www.safeseas.ie](http://www.safeseas.ie) a minimum of 24 hours prior to arrival at the port limits. An exception to this requirement is when arriving from an Irish port which is less than 24 hours passage from the Shannon Estuary.**

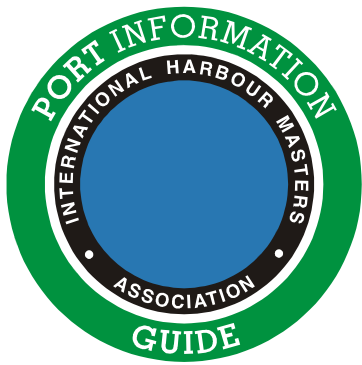
Masters of all vessels calling at facilities on the Shannon Estuary must submit pre arrival documentation as specified in Section 5.2 to the nominated ships agent prior to arrival

### 5.2 REQUIRED DOCUMENTATION

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.
- MSDS for Dangerous Bulk, Liquid or Packaged Cargo
- Cargo Inspection Form for Bulk Carriers
- 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

# 6 REPORTING



## PART II | 6. REPORTING

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### 6.1 GENERAL

Ships masters must obtain Harbour Master approval for any activity which may impact the seaworthiness or the safe and efficient operation of the vessel or port whilst within port limits. Ref Sec 6.2

All incidents which may impact the health safety of personnel, safety of navigation or the environment whilst within port limits of the Shannon Estuary are obliged to be reported by the Ships Master to the Harbour Master at soon as practicable. Reports shall be made directly through the ship's agent and to the Marine Operations Department ref Sect 9.2 Emergency Contacts.

### 6.2 ISSUES TO BE REPORTED

Reports or requests include:

Any Injury to crew, visitor or port operative which requires treatment onboard or ashore.

Any circumstance which may impact the safe and efficient operations of the Shannon Estuary including but not limited to collision, grounding, onboard fire, structural damage, ingress of water

Any incident which has the potential or has resulted in the loss of primary containment of oil, or cargo in gaseous state to water or atmosphere

The following activities must obtain approval from the Harbour Master before commencement

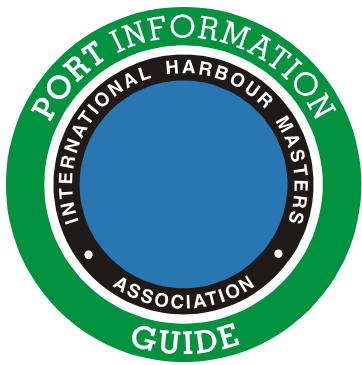
- Bunkering alongside by road tanker.
- Bunkering at anchor or alongside by barge.
- Taking stores and spare parts.
- Crew changes boarding and leaving.
- Enclosed Space Entry
- Lowering of lifeboats, working boat or rafts.
- Undergoing repairs which impact the seaworthiness or impact cargo operation capabilities.
- Engine immobilisation at a anchorage or alongside a terminal or port facility.
- Anchoring in Shannon Estuary
- Under water inspections.

## PART II | 6. REPORTING

---

- Working overside at an anchorage or alongside a terminal or port facility
- Cargo tank, hold or space cleaning
- Change of name / port of registration.
- Cargo fumigation operations.

# 7 PORT DESCRIPTION



## PART III | PORT DESCRIPTION & NAVIGATION

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### 7.1 GENERAL

The Shannon Estuary is Ireland's premier deep-water resource, routinely catering for ships up to 200,000 dwt. Shannon Foynes Port Company is responsible for the safety of all maritime activities on the estuary, which covers some 500km<sup>2</sup> of navigable water. The Company manages all pilotage, ship movements and marine safety as well as maintaining and developing port infrastructure, cargo handling equipment, landside storage and distribution facilities.

SFPC is the second largest Irish port facility, handling over 11 million tonnes of cargo annually or 23% of national port traffic. SFPC was the first port facility in Ireland and the UK to achieve ISO 9000 quality standard accreditation.

Limerick has always been a major trading centre and was granted a City Charter in 1197, some ten years before London. Economic activity on the estuary has developed over the centuries due to its strategic location and natural sheltered deep-water.

The Port of Foynes was first established in 1846 and has developed using the natural sheltered deep water of the Shannon Estuary. The Port of Foynes became a refuelling point for transatlantic flying boat service which serviced routes from Europe to the US and Canada during period 1937 to 1945.

Shannon Foynes Port Company with its long heritage was established when the merger in 2000 of the former Shannon Estuary and Foynes Port Companies, as part of the ports rationalisation and modernisation programme undertaken by the Irish government. SFPC is a limited company with the Irish State as sole shareholder, and has a fully independent commercial mandate. The company's strategic direction is governed by a state-appointed board of directors, and executed by a full-time professional management team.

### 7.2 DEVELOPMENTS

The Shannon Foynes port Company has developed a 30- year strategic development plan known as Vision 2041. The thirty- year plan sets out a port development strategy that is aligned with all stakeholder interests. The primary objectives, inter alia, of Vision 2041 is to promote Shannon Foynes Port Company as a key economic driver for the region and to positively influence policy at the national, regional and local level thereby enhancing the attractiveness of the Shannon Estuary for marine related industry and investment. The Master Plan recognises the importance of a consistent plan led or integrated approach to future port development

The most significant project under active consideration is the possible construction of an LNG reception facility at Ballylongford in County Kerry on the south shore of the Estuary.

## PART III | PORT DESCRIPTION & NAVIGATION

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The expansion of berthage and infill of berth 5 will commence in Q1 2021. The planned expansion will incorporate infilling behind berth 3 & 5 allowing an expansion of the available berthage at Foynes

### 7.3 PORT LOCATION

The Shannon Foynes Port Company (SFPC) 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

The safety of navigation within the port limits of the Shannon Estuary is the responsibility 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. Port Limits

The safety of navigation within the port limits of the Shannon Estuary is the responsibility 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.

### 7.4 SHIPPING ANNOUNCEMENTS

Shipping announcements within the port are issued by the Harbour Master in Local M Notices. Where considered necessary they are supplemented by VHF radio information broadcasts.

### 7.5 LOAD LINES

North Atlantic Winter Seasonal Zone II.

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

### 7.6 MAXIMUM SIZE VESSELS

The maximum sized vessel to have entered the port has been Cape Size, length 292 metres with draught of 17.5 metres, unloading at the terminal at Moneypoint. The Shannon Estuary regularly accommodates Panamax vessels of up to 90,000 DWT bound for Aughinish Terminal located near Askeaton.

See para 7.16 "Port Accommodation and Berths" for individual terminal and berth information.

## PART III | PORT DESCRIPTION & NAVIGATION

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### 7.7 TIME ZONE

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.

### 7.8 LOCAL 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 26<sup>th</sup>

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

### 7.9 WORKING HOURS

Working Hours: Pilotage operates 24/7 with the exception of Christmas and New Year's Days/Eves.

Foynes and Limerick facilities. operates 0600-2400 daily with the exception of Christmas Day (contact individual stevedores for details of their working arrangements)

Shannon Airport Aviation Jetty operates 24/7 except Christmas and New Year's Days.

For other facilities, contact the respective operator

Overtime may be arranged. A continuous shift system operates at a number of facilities, See individual facility information.

## PART III | PORT DESCRIPTION & NAVIGATION

---

### 7.10 TRAFFIC

Current ship movements amount to some 2,000 annually. Cargo throughput is in the order of 11 M tonnes. The port handles the largest vessels trading into Ireland.

### 7.11 CARGO

The Shannon Estuary caters for all cargo types through its 7 facilities which includes:

Liquid Bulk Products including oils and chemicals.

Dry Bulk products of fertilisers, animal feedstuffs, coal and materials used in the construction sector such as timber, steel and cement.

The port caters for out of gauge / heavy lift cargoes regularly importing and storing wind turbines for use in the renewable energy sector. Cruise Liners of up to 200m have called to Foynes. The Shannon Estuary deep water, picturesque transit and many tourist attractions in Limerick, Kerry and Clare proving popular with the sector.

### 7.12 CHARTS AND PUBLICATIONS

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

## PART III | PORT DESCRIPTION & NAVIGATION

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### 7.13 PILOT BOARDING STATIONS

The Pilot station for the Shannon Estuary is located at Cappa, Kilrush, Co. Clare.

Vessels arriving at the Shannon Estuary can contact the pilot station on VHF Ch 16 & 11

Pilotage is compulsory for all vessels over 50GT navigating eastwards of Scatterry Island. There are 4 separate pilot boarding stations each catering for differing sizes and tonnages of vessel;

- Pilot Boarding Station No.1 - Vessels with a draught of over 13m and is located to the west of the Ballybunnion Bar Racon / AIS buoy.
- Pilot Boarding Station No.2 - Vessels over 20,000 GT but less than 13m draught, is located to the south and west of the Kilstiffin buoy and is generally considered to be more sheltered for boarding.
- Pilot Boarding stations 3 and 4 lie within the estuary and are for vessels under 20,000GT and 5000GT, respectively.

### 7.14 PORT INFRASTRUCTURE

The Shannon Estuary has seven facilities to accommodate all types and sizes of vessel. In addition, there are sixteen designated anchorages in the lower Estuary.

From seaward to Scatterry Island the navigational channel is marked by lighthouses, leading lights and light buoys with a racon on Ballybunnion Bar Buoy. These are owned and maintained by the Commissioners of Irish lights.

All navigational aids east of Scatterry Island marking the channel to Limerick and all other facilities at Moneypoint, Tarbert, Foynes, Aughinish and Shannon Airport are owned and maintained by Shannon Foynes Port Company. Navigational aids include Lighthouses, Light Beacons, Leading Lights and Light Buoys.

A network three radar stations at Loop Head, Kilcredaun Head and Tarbert Point, and AIS to observe, record and replay traffic movements in the estuary capable of being monitored from both the Pilot Station at Cappa and Marine Operations, Foynes.

Where necessary, pilots can provide verbal assistance to inward and outward-bound ships as required using radar and VHF.

## PART III | PORT DESCRIPTION & NAVIGATION

Meteorological, hydrological and tidal conditions are monitored at various locations throughout the Estuary and an ocean swell monitoring data buoy is located in the approaches to the Shannon Estuary which can be monitored from the Harbour Masters Office.

### 7.15 PORT FACILITIES AND TERMINALS

There are six port facilities and terminals on the Shannon Estuary which handle bulk, break bulk, general cargo and petroleum and chemical products, Moneypoint, Tarbert, Foynes, Aughinish, Shannon Airport and Limerick Ted Russel Docks.

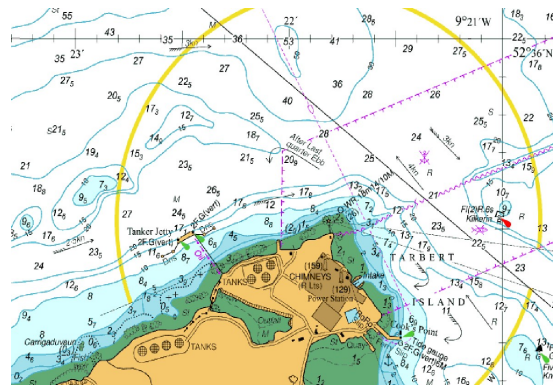
#### TARBERT OIL TERMINAL

**52°36'N 009° 22'W**

**HEAVY FUEL OIL AND PRODUCT IMPORT  
AND STORAGE TERMINAL**

**OPERATED BY SSE IRELAND AND NORA**

Length of Jetty	317M
Max length of vessel	250M
Max draught at berth	14.0 M
Max draught for channel from sea to berth	16.3m + tide
Max Beam	NA
Unloading Rate	1,500 tph
Bunker availability:	By barge
Fresh Water:	Available on request
Stores:	No access for trucks
HFO Discharge:	2 X 10 inch feeding 1 X 20 inch; rate 1500 tph



## PART III | PORT DESCRIPTION & NAVIGATION

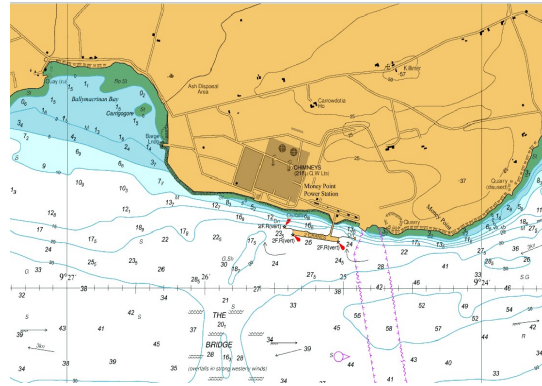
### MONEYPOINT POWER STATION

**52°37'N 009° 25'W**

**BULK COAL AND HEAVY FUEL OIL IMPORT  
TERMINAL.**

**OPERATED BY ESB IRELAND**

Length of Jetty	380m
Max length of vessel	300m
Max draught at berth	20m+
Max draught for channel from sea to berth	16.3m + tide
Max Beam	43m
Water Density at Berth	1.018 – 1.025
Unloading Rate:	2 unloaders X 1500 tph
Height of Jetty above CD	8.61m
Height of Unloader above CD	66.221m
Bunker availability:	By Barge HFO + MDO, By road tanker MDO
Fresh Water:	Available on request
Stores:	Jetty is Accessible by truck
HFO Discharge:	Pipe 1 X 10 inch, 1400 tph



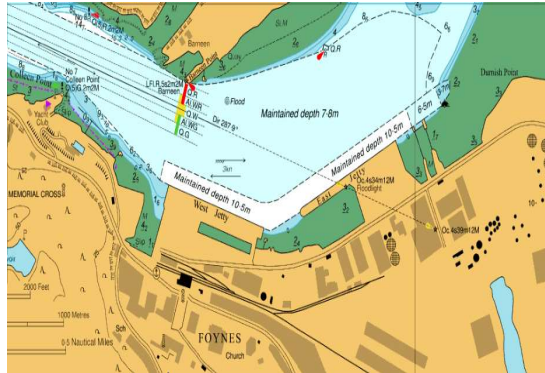
See Appendix 1.2 for additional MONEYPOINT APPROACHES, BERTH & TIDAL INFORMATION

## PART III | PORT DESCRIPTION & NAVIGATION

### PORT OF FOYNES

**52°37'N 009° 06'W**

**BULK, BREAK BULK, GENERAL CARGO  
PETROLEUM AND CHEMICAL IMPORTS.  
BULK, BREAK BULK AND GENERAL CARGO  
EXPORTS.**



**Operated By Shannon Foynes Port Company**

Length of Jetties:	West 271m; East 295m; Dolphins 91m
Max length of vessel	200m (circumstances may allow greater)
Max draught at berth	10.5m
Max draught for channel from sea to berth	7.8m+ tide
Max Beam	32.3 m (Daylight) 30.0m (Hours of Darkness)
Water Density	1.020
Height of Jetty above CD	7.20m East & 7.09 West
Unloader Air Draft	
Unloading Rate:	Dependant on crane/cargo type
Cargo Handling Equipment	
Cranes :	3 X 64 tonne, 1 X 35 tonne.
Forklifts:	Yes
Hoppers:	4 general purpose
Bunker availability:	By truck
Fresh Water:	Available upon request
Stores:	Yes – no truck access to tanker jetty
Oil Discharge:	All pipes (oil & chemical) are 6 inch; 200 tph

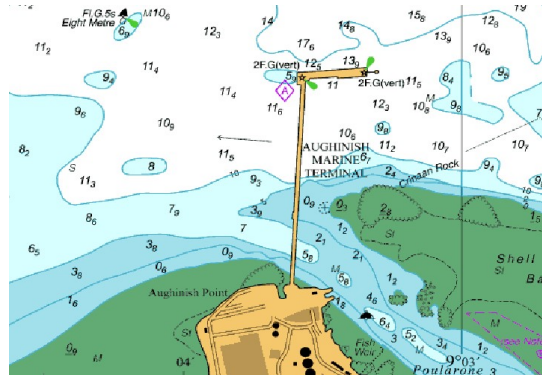
## PART III | PORT DESCRIPTION & NAVIGATION

### AUGHINISH MARINE TERMINAL

52°37'N 009° 25'W

### BAUXITE IMPORT AND ALUMINA EXPORT TERMINAL.

Operated By Rusal Alcan



Length of Jetty:	Outer 285m Inner 120m
Max length of vessel:	Outer 235m Inner 180m
Max draught at berth:	Outside 12.5m Inner 11.0m
Max draught for channel from sea to berth:	13m + tide
Max Beam:	Outer 32.2m Inner 30.0m
Water Density at Berth	1.019
Height of Jetty above CD	8.47M
Unloader Air Draft	
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

## PART III | PORT DESCRIPTION & NAVIGATION

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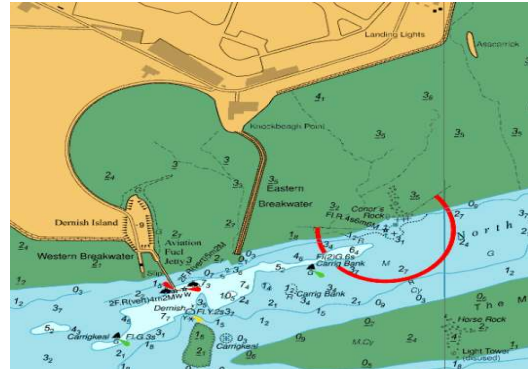
### SHANNON AVIATION JETTY

52°41'N 008° 55'W

### AVIATION FUEL IMPORT TERMINAL.

Operated By Tedcastle Aviation Fuel Ltd.

Length of Jetty	130m
Max length of vessel	115m
Max draught at berth	7.0m
Max draught for channel from sea to berth	4.0m + tide
Max Beam	NA
Unloading Rate	450 tph
Discharge	
Chicksan Arm	One x 8-inch hardarm;
Discharge Rate	400 tph
Max Vertical Height	
Min Vertical Height	
Max Lateral Distance	
Bunker availability:	No
Fresh Water:	Yes
Stores:	Yes but No Truck access



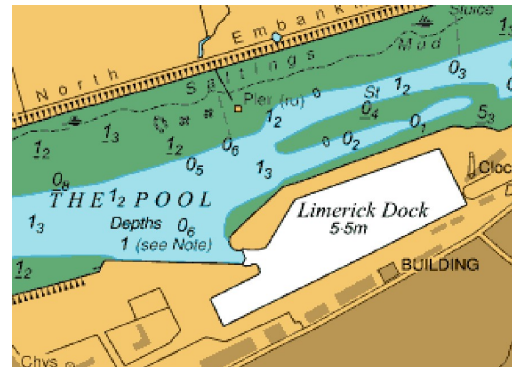
## PART III | PORT DESCRIPTION & NAVIGATION

### TED RUSSEL DOCK, LIMERICK

52°41'N 008° 55'W

### BULK, BREAK BULK AND GENERAL CARGO IMPORT AND EXPORT FACILITY.

Operated By Shannon Foynes Port Company.



Total Quay Length	914m
Max length of vessel:	152 M
Max draught at berth:	Tidal Dependent.  (No. 11 Berth at Limerick is outside the tidal gates and nominated as a NAABSA berth)
Max draught for channel from sea to berth:	1.2 M + tide – 0.5M
Max Beam:	19M
Unloading Rate (Grab)	Commodity dependent
Bunker availability:	By road tanker only
Fresh Water:	Yes
Stores:	Yes
Cargo Gear	
Cranes :	Crawler Cranes X 2, 1 X 30 tonne, 1 X 12 tonne
Forklifts:	Yes
Hoppers:	Yes

## PART III | PORT DESCRIPTION & NAVIGATION

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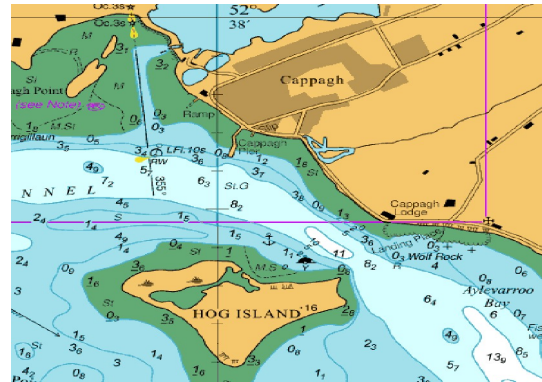
### CAPPA PIER

52°38'N 009° 30'W

### GENERAL CARGO.

Operated By Clare County Council

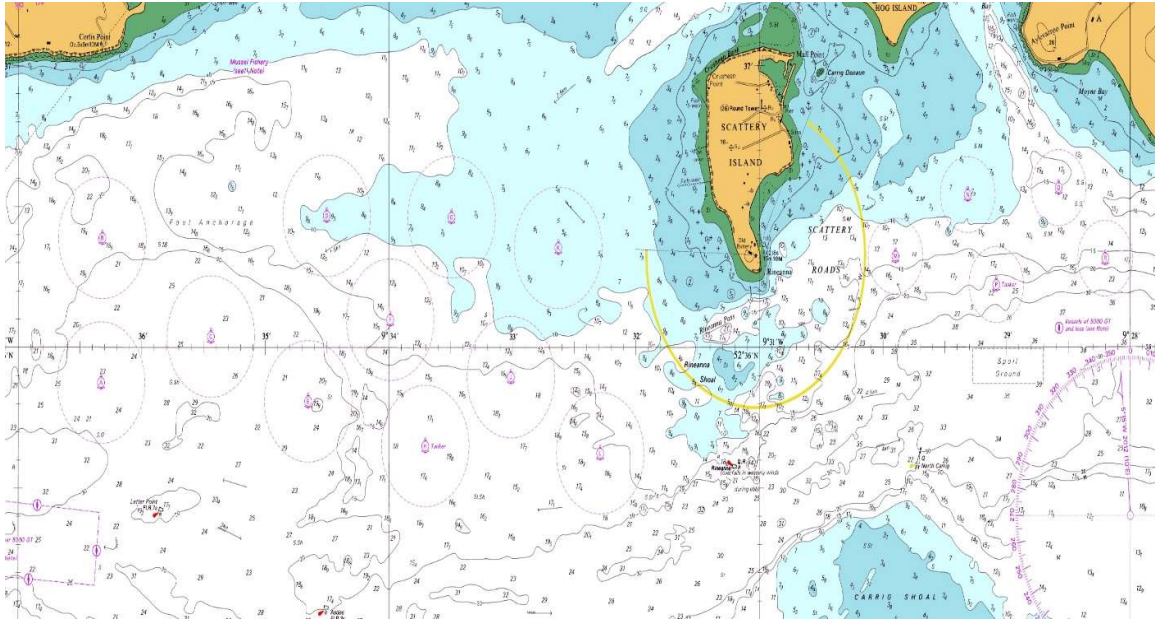
Length of Quay	150m
Max length of vessel	85m
Max draught of vessel	4.5m
Max beam	12.0m



## PART III | PORT DESCRIPTION & NAVIGATION

### 7.16 PORT ANCHORAGES

There are 16 designated anchorages in the lower estuary to cater for different size vessels.



#### ANCHORAGES: A, B, C, D, E, F, G, H, J, K AND L.

With depths from 11 to 32 metres anchorages identified as A, C, E are suitable for vessels up to 17.4 metres draught.

Anchorages identified as B, H and L are suitable for vessels from 16.5 to 14.5m draught with anchorage F up to 11m draught. Anchorage H has been designated for Tankers.

Anchorages D, G, J and K are for smaller vessels.

#### ANCHORAGES M, N, O, P, Q, AND R.

Suitable for coasters, with anchorage P designated for tankers.

Note: Due to tidal conditions Masters are cautioned of the necessity to maintain a vigilant anchor watch by all means available at all times.

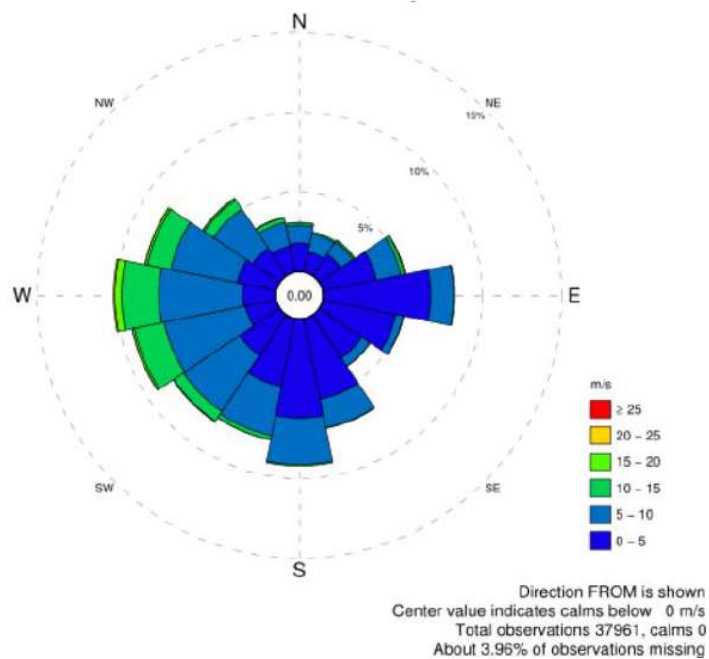
Special attention must also be paid to local weather forecasts transmitted by Valentia Radio / Shannon Coastguard.

Vessels Engines must be maintained in a state of readiness and immobilization is prohibited whilst at anchor unless approved by the Harbour Master.

## PART III | PORT DESCRIPTION & NAVIGATION

### 7.17 WEATHER AND TIDAL INFORMATION

The prevailing winds experienced on the Shannon Estuary are from the west and south west. On average the region experiences winds of gale force and above on average ten days annually. The local topography does provide sheltered anchorages and channel from the prevailing winds.



**Percentage of Occurrence**

Total	3.07	2.57	2.67	5.28	8.22	5.17	3.85	7.01	9.21	7.74	8.06	9.20	10.18	8.40	5.83	3.50	100.00
25													0.13	0.42	0.15	0.11	
20																	0.95
15	0.17	0.11	0.13	0.22						0.27	0.74	1.92	2.32	1.49	0.70	0.30	8.52
10	1.12	1.17	0.92	1.58	1.45	0.48	0.62	1.83	2.93	3.13	4.25	5.21	5.28	4.25	2.95	1.51	38.67
5	1.78	1.29	1.61	3.43	6.75	4.68	3.22	5.14	6.20	4.34	3.03	1.97	2.08	2.51	2.06	1.65	51.75
0	N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	Total

## PART III | PORT DESCRIPTION & NAVIGATION

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Tides in the Shannon Estuary are influenced by the prevailing weather conditions. In South to West winds an increase in the tidal height whilst a decrease in the tidal height when North to East winds are experienced. The tidal range in the Estuary is on average 4.5m and tidal currents run on average 2-3 knots in a northeast south west direction, the strongest tidal currents being on the spring ebb in the lower region of the Estuary.

Tidal Heights are given in metres to one decimal place above tidal datum which is 0.3metres below Ordnance Datum Poolbeg.

Limerick Dock tidal heights are given in metres to one decimal place above zero on the Limerick Dock Gauge which is 1.67m below Ordnance Datum Poolbeg.

Tide Tables are published annually by the Harbour Master and are available on Company website or for purchase through The Marine Operations department. All times are local time.

Approximate tidal times for the following locations can be ascertained by applying the corresponding correction to Tarbert Island

+ 40 min Shannon Airport

+ 30 min Aughinish Island

- 10 min Moneypoint

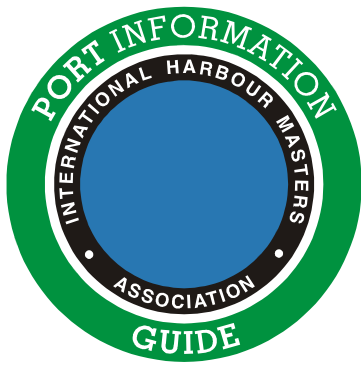
- 15 min Cappa Pier

Daily Weather Forecasts are available on company website [www.sfpc.ie](http://www.sfpc.ie)

## PART III | PORT DESCRIPTION & NAVIGATION

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# 8 PORT NAVIGATION



## PART III | PORT DESCRIPTION & NAVIGATION

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### 8.1 GENERAL

Draught data are related to a draught in density of 1.025 T/m<sup>3</sup> unless stated otherwise.

#### APPROACHES TO THE ESTUARY:

All vessels up to 13.0 metres draught can enter the estuary at all states of tide in favourable sea and weather conditions. All vessels shall comply with instructions from the pilot station relating to embarkation of pilot and where required positions to anchor.

Vessels in excess of 13.0 metres draught require an Under- keel Clearance of draught + 10% to cross the Kilclogher Bar AND only when authorised to do so by the Marine Operations Department.

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

From seaward

1. No.1 PBS      Vessels in excess of 13.0 metres draught: 2 miles West of Ballybunion Racon Buoy
2. No.2 PBS      Vessels greater than 20,000 GT: 52° 33'.40 N    009° 43'.70 W\*
3. No.3 PBS      Vessels greater than 5,000 GT: 52° 35'.40 N    009° 38'.00 W
4. No.4 PBS      Vessels less than 5,000 GT: 53° 36'.34 N    009° 28'.71 W

Where inclement weather conditions are being experienced which preclude the safe embarkation of Pilots at No. 2 PBS the Master may remain outside port limits until conditions improve.

Alternatively, the vessel may, with the authorisation of the Harbour Master, be guided to the more sheltered No.3 PBS remotely by a duty Pilot using VTMIS and VHF where a safer embarkation of a pilot can be achieved.

It should be noted that vessels in excess of 13.0 metres draught shall be considered to be constrained by their draught when navigating the deep- water channel defined by the Corlis Point leading lights.

All other traffic in the immediate vicinity must comply with their obligation to keep clear of vessels constrained by their draught as prescribed in the International Regulations for the Prevention of Collisions at Sea

## PART III | PORT DESCRIPTION & NAVIGATION

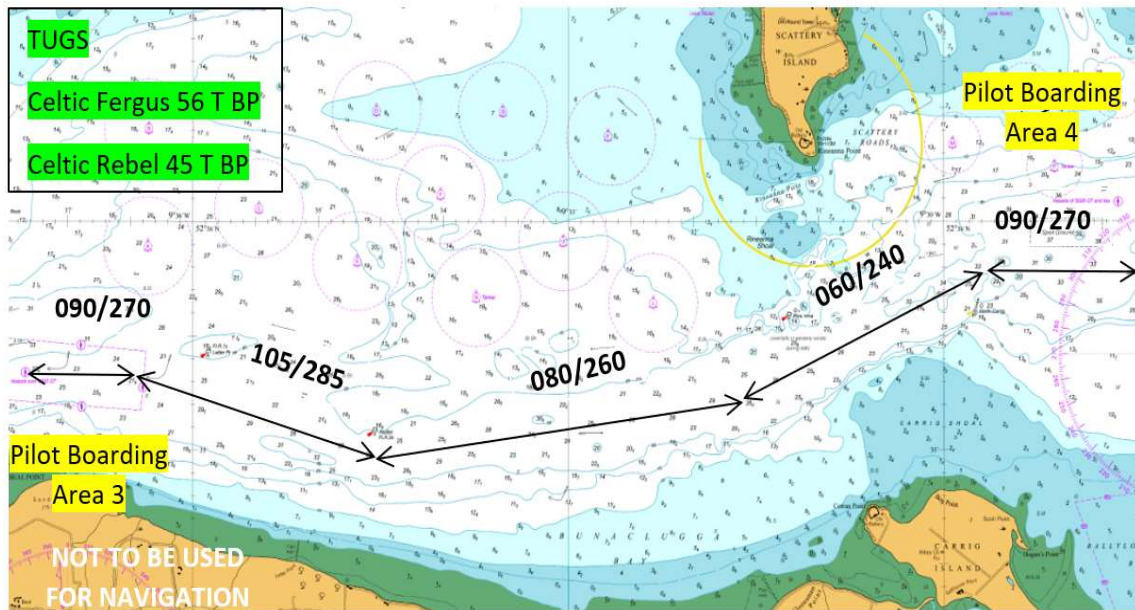
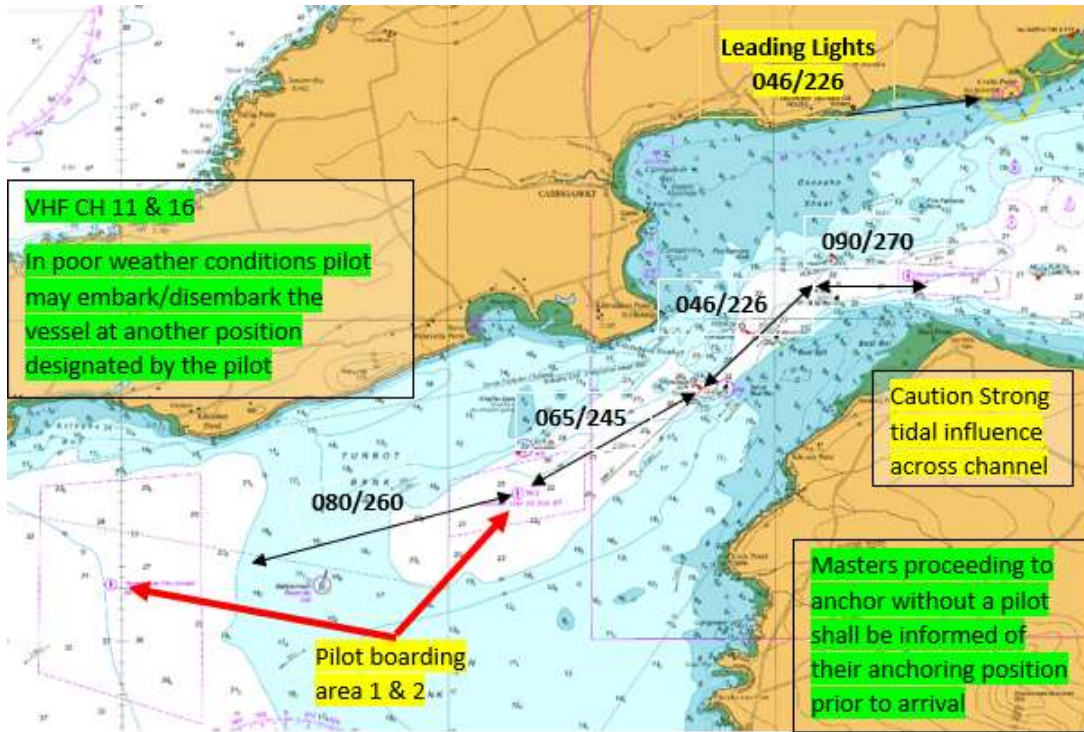
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### 8.2 PASSAGE PLANNING

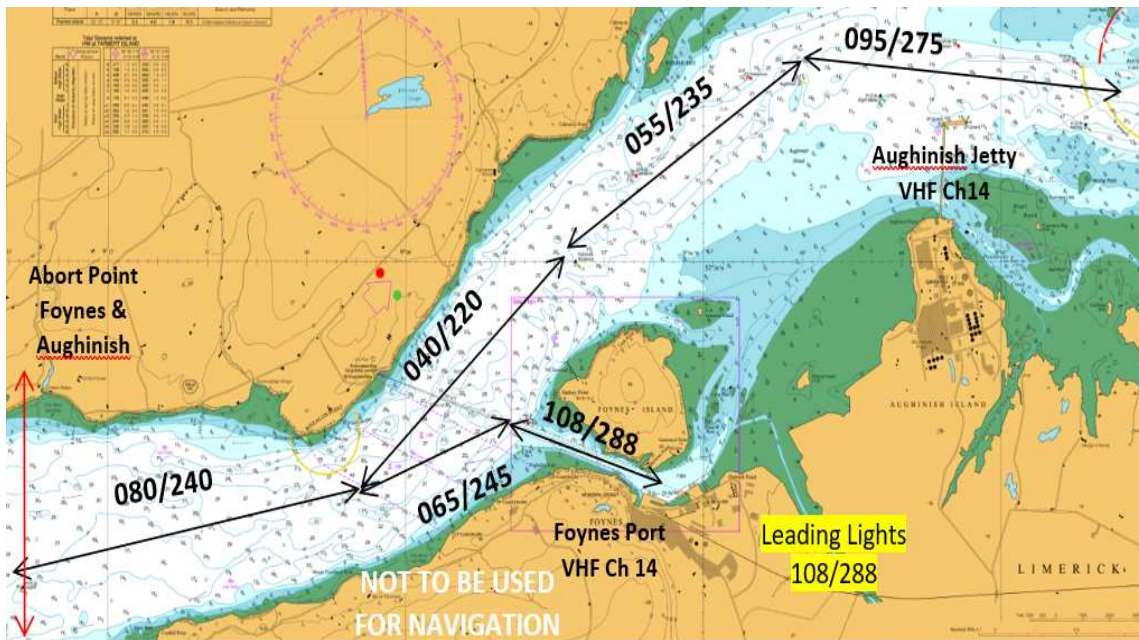
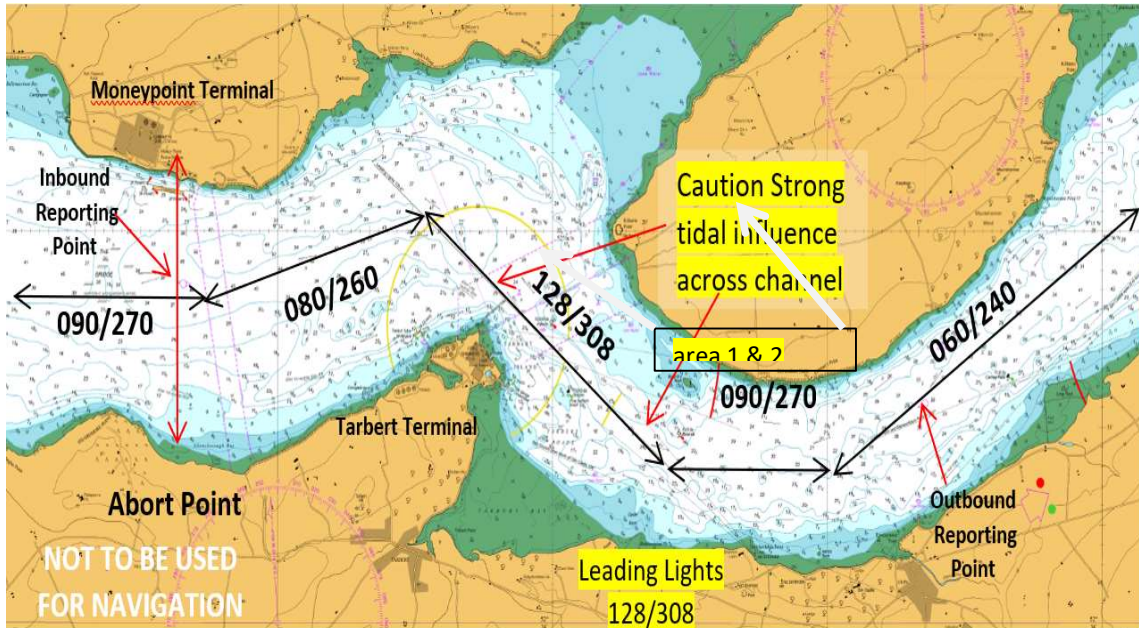
The following Passage Plan has been developed by Marine Operations Department in consultation with Licensed Shannon Estuary Pilots.



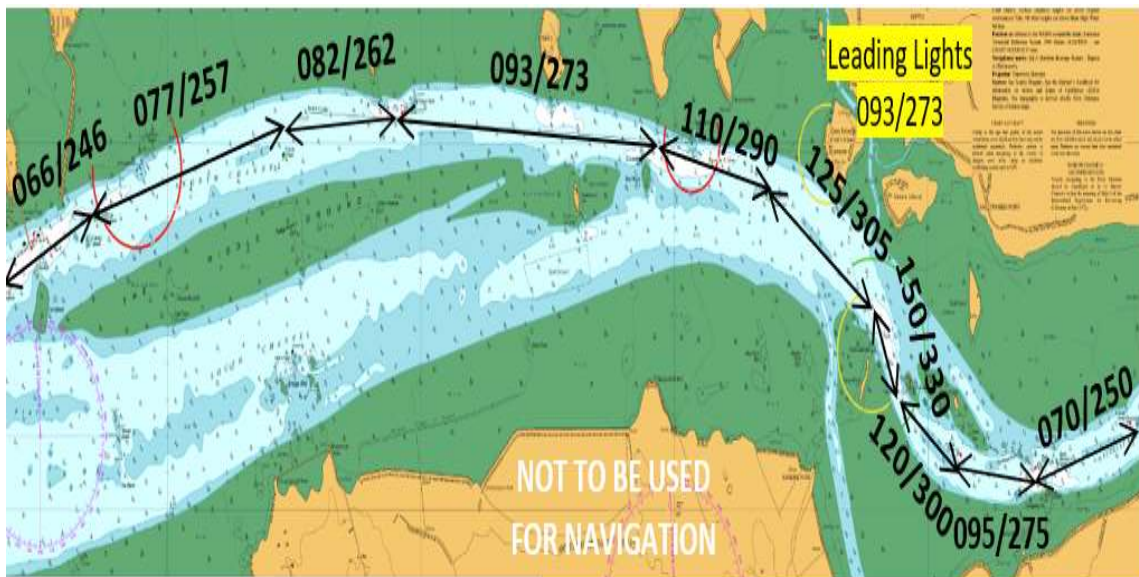
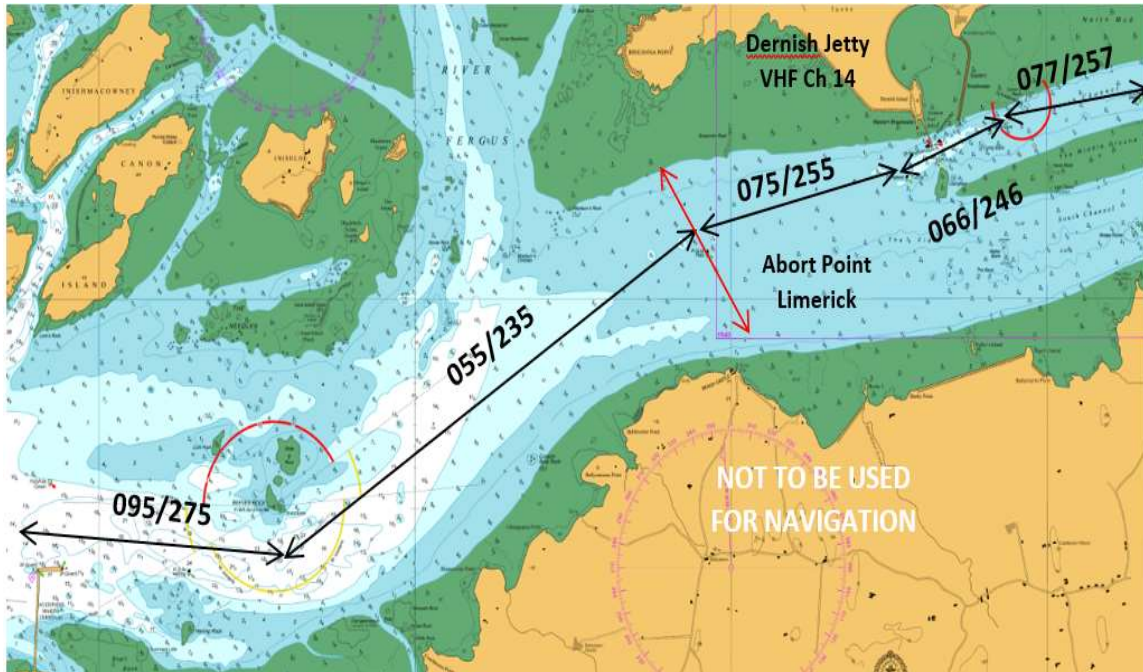
## PART III | PORT DESCRIPTION & NAVIGATION



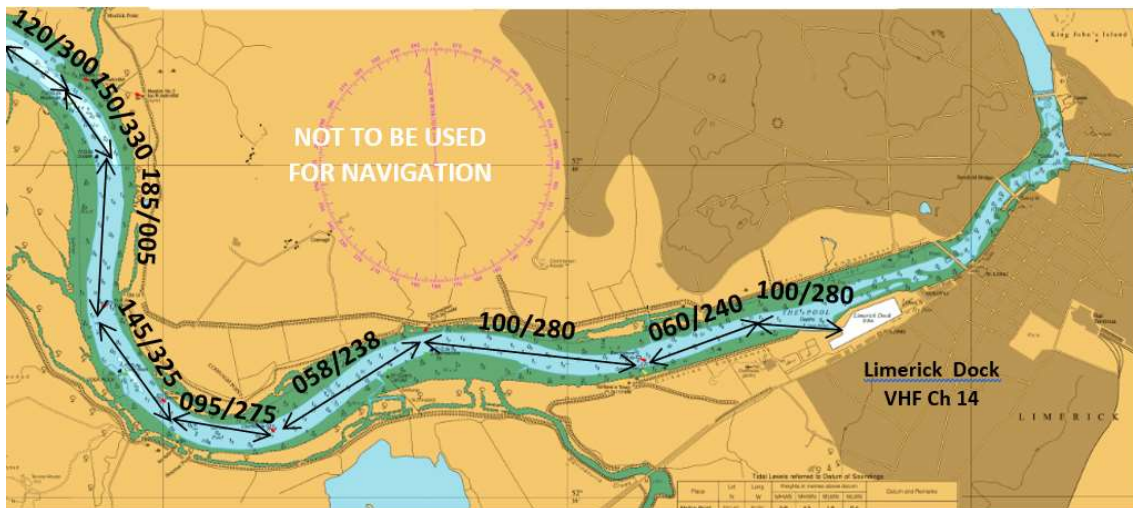
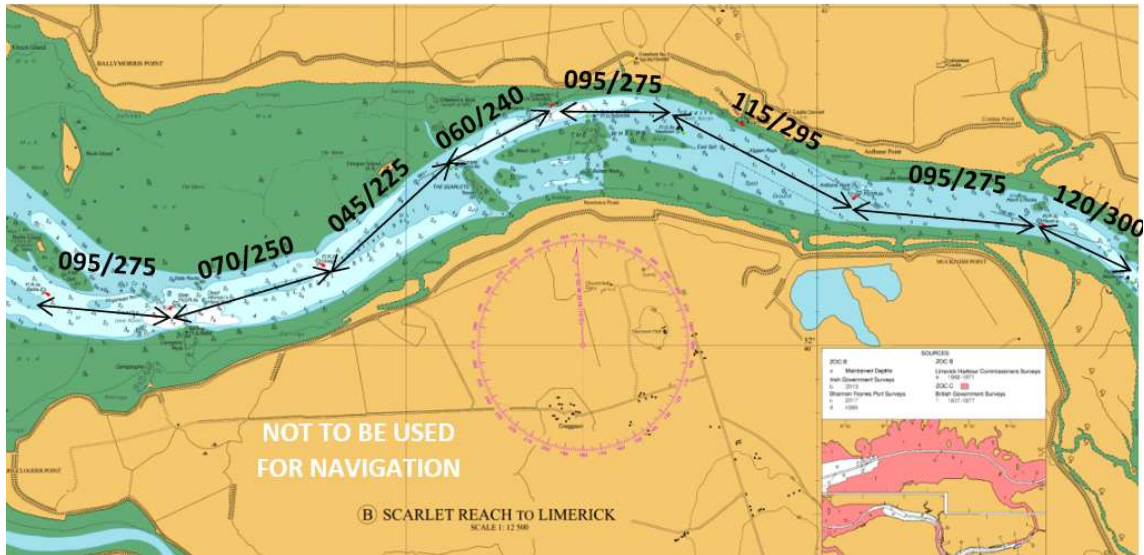
## PART III | PORT DESCRIPTION & NAVIGATION



## PART III | PORT DESCRIPTION & NAVIGATION



## PART III | PORT DESCRIPTION & NAVIGATION



Masters are reminded that they are responsible for the safe navigation of their vessels at all times<sup>1</sup>. Vessel masters must produce a passage plan and on up to date charts and all relevant nautical publications which meet industry standards when navigating in the approaches to and within the port limits of the Shannon Estuary.

Masters are advised that the courses to be steered and made good, and the helm/engine orders will vary due to a number of factors including, but not limited to:

- prevailing weather
- variations in channel depth

## PART III | PORT DESCRIPTION & NAVIGATION

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- variations in water density
- unexpected manoeuvres of other traffic
- any other factor beyond the knowledge or control of the pilot.

Note<sup>1</sup> The Chartlets and passage plan published above are not intended to be used for navigational purposes The Harbour Master /pilots take no responsibility for the accuracy of the content here in.

### 8.3 SPEED

There are no prescribed speed limits other than to proceed at a speed consistent with safety and compliant with International Rules for the Prevention of Collisions at Sea. Ships Masters shall avoid generating a damaging wake and shall reduce speed accordingly if requested to do so

### 8.4 DRAUGHT, TRIM AND UKC

Maximum draught limitations exist at terminals and port facilities throughout the Shannon Estuary as prescribed in Appendix 1 or Terminal Regulations. Masters must ensure draughts are declared upon arrival and prior to departure and prescribed parameters must not be exceeded If any doubt exists, masters of vessels must clarify any draught restrictions / limitations with terminal representative, agents and Marine Operations Department prior to arrival at pilot station or departing a berth.

Masters must present vessels for arrival and departure with a trim that best aides manoeuvrability of the vessel when navigating within the Shannon Estuary. Vessels that are presented with excessive Trim may be requested to adjust said trim which will result in delays.

Port requirements prescribe the minimum UKC shall be 10% of static draught.

### 8.5 RIGHT OF WAY

International Rules for the Prevention of Collisions at Sea shall apply

### 8.6 SPACING OF VESSELS

Safe distance between vessels shall be maintained in accordance with good seamanship practice.

### 8.7 PASSING ARRANGEMENTS

All vessel shall exercise due care and attention when overtaking a vessel or passing close to a vessel which is moored alongside a facility or at anchor when underway within the port limits of the Shannon Estuary.

## PART III | PORT DESCRIPTION & NAVIGATION

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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. The Master of any vessel navigating between Beagh Castle and Limerick shall not overtake, or attempt to overtake another vessel proceeding in the same direction, or follow too closely in the wake of such other vessel, but if in the opinion of the Master there exists a danger to either his own or another vessel he shall be at liberty to navigate his vessel in such a manner as to obviate such risk or danger.

### 8.8 DISPLAY OF LIGHTS AND SIGNALS

All vessels shall display appropriate lights and signals as required for a vessel of her size as per International Regulations for the Prevention of Collisions at Sea.

### 8.9 RESTRICTIONS

Vessel masters bound for facilities on the Shannon Estuary must familiarise themselves with all Marine notices and Harbour Masters instructions prior to arrival. Marine Notices can be found at <https://www.gov.ie>. and Local Notice or Harbour Masters Instructions can be obtained from the ship's agent, or at [www.sfpc.ie](http://www.sfpc.ie)

### 8.10 INWARD BOUND VESSELS

All vessels approaching the Shannon Estuary shall contact the Pilot Station at Cappa on VHF Channel 16/11 when within range.

Arriving vessels shall be advised of the time of pilot boarding by the pilot station. Vessels which are draught restricted at the Ballybunion Bar shall, if necessary, be assigned an outer anchorage to await suitable berthing tidal conditions based on berth availability.

Vessels which are not draught restricted shall be permitted to proceed inwards to inner pilot embarkation station or to proceed to an assigned inner anchorage to await berth availability.

### 8.11 OUTWARD BOUND VESSELS

Vessels outbound transit may be restricted to the state of the tide at many of the facilities on the Shannon Estuary. Departure times from facilities shall be allocated by the Marine Operations Department and arranged by the ship's agent.

Vessels berthed at Moneypoint shall be required to retain an escort tug until vessel clear of Kilcredaune.

## PART III | PORT DESCRIPTION & NAVIGATION

### 8.12 SHIFTING VESSELS

Vessels berthed at Foynes and Limerick Dock may be required to shift berths. Where required, The Marine Operations Department will arrange shifting of berth and will occur at a suitable state of tide. The necessity of embarking a Pilot during shifting operations is at the discretion of the Harbour Master.

Vessels that are required to move to another port facility shall embark a pilot and where considered necessary by the Harbour Master a tug or tugs.

### 8.13 BERTHING / UNBERTHING

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

Masters of vessels must provide mooring arrangements available prior to arrival at the port and verify the mooring requirements with the terminal to which they are bound.

Mooring plans must be agreed between vessel and terminal prior to arrival at the berth. Where a vessel is unable to comply with the mooring requirements at a terminal this must be brought to the terminal and port authority notice immediately.

	Forward			Aft		
	Headlines	Breast Lines	Springs	Stern Lines	Breast Lines	Springs
<b>CAPE SIZE 80,000 - 190,000</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>
<b>PANAMAX 55,000 – 80,000</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>4*</b>	<b>2</b>	<b>2</b>
<b>HANDYMAX 35,000 - 55,000</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>
<b>HANDY SIZE 14,000 - 35,000</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>COASTAL VL 500 – 14,000</b>	<b>2</b>		<b>2</b>	<b>2</b>		<b>2</b>

\*Aughinish Marine Terminal where vessels LOA ≤ 200m - 5 Sternlines ; LOA >200m 6 Sternlines

## PART III | PORT DESCRIPTION & NAVIGATION

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### **Condition of mooring equipment.:**

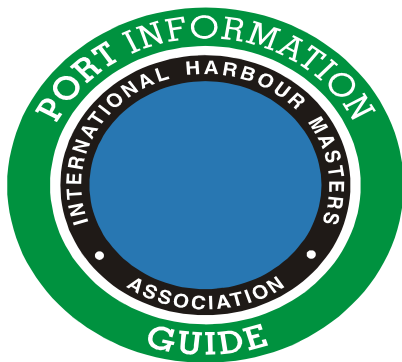
Under IMO SOLAS Convention and Classification guidelines vessels must have minimum standards of mooring arrangements and equipment.

All vessels entering the Shannon Estuary must have adequate mooring arrangements in place, including the required number of mooring lines as indicated above. Mooring lines whether synthetic or wire must be suitable and in good condition. Where wire rope arrangements are to be deployed 11m synthetic mooring tails must be fitted.

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.

Self- tensioning winches must be disabled and brakes used when using ropes from a drum.

# 9 PORT SAFETY



## PART IV | PORT SAFETY & SECURITY

### 9.1 GENERAL

The Shannon Foynes Port Company (SFPC) has developed in conjunction with regional stakeholders a process, procedures and resources to respond to any emergency within its operated facilities, support 3<sup>rd</sup> party facilities incidents where possible and oil spill incidents on the Shannon Estuary. The plans describe the graduated and *Tiered* response process developed to fulfil environmental and social obligations and to provide a robust and coordinated response to any incidents. The plans take full account of requirements made within the National Framework for the Management of Major Emergencies and the National Contingency Plan for Oil Spills.

All Port users and ships crew when operating and or moving within any of the port facilities are obligated to wear PPE appropriate to the task being undertaken. As a minimum all persons shall wear helmet, safety glasses, high visibility vest, safety boots.

All Port users and ships masters must demonstrate due consideration to the local communities which are located in close proximity to the facilities and terminals on the Shannon Estuary. Where any activity, occurrence or incident has the potential to or does disturb the local community the Harbour Master must be informed as soon as practicable.

### 9.2 EMERGENCY CONTACTS

#### IN CASE OF EMERGENCY

To activate the Shannon Estuary Emergency Plans or Pollution Response Plan contact:

Shannon Ports Radio	Ch 16/11 or-
Shannon Pilots Radio	Ch 16/11 or-
Shannon Coastguard Radio	Ch 16/24
Coastguard	Call 999/112
Marine Operations	Call +353 (0)69 73103 or-
Duty Harbour Master (After Hours)	Call +353 (0)87 2542266 or -
Shannon Foynes Security Office	Call +353 (0)87 6266 252 (0600-2000 only) or-

For Gardaí, Fire, Ambulance, Marine Emergency Dial 999/112 and state which service you require.

At all times state clearly the position and nature of the emergency.

## PART IV | PORT SAFETY & SECURITY

### 9.3 EMERGENCY RESPONSE EQUIPMENT

The Shannon Foynes Port Company (SFPC) has developed in conjunction with regional stakeholders a process, procedures and resources to respond to oil spill incidents on the Shannon Estuary. The plans describe the graduated and *Tiered* response process developed to fulfil personnel safety, safety of the environmental and social obligations providing a robust and coordinated response to all potential incidents. The plans consider all requirements made within the National Framework for the Management of Major Emergencies and the National Contingency Plan for Oil Spills.

### 9.4 INCIDENT MANAGEMENT

In the initial stages of any incident and where deemed necessary to manage an appropriate emergency response the IMT will establish an Incident Control Room in the SFPC offices in Foynes Harbour.

It is considered that ‘prudent over reaction’ to any reported incident an ECR will be established where a scaled escalation or de-escalation when the significance of the incident is known.

The On-Scene, or Forward Control, may be established in one of the responder’s vehicles, a local site office or other appropriate building with communications established by mobile telephone and or VHF radio.

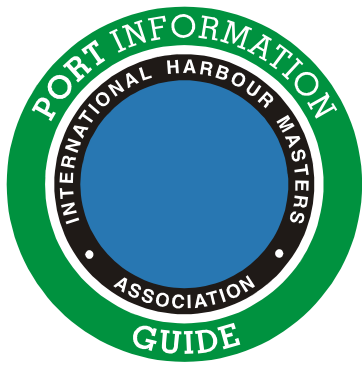
Where a multi-agency approach is adopted or Major Incident declared, the Coast Guard, in consultation with the IMT and local authorities, may decide to establish or relocate the ECR at another location or in one of the County Council Regional Co-ordination Centres

### 9.5 EMERGENCY PROCEDURES

An extensive library of emergency procedures are described in the Emergency Response Plans which are available on the Shannon Foynes Company Website at [www.sfpc.ie](http://www.sfpc.ie) .

When at a third party terminal vessels must comply with the emergency procedures which have been implemented by the management.

# 10 PORT SECURITY



## PART IV | 10. PORT SAFETY & SECURITY

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### 10.1 GENERAL

Since July 2005 the three SFPC facilities have been compliant with Regulation (EC) No 725/2004 (ISPS) and the European Communities (Port Security) Regulations 2007 (transposing Directive 2005/65/EC of the European Parliament), which together form the regulatory requirements for maritime security arrangements in Irish ports.

SFPC port facilities are restricted areas and only authorised persons with legitimate business will be permitted access. Authorised persons include SFPC employee's, port tenant employees and authorised users who shall be on submission of formal request for access be provided with appropriate permissions.

Visitors seeking access to SFPC port facilities shall submit a request to the Marine Operations Department a minimum of 24 hours prior to planned arrival. Delays and or denial of access may result where late requests for access are received.

All port facilities are monitored by CCTV and surveillance carried out by security guards.

Fishing and bathing are not permitted from within restricted areas.

Main security office situated at Foynes is manned between 0600 and 2000 daily. 0800 -1300 Saturdays and Sundays.

The Marine Security Office can be contacted at:

Tel: 353 87 6266 252 Email: security@sfpc.ie

### 10.2 PRESENT ISPS SECURITY LEVEL INFORMATION

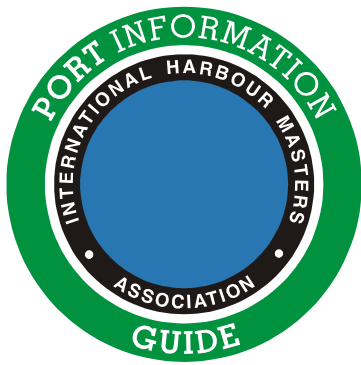
The facilities in the Shannon Estuary are all presently operating at Level 1. Any changes to this level will be promulgated as required and ships arriving to the Shannon Estuary will be advised via their ship's agent.

### 10.3 REPORTING TO PORT FACILITIES

All vessels arriving in Irish ports must register with [www.safeseas.ie](http://www.safeseas.ie). The purpose of this Directive is to establish in the Community a vessel traffic monitoring and information system with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships

Arrival and Departure procedure as described Irish Marine Notice No. 21 of 2009 can be located <https://www.gov.ie>

# 11 NAUTICAL SERVICES



## PART V | NAUTICAL SERVICES & COMMUNICATION

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### 11.1 GENERAL

This chapter provides information regarding the services available in the Shannon Estuary.

### 11.2 VTS

SFPC does not provide Vessel Traffic Services, it does however, generate a Vessel Traffic Management Information System (VTMIS) employing three radar stations at Loop Head, Kilcredaun Head and Tarbert Point, and AIS to observe, record and replay traffic movements in the estuary. Where necessary, pilots can provide verbal assistance to inward and outward-bound ships as required using radar and VHF.

### 11.3 PILOTAGE

The Pilotage Authority for the entire Shannon Estuary is Shannon Foynes Port Company. The detailed arrangements and management for the conduct of pilotage in the estuary are set out in the SFPC Pilotage manual. SFPC oversees the training and licensing of all 8 Shannon pilots, who are based in the pilot station located at Cappa. Pilotage is compulsory for all vessels over 50GT navigating eastwards of Scatterry Island. There are 4 separate pilot boarding stations each catering for differing sizes and tonnages of vessel;

- Pilot Boarding Station Number 1 - vessels with a draught of over 13m and is located to the west of the Ballybunnion Bar Racon / AIS buoy.
- Pilot Boarding Station Number 2 - vessels over 20,000 GT but less than 13m draught and located south and west of the Kilstiffin buoy. This PBS is generally considered to be more sheltered location to facilitate pilot embarkation.
- Pilot Boarding Stations 3 and 4 are within the estuary and are for vessels under 20,000GT and 5000GT,

The Pilot Boats, LOOP HEAD and TOLKA STAR are 13 metre GRP semi displacement craft capable of 20 knots. The hull is dark blue, and the superstructure is white with "Pilot" in large black lettering along each side of the housing.

The Pilot Station and Pilot Boat may be contacted on VHF channels 16 and 11. Vessels should send ETA's via their agents 24 hours before arrival off the Pilot Station. The Pilot Boat will establish communications while on transit to both inbound and outbound vessels, including passing of requirements for rigging of pilot ladder.

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

## PART V | NAUTICAL SERVICES & COMMUNICATION

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Pilot Boat operations are operated by SFPC.

The Harbour Master, SFPC, is the Superintendent of Pilots licenced to operate on the Shannon Estuary.

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

Pilotage is compulsory in the approaches to 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 (may include:

- Ships belonging to the State
- Ships of less than fifty gross tons
- Pleasure yachts & craft
- Fishing vessels
- Ferries plying exclusively within the compulsory pilotage area
- Ships that habitually trade within the compulsory pilotage area
- 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 Marine Operations Department manages all traffic movement on the Shannon Estuary which requires pilotage. Request for pilots must be submitted

For Inbound pilots a minimum of 6 hours in advance of required time for pilot embarkation

and

For Outbound pilots a minimum of 4 hours in advance of departure and required time of pilot embarkation time .

Where a pilot is ordered without the required period of notice a late order fee shall be charged.

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

## PART V | NAUTICAL SERVICES & COMMUNICATION

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When pilotage services are suspended due to severe inclement weather and sea conditions the pilot boat shall be taken off station and moored inside the Kilrush Marina. Stakeholders shall be advised by email .

During periods of inclement weather but less severe, the pilot boat may be moored in the lock at Kilrush Creek Marina.

### 11.4 BERTHING REQUIREMENTS

As the Shannon Estuary is subject to strong tidal influence Pilotage operations are limited to berthing windows at facilities

#### TARBERT OIL TERMINAL

All vessels shall berth on the flood tide, during hours of daylight only.

All vessels may sail on the flood tide at any stage of light i.e. day/night.

#### MONEYPPOINT POWER STATION

Capesize vessels: Berthing is daylight only at start of Ebb tide to satisfy underkeel clearance requirements to safely cross the Ballybunion Bar.

Vessels may enter the Estuary on high water at Ballybunion Bar and anchor to berth in daylight on start of flood tide, however this is subject to weather conditions and tidal strength in the Estuary. Requests to berth inside the Ballybunion bar must be approved by the Harbour Master.

Oil Tankers will berth and sail on flood tide, during daylight hours only.

#### AUGHINISH

All berthings/unberthing on both Inner and Outer berths are conducted during the flood only.

On both Inner and Outer berths, berthing/unberthing may commence between LW Tarbert (+1hr) until HW Foynes (-1hr). However, where a changeover is occurring on either berth, sailing must commence not later than HW Foynes (- 1 ½ hrs).

During periods of negative spring tides, berthing will not commence at the Outer berth until LW Tarbert (+1 ½ hrs). Exceptions may be made subject to fair weather conditions and tide with the approval of the Harbour Master.

## PART V | NAUTICAL SERVICES & COMMUNICATION

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### FOYNES.

Operations at Foynes are conducted on a 24/7 basis. Berthing/sailing times are determined on a vessel-by-vessel basis, factors including length, beam, draught, weather conditions and state of tide are considered to ensure safe and efficient movements are achieved.

Vessels of beam  $\geq 30.0\text{m}$  shall berth and unberth during daylight hours and at HW Foynes only. Exceptions may be made subject to fair weather and suitable tides conditions subject to the approval of the Harbour Master.

### SHANNON AVIATION JETTY

Berthing shall be at HW Limerick (-80mins).

Transit time from pilot boarding area to berth is approximately two hours, with Pilot boarding time approximately HW Limerick (-3hrs 20mins).

Sailing commences at HW Limerick (-3hrs). Exceptions may be made subject to fair weather conditions and tide with the approval of the Harbour Master

### TED RUSSELL DOCK – LIMERICK

Ted Russel Docks is situated at the head of the Shannon Estuary in Limerick City. The facility comprises 17.8 Hectare which includes 4.5 Hectare of an enclosed wet dock. Vessels access the Dock through a single set of leafed Dock Gates. The Dock is tidal and the gates are open for the two-hour period tides preceding high water subject to spring or neap tides. Vessels enter the dock at HW Limerick (-1hr).

Transit time from Pilot boarding to berth is approx. 3 ½ hrs, with Pilot boarding not later than HW Limerick (-4 ½ hrs).

For vessels sailing, vessels in the laden condition shall sail not later than one hour before HW Limerick.

Vessels departing, when in ballast condition may sail up to HW Limerick.

## 11.5 TOWAGE

There is a fleet of three tugs of 1 x 55BP and 2 x 45 BP with fire-fighting capabilities located at Foynes Port facility. The tugs are operated by a third-party company and are licenced for all facilities located on the Shannon Estuary by the Harbour Master.

## PART V | NAUTICAL SERVICES & COMMUNICATION

Towage requirements for vessel movements at facilities on the Shannon Estuary are prescribed by the Harbour Master. Where the Marine Operations Department determine towage is required the Ships Agent must arrange directly with the tug operator.

Berthing and Sailing parameters within the Estuary have been developed in consultation with both Terminal Operators and Licensed Pilots, taking cognisance of prevailing conditions at each of the terminals. Safe conduct of operations is a priority, while also remaining mindful of commercial considerations.

At each of the terminals, both towing on a line and the 'push-pull' method are employed. Experience and previous studies have demonstrated that ASD omni-directional tugs are the most suitable for the requirements of the Estuary.

Current operations at each of the terminals, including berthing/sailing parameters and frequency of utilisation, is as per the following;

### MONEYPOINT POWER STATION

	Nr. of Tugs	Tidal Conditions	Day/Night	Swing	Remarks
<b>Capesize Berthing</b>	3 x 40T	HW Slack / LW Slack	Daylight Only	NO – See remarks	Standard configuration is one tug on a line through the stern aft, and two tugs in a 'push-pull' configuration f & a
<b>Capesize Sailing</b>	2 X 40T	HW Slack / LW Slack	Daylight Only	YES	'Push-Pull' configuration.
<b>Panamax Berthing</b>	2 X 40T	Flood Tide	Daylight Only	YES	Typically, combination on a line and push-pull.
<b>Panamax Sailing</b>	1 X 40T	Flood Tide	Daylight Only	NO	Push-Pull
<b>HFO Berthing</b>	DWT dictates	Flood Tide	Daylight Only	YES	Typically, combination on a line and push-pull.
<b>HFO Sailing</b>	DWT dictates	Flood Tide	Daylight Only	NO	Push-Pull

### TARBERT OIL TERMINAL

<b>HFO Berthing</b>	2 X 40T	Flood Tide	Daylight Only	YES	Typically, combination on a line and push-pull.
<b>HFO Sailing</b>	1 X 40T	Flood Tide	Daylight Only	NO	Push-Pull

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## PART V | NAUTICAL SERVICES & COMMUNICATION

### AUGHINISH MARINE TERMINAL

Vessel Size (DWT)	Standard Tug Requirements			
	Outer Berth		Inner Berth	
>30,000	Berthing: Day / Night	2 tugs	Berthing: Day / Night	2 tugs
	Sailing: Day / Night	1 tug	Sailing: Day / Night	1 tug
14,500 – 30,000	Berthing: Day / Night	1 tug	Berthing: Day / Night	1 tug
	Sailing: Day / Night	1 tug	Sailing: Day / Night	1 tug
<14,500	With / Without Bowthruster	No Tug	Without Bowthruster	1 tug
<10,000	With / Without Bowthruster	No Tug	With / Without Bowthruster	No Tug

### PORT OF FOYNES

Vessel Size (LOA)	Standard Tug Requirements			
	Beam ≤ 30.00m		Beam > 30.00m	
≥175m	Berthing: Day / Night	3 tugs	Berthing: Day Only	3 tugs
	Sailing: Day / Night	2 tug	Sailing: Day Only	2 tugs
≥150m & <175m	Berthing: Day / Night	2 tug		
	Sailing: Day / Night	2 tug		
≥ 130m & <150m	Berthing: Day / Night	2 tug		
	Sailing: Day / Night	1 tug		
<130m	With / Without Bowthruster	No Tug		

Tug requirement are subject to weather conditions, vessel reliability and are subject to change basis pilot Harbour Master requirements.

## PART V | NAUTICAL SERVICES & COMMUNICATION

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### 11.6 MOORING

Mooring gangs are licenced by the Harbour Master, and are arranged through the ship's agent.

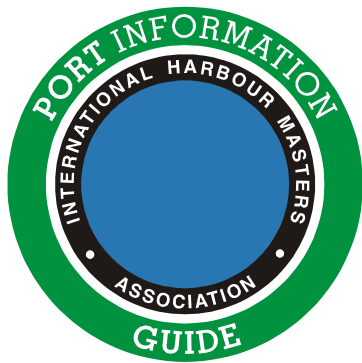
### 11.7 CARGO SERVICES

Cargo Services Equipment and manning are arranged by the ship's agents through the Marine Operations Department online service Cargopro. Cargo Services requests will be arranged at the discretion of the Marine Operations Department basis most efficient and effective use of berth utilisation and available equipment.

Agents working on behalf of all vessels loading or discharging cargo at The Port of Foynes and Ted Russel Docks must submit a Cargo Plan and a Traffic Management Plan to the Marine Operations Department when submitting a cranage booking request.

Failure to submit Cargo Plans and Traffic Management Plans shall result in delays to Cranage bookings being processed and subsequently cargo operations.

# 12 NAUTICAL COMMUNICATION



## **PART V | 12. NAUTICAL SERVICES & COMMUNICATION**

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### **12.1 GENERAL**

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

The Marine Operations Department is contactable during

Office hours (Monday – Friday, 0900 -1700)

Telephone +353-69 73103 Fax +353-69-65552

Email [marineops@sfpc.ie](mailto:marineops@sfpc.ie)

Outside of office hours (including nights, weekends, bank and public holidays) the Duty Harbour Master is contactable by mobile phone +353-87 2542266

### **12.2 VHF CHANNELS NAUTICAL COMMUNICATION**

VHF Channels: 16, 11, 14.

Channel 11 is dedicated for use of the communications of the Pilot Station and vessels transiting the Shannon Estuary.

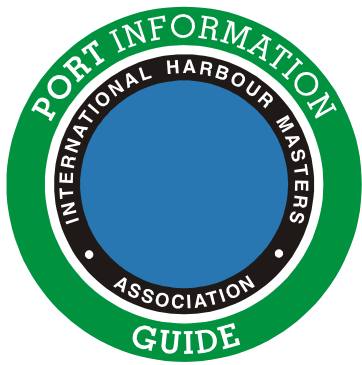
Channel 14 is dedicated for communications for berthing / unberthing operations.

Channel 16 is for emergency.

### **12.3 PILOT BOARDING INSTRUCTIONS**

Pilot boarding instructions shall be communicated to all arriving vessels 'ref Sec 8.9 Inbound Vessels

# 13 CARGO OPERATIONS



## PART VI | 13. CARGO OPERATIONS

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### 13.1 GENERAL

Shannon Foynes Port Company provides its own stevedoring service at Limerick through a fully-owned subsidiary, Limerick Cargo Handling (LCH). A number of independent stevedores also provide services at Foynes. Full details for these can be found <https://www.sfpc.ie/>. In addition to stevedoring, LCH also provides a full range of logistics solutions, from inventory management and dispatch functions to onward road-haulage management and coordination.

Cargo Services Equipment and manning are arranged by the ship's agents through the Marine Operations Department online service Cargopro. Cargo Services requests will be arranged at the discretion of the Marine Operations Department basis most efficient and effective use of berth utilisation and available equipment.

All vessels loading or discharging at Foynes Port Facility or Limerick Ted Russel Dock must upload traffic management plan and cargo plan to SFPC Cargo Pro Database via the ships agent. Delays or no submission may result in cargo operations delays.

Moneypoint, Tarbert and Aughinish facilities provide cargo service and should be contacted directly by vessels.

### 13.2 LOADING/DISCHARGING PROCEDURES

Procedures differ throughout the various Facilities in the Shannon Estuary with regard to working hours. Vessel Masters are requested to engage with terminal operators directly for;

#### VESSELS CARRYING DANGEROUS PRODUCTS

All vessels carrying dangerous goods in bulk must submit a declaration with [www.safeseas.ie](http://www.safeseas.ie). The purpose of this Directive is to establish in the Community a vessel traffic monitoring and information system with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships

Loading and discharging operations of vessels carrying dangerous products may only 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 limits.

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

## PART VI | 13. CARGO OPERATIONS

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### IMSBC BULK CARGOES

All vessels carrying IMSBC bulk cargoes must submit a statutory declaration with [www.safeseas.ie](http://www.safeseas.ie) which MUST include a valid Cargo Information Form.

Loading and discharging operations of vessels carrying IMSBC Bulk Cargoes may only commence after completion of the Ship – Shore Safety Checklist or the Vessel – Vessel Safety Checklist.

An up to date IMSBC Bulk Cargo stowage plan must be available at all times within the port limits.

### FUMIGATION / VENTILATION

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

1. Fumigation and ventilation operations shall be permitted at a designated anchorage and subject to approval of the Harbour Master.
2. Name of fumigant and its chemical product data sheet must be supplied to the Harbour Master before fumigation / ventilation operations may commence.
3. 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.
4. Canisters and apparatus used in fumigating must be removed from the Port before the commencement of cargo work.
5. Express permission must be obtained from the Harbour Master before cargo work commences.

### GENERAL CARGO

Crane and hoppers at Foynes and Limerick must be ordered in advance by ships agents via the Marine Operations Department. Cranes and Hoppers shall be arranged at the discretion of the Marine Operations Department basis most efficient and effective use of berth utilisation and available equipment.

The use of cranes and cargo handling equipment not owned by Shannon Foynes Port Company is subject to a licence which can be obtained from the Company on request, together with details of charges.

Crane operations are available from 0600-2400 daily (including week-ends, Public Holidays (with the exception of Christmas Day), provided booking is made in writing at least 24 hours in advance and subject to availability and any other conditions which might apply. For further information, or for booking, contact [marineops@sfpc](mailto:marineops@sfpc).

## PART VI | 13. CARGO OPERATIONS

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Billing will be from the requested time booked regardless of what time operations start. Failure to provide necessary support resources in line with crane availability may result in financial penalties and/or refusal of subsequent requests.

The company has available warehousing at both Foynes and Limerick, and additional facilities are provided by third parties within and adjacent to the port's precincts. The company is committed to ensuring that adequate modern warehousing capacity is available to the port's users and engages in constant review and monitoring of demand and capacity to ensure proactive development of capacity, either by direct investment or by providing leasehold land to other interested parties who wish to contribute to the overall development of the port's throughput and infrastructure.

### 13.3 CLEANING PROCEDURES

Individual cases must be referred to the Harbour Master through vessels agent.

Cleaning of vessel deck, cargo holds, tanks or void spaces by ships staff or by shore contractors within port limits is permitted with the authorisation of the Harbour Master. Chemicals, if used, shall not be considered a marine pollutant and MSDS must be submitted for review on application for permission.

Cleaning and maintenance of the vessels hull within port limits is permitted with the authorisation of the Harbour Master. Chemicals, if used, shall not be considered a marine pollutant and MSDS must be submitted for review on application for permission.

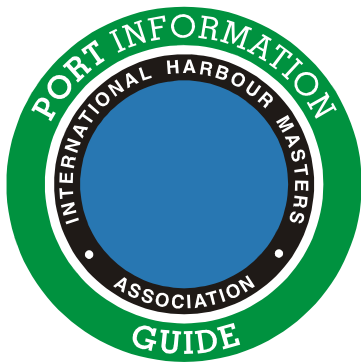
Only minor touch up of vessels hull shall be considered.

Deck cleaning

Any request for the cleaning of vessel cargo holds, tanks and void spaces must be submitted to the Marine Operations Department via ships agent.

All approvals must be obtained a minimum of 24 hours in advance of the planned operation. Failure to submit timely requests may result in refusal or incur delays.

# 14 VESSEL OPERATIONS



## PART VI | PORT OPERATIONS

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### 14.1 GENERAL

This section contains details on rules and regulations pertaining to ship operations within the Shannon Estuary.

### 14.2 RIGGING OF PILOT LADDERS

All vessels requiring pilotage will ensure that they comply with applicable International (SOLAS V/23) and National (S.I. 55/1993) carriage requirements for pilot ladders, and will ensure they are in good condition and correctly rigged in accordance with any instructions passed by the Shannon Estuary pilot station.

Failure to comply may result in the failure of the Pilot to board the vessel.

Any incidents involving pilot ladders shall be reported to Marine Operations Department for investigation and onward transmission to the appropriate Port State Control authorities.

### 14.3 LOWERING LIFEBOATS AND MAINTENANCE RAFTS

It is recognised that lifeboats are required to be lowered/launched to fulfil SOLAS lifesaving equipment drill and maintenance requirements.

Masters, through their Agent, shall request authorisation from the Harbour Master to lower/launch lifeboats/rafts.

Where approval to lower a lifeboat or raft has been provided by the Harbour master, ships masters must advise upon commencement and completion of the operation.

### 14.4 MAINTENANCE AND REPAIR

Vessels within Port Limits shall not immobilise or undergo repairs without the authorisation of the Harbour Master

All requests for vessel immobilisation, maintenance or repair within the Port Limits of the Shannon Estuary which may impact the seaworthiness of the vessel and / or the safety or efficiency of cargo operations must obtain authorisation from the Harbour Master.

Request shall be submitted to the Marine Operations Department via the ship's agent using Form F 102.

All requests shall be submitted a minimum of 24 hours in advance of the planned operation. Failure to submit timely requests may result in refusal or delay.

## PART VI | PORT OPERATIONS

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### 14.5 UNDERWATER INSPECTION/ CLEANING UNDERWATER INSPECTION, REPAIRS OR MAINTENANCE

Any underwater inspection, repair or maintenance of a vessel within the Port Limits of the Shannon Estuary must obtain authorisation from the Harbour Master.

Vessel masters must note that strong tidal currents exist in the Shannon Estuary and that visibility is restricted due to the turbidity of the water.

Where planned underwater inspection, repair or maintenance is alongside permission from the port facility must first be obtained prior to any approval request being submitted to the Harbour Master.

All requests shall be submitted a minimum of 24 hours in advance of the planned operation. Failure to submit timely requests may result in refusal or delay.

All diving operations must comply with International, National regulations and industry best practice Regulations 1981 S.I. 422/ 1981 Safety in Industry (Diving Operations) Regulations, 1981

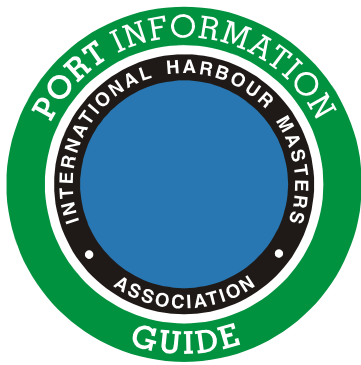
### 14.6 SAFE ACCESS/EGRESS – RIGGING OF ACCOMMODATION LADDERS AND GANGWAYS

It is the Master's responsibility to ensure that safe access/egress is available when berthed at any facility on the Shannon Estuary. Masters are required to comply with appropriate International and National legislation, including local and national M-Notices.

Masters are advised to ensure familiarity with the Rules, regulations and guidelines of the privately operated terminals to ensure compliance to safe access and security of the vessel when alongside.

Masters are reminded that the range of tides that may be experienced at berths and jetties on The Shannon Estuary can regularly exceed 5 metres. It remains the master's responsibility to maintain safe and secure access and regularly tend mooring lines whilst alongside any port facility

# 15 PORT INSPECTIONS



## PART VI | PORT OPERATIONS

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### 15.1 GENERAL

This chapter describes all relevant inspections that can be expected at a Facility within the Shannon Estuary.

### 15.2 INSPECTIONS FROM PORT STATE CONTROL

Directive 2009/16/EC13 sets out the EU Port State Control system. The Directive requires Member States to ensure that foreign ships are inspected in ports by Port State Control officers for the purpose of verifying that the condition of a ship and its equipment comply with the requirements of international conventions, and that the vessel is manned and operated in compliance with applicable international law

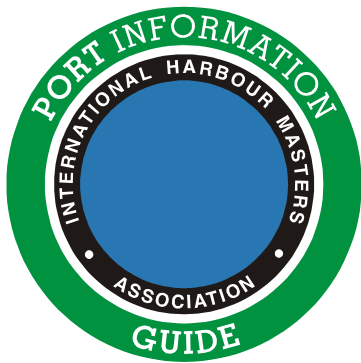
The Maritime Directorate of The Department of Transport is responsible for conducting Irish Port State Control inspections ensuring that vessels entering Irish Maritime are compliant with Directive 2009/16/EC13

### 15.3 INSPECTIONS BY THIRD PARTIES INCLUDING SURVEYS

All vessels calling to facilities on The Shannon Estuary may be subject to inspections from facility operators, The Harbour Master, Local Authorities without notice. Where possible masters shall be provided with as much notice as is practicable.

Commercial Inspections, SIRE, CDI, Rightship etc, may be conducted at port facilities on the Shannon Estuary. A minimum notice of 24 hours must be submitted to the operator of the facility and Marine Operations Department through the ship's agent.

# 16 PORT SERVICES



## PART VII | PORT SERVICES

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### 16.1 GENERAL

This chapter describes the services available within the Shannon estuary.

### 16.2 FUEL AND LUBRICATION OIL

Fuel and lubrication Oils may be bunkered at all facilities on the Shannon Estuary. Bunkering operations are by road tanker with the exception at Berth 3 at Foynes which does have the facility of bunkering Fuel Oil by pipeline.

Bunkering Operations are not permitted during cargo operations.

Bunkering Operations are permitted during day and night time hours.

All requests for bunkering operations must be approved by the terminal facility prior to submission to the Marine Operations Department. Request must be submitted via the ship's agent.

Approval must be obtained a minimum of 24 hours in advance of the planned operation. Failure to submit timely requests may result in refusal or incur delays.

### 16.3 FRESH WATER

Fresh Water is available at all facilities and shall be arranged through ships agents.

### 16.4 STORES

Ship stores services can be arranged at all facilities on the Shannon Estuary. Requests for ships storing must be submitted via ships agent to the marine terminal and The Marine Operations Department. All approvals must be obtained a minimum of 24 hours in advance of the planned operation. Failure to submit timely requests may result in refusal or incur delays.

### 16.5 SHORE BASED ELECTRICITY

Not available.

### 16.6 WASTE MANAGEMENT

All port facilities on the Shannon Estuary are compliant with Directive 2000/59/EC on port reception facilities, with the aim of substantially reducing discharges of ship-generated waste and cargo residues into the sea. A waste management plan can be accessed on the Shannon Foynes Port Company website [www.sfpc.ie](http://www.sfpc.ie) or through the vessel's agent.

## PART VII | PORT SERVICES

Section 4.9 of this information guide outlines the notification process which describes the process for the collection of waste at each of the port facilities on The Shannon Estuary.

The handling of all ships waste and cargo residues at all port facilities on the Shannon Estuary is managed by Shannon Foynes Port Company. Waste Reception facilities are available at each port facility as detailed below.

In compliance with Directive 2000/59/EC Port Reception Facilities Masters must declare intention to land shipboard waste during pre-arrival reporting to [www.safesea.ie](http://www.safesea.ie) at least 24 hours prior to arrival.

All ICW waste must be double bagged, secured and labelled with the category of waste contained. Torn, damaged or dripping bags will not be accepted.

### PORT RECEPTION FACILITIES

#### SHANNON AVIATION JETTY

There is one waste reception station ship's waste available for ship's crew to dispose of International catering waste located on the Shoreside access to the Jetty.

This is a jetty for the importation of jet fuel only and accessed via a narrow walkway.

There are no reception facilities for cargo waste at Shannon Airport. This is a jetty for the importation of jet fuel only and accessed via a narrow walkway.



Shannon Airport			
Area	Details	Collection rota	
Containment area	<ul style="list-style-type: none"> <li>1 by 1100 litre wheelie bin for International waste</li> </ul>	As required	

# PART VII | PORT SERVICES

## LIMERICK

A compactor is located in the Containment Area is at the East End of the port for the collection of ship's International Waste, banded and clearly marked. SFPC Operators will collect ships waste using 1100ltr bins left at vessel at nominated times and remove to the compactor. Bins will be stored at compactor when not in use.

Where vessels require to land quantities of waste and cargo residues above the capabilities itemised as per table 2 requests for additional services to remove larger quantities of waste, waste oil such as engine room bilges can be arranged through the ship's agents. Prior notice / request for large additional reception facilities should be submitted a minimum of 24 hours in advance.



Limerick			
Area	Details	Collection rota	
Containment area No.1	<p>Collection and removal of International waste using a "Fully sealed" 30cubic roll pack Compactor suitable for 'Swill/International Catering Waste' disposal.</p> <p>The compactor listed is fitted with extra clamps to provide additional sealing and complete with bin lifting gear.</p>	As required	
Port Waste	<ul style="list-style-type: none"> <li>1 by 12 cubic yard skips for general port waste</li> </ul>	As required	
	<ul style="list-style-type: none"> <li>1 by 660 ltr bin for general waste.</li> </ul>	Weekly	
	<ul style="list-style-type: none"> <li>1 by 660 ltr bin for Recyclable waste</li> </ul>	Weekly	

## PART VII | PORT SERVICES

### MONEYPOINT POWER STATION

There is one waste reception station dedicated for ship landed waste which is located midway along the jetty. Access is limited at the jetty for receipt of landed ships waste and therefore arrangements are made so that ships waste must be landed directly to a skip which shall be delivered at a pre agreed time. On completion of transfer of the ships landed waste to the skip shall be immediately removed. Ships masters shall request and arrange time for the landing of ships waste through the ship's agent.



Where the vessel fails to land or delays to the landing of ships waste occur additional penalties may be incurred by the vessel.

Where if required by ships removal of larger quantities of ships waste, cargo waste & waste oil such as engine room bilges can be arranged through the ship's agents. Prior notice / request for large additional reception facilities should be submitted a minimum of 24 hours in advance.

Moneypoint			
Area	Details	Collection rota	
Containment area	<ul style="list-style-type: none"> <li>1 by 12 cubic yard skip for all International waste</li> </ul>	Deliver and collect on request	

### AUGHINISH MARINE TERMINAL

There is one waste reception station ship's waste located on the Eastern end of the jetty. The area is bunded and clearly marked. The compactor will be powered and available for ship's crew to dispose of International catering waste.



This is for ship's use only and not for general port refuse.

## PART VII | PORT SERVICES

Where if required by ships removal of larger quantities of waste, cargo waste and waste oil such as engine room bilges, can be arranged through the ship’s agents. Prior notice / request for large additional reception facilities should be submitted a minimum of 24 hours in advance.

Aughinish			
Area	Details	Collection rota	
Containment area	<p>Collection and removal of International waste using a “Fully sealed” 30cubic roll pack Compactor suitable for ‘Swill/International Catering Waste’ disposal.</p> <p>The compactor listed would be fitted with extra clamps to provide additional sealing and complete with bin lifting gear.</p>	As required	

### TARBERT OIL TERMINAL

There is one waste reception station dedicated for ship landed waste located in the car park at the head of the jetty. The area is bunded and clearly marked. Access is limited at the jetty for receipt of landed ships waste and therefore arrangements are made so that ships waste must be landed directly to a skip which shall be delivered at a pre agreed time. On completion



of transfer of the ships landed waste to the skip shall be immediately removed. Ships masters shall request and arrange time for the landing of ships waste through the ship’s agent. Ships masters shall request and arrange time for the landing of ships waste through the ship’s agent.

Where the vessel fails to land or delays to the landing of ships waste occur additional penalties may be incurred by the vessel.

Where if required by ships removal of larger quantities of ships waste, cargo waste & waste oil such as engine room bilges can be arranged through the ship’s agents. Prior notice / request for large additional reception facilities should be submitted a minimum of 24 hours in advance.

## PART VII | PORT SERVICES

Tarbert			
Area	Details	Collection rota	
Containment area	<ul style="list-style-type: none"> <li>1 by 12 cubic yard skip for all International waste</li> </ul>	Deliver and collect on request	

### PORT OF FOYNES

A compactor is located in the Containment Area is at the Eastern Yard for the collection of ship's International Waste, banded and clearly marked. SFPC Operators will collect ships waste using 1100ltr bins left at vessel at nominated times and remove to the compactor. Bins will be stored at compactor when not in use.



Where if required by ships removal of larger quantities of ships waste, cargo waste & waste oil such as engine room bilges can be arranged through the ship's agents. Prior notice / request for large additional reception facilities should be submitted a minimum of 24 hours in advance.

Foynes			
Area	Details	Collection rota	
Containment area No.1	<p>Collection and removal of International waste using a "Fully sealed" 30cubic roll pack Compactor suitable for 'Swill/International Catering Waste' disposal.</p> <p>The compactor listed would be fitted with extra clamps to provide additional sealing and complete with bin lifting gear.</p>	As required	
Port Waste	<ul style="list-style-type: none"> <li>1 by 12 cubic yard skips for general port waste</li> </ul>	As required	

## PART VII | PORT SERVICES

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	<ul style="list-style-type: none"><li>1 by 660 ltr bin for general waste.</li></ul>	Weekly	
	<ul style="list-style-type: none"><li>1 by 660 ltr bin for Recyclable waste</li></ul>	Weekly	

### FEES FOR THE USE OF THE FACILITIES

The cost of port reception facilities for shipboard general waste, including the treatment and disposal of the waste, shall be collected through port dues from all ships calling at facilities to the Shannon Estuary. Hazardous waste will be organised and charged separately directly to ship via ships agent. There will be no port administration charge on this waste.

Indirect Fees will be fair, transparent, non-discriminatory and reflect the costs of the facilities and services made available, and, where used, the amount of the fees and the basis on which they have been calculated shall be agreed with all users. They will cover at minimum 30% of the port reception facilities costs. In calculating the indirect fee to all vessels:

the total yearly direct operational costs covered by the indirect fee

total yearly direct operational costs for all waste delivered in the port      X 100

### 16.7 REPAIRS

Minor repairs can be arranged by the ship's agent.

### 16.8 SHIP SANITATION CONTROL CERTIFICATE

Ships masters can arrange for a Sanitation Certificate inspection to be conducted by the local Health Authority. Ship masters requiring a Ship Sanitation Control Inspection shall submit a request a minimum of 24 hours prior to arrival, however to avoid delays request should be submitted as early as practicable.

### 16.9 INSPECTIONS & SURVEYORS

Attendance of Classification Society Surveyors, Cargo Surveyors, Commercial Inspections (SIRE, CDI, Rightship etc), may be conducted at all port facilities on the Shannon Estuary.

Attendance of inspectors and surveyors must be arranged through the ship's agent where a minimum notice of 24 hours must be submitted to the operator of the facility and Marine Operations Department.

### 16.10 SHIPPING AGENTS

#### A. Mullock & Sons.

Limerick Office: The Shipping Office, Dock Road, Limerick.

E-mail: [agency@mullock.iol.ie](mailto:agency@mullock.iol.ie)

## PART VII | PORT SERVICES

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Foynes Office: Mullock & Sons, Herriot House, The Harbour, Foynes, Co. Limerick.

E-mail: [agency@mullocks.ie](mailto:agency@mullocks.ie)

### **B. Argosea Services.**

Limerick Office: Argosea Services, 25 William St., Limerick.

E-mail: [limerick@argosea.ie](mailto:limerick@argosea.ie)

Foynes Office: Argosea Services, The Pier, Foynes, Co. Limerick.

E-mail: [foynes@argosea.ie](mailto:foynes@argosea.ie)

### **C. Doyle Shipping Group.**

Foynes Office: Burke Shipping Group, The Pier, Foynes, Co. Limerick.

E-mail: [foynes@dsg.ie](mailto:foynes@dsg.ie)

### **D. James Scott & Co. (Shannon) Ltd.**

Limerick Office: James Scott & Co. (Shannon) Ltd, c/o/ Grasslands Agro, Dock Road, Limerick.

E-mail: [scottshannon@mainport.ie](mailto:scottshannon@mainport.ie)

### **E. Hamilton Shipping (Port Services) Limited**

Unit 3, Western Business Park, Ballymurtagh, Shannon, Co-Clare.

E-Mail [shannonagency@hamiltonshipping.com](mailto:shannonagency@hamiltonshipping.com)

## 16.11 MEDICAL FACILITIES

Medical doctor and dentist are available locally at all port facilities on the Shannon Estuary. Ships masters requiring appointments locally must advise ships agents at minimum of 24 hour in advance or provide earliest possible notice when in port.

Where an emergency situation develops which requires attendance of emergency services ships masters shall refer to Sec 9.2 Emergency Contacts and Sec. 6.1

Any request for medical treatment as a result of an incident onboard whilst within port limits must be reported to ships agent and to Marine Operations Department ref Sec 9.2 Emergency Contacts and Sec 6.1 Incident Reporting

Limerick University Hospital is located 26 miles from Foynes in Limerick City.

## PART VII | PORT SERVICES

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### 16.12 MISSION TO SEAFARERS

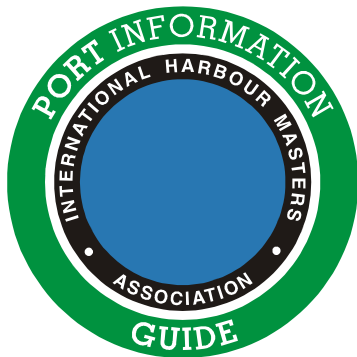
There are no Mission to Seafarers located on the Shannon Estuary None locally.

### 16.13 TRANSPORT

Taxis and buses can be arranged through ships agent.

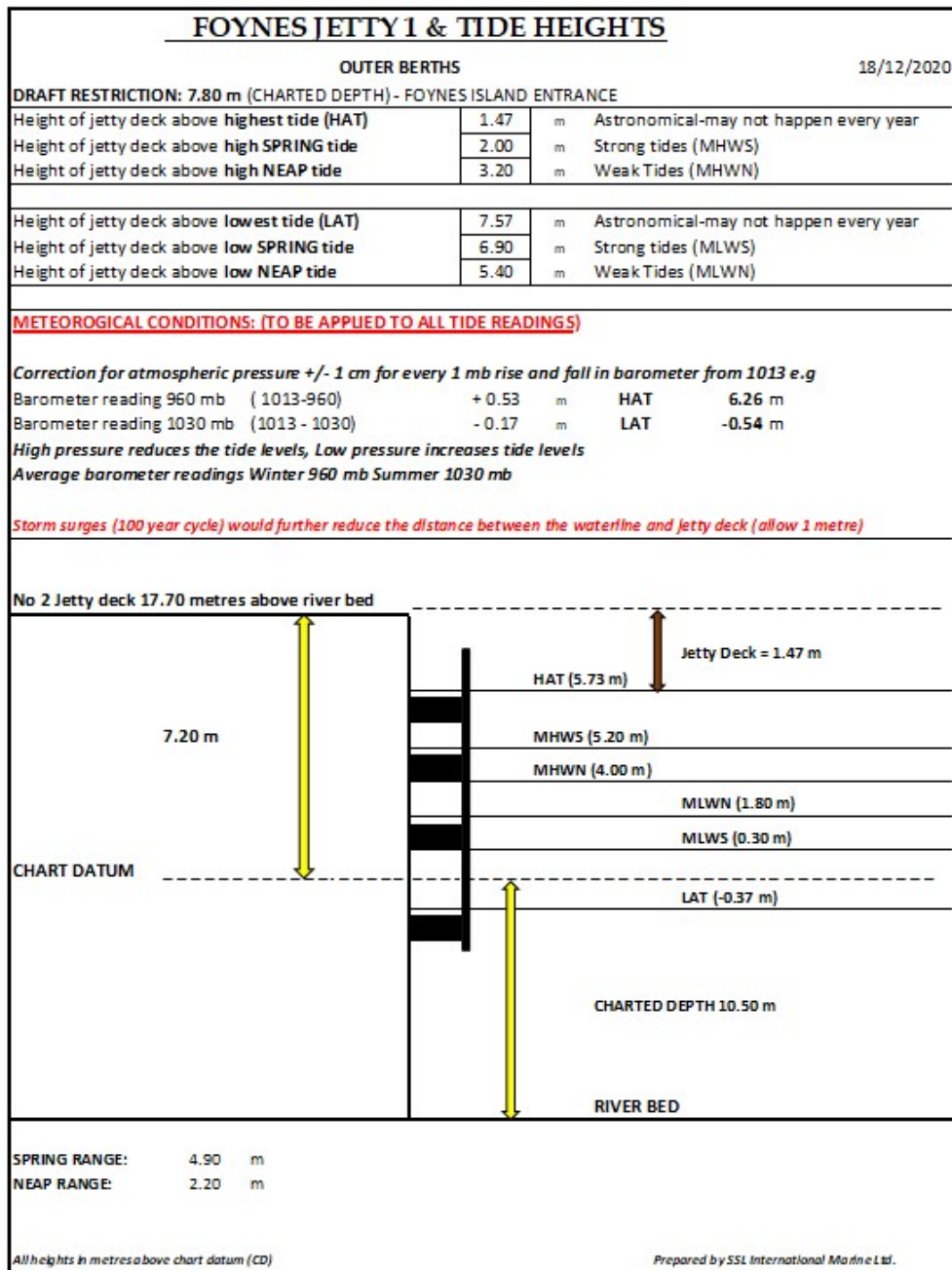
## APPENDIX 1

### PORT FACILITY AND TIDAL HEIGHTS



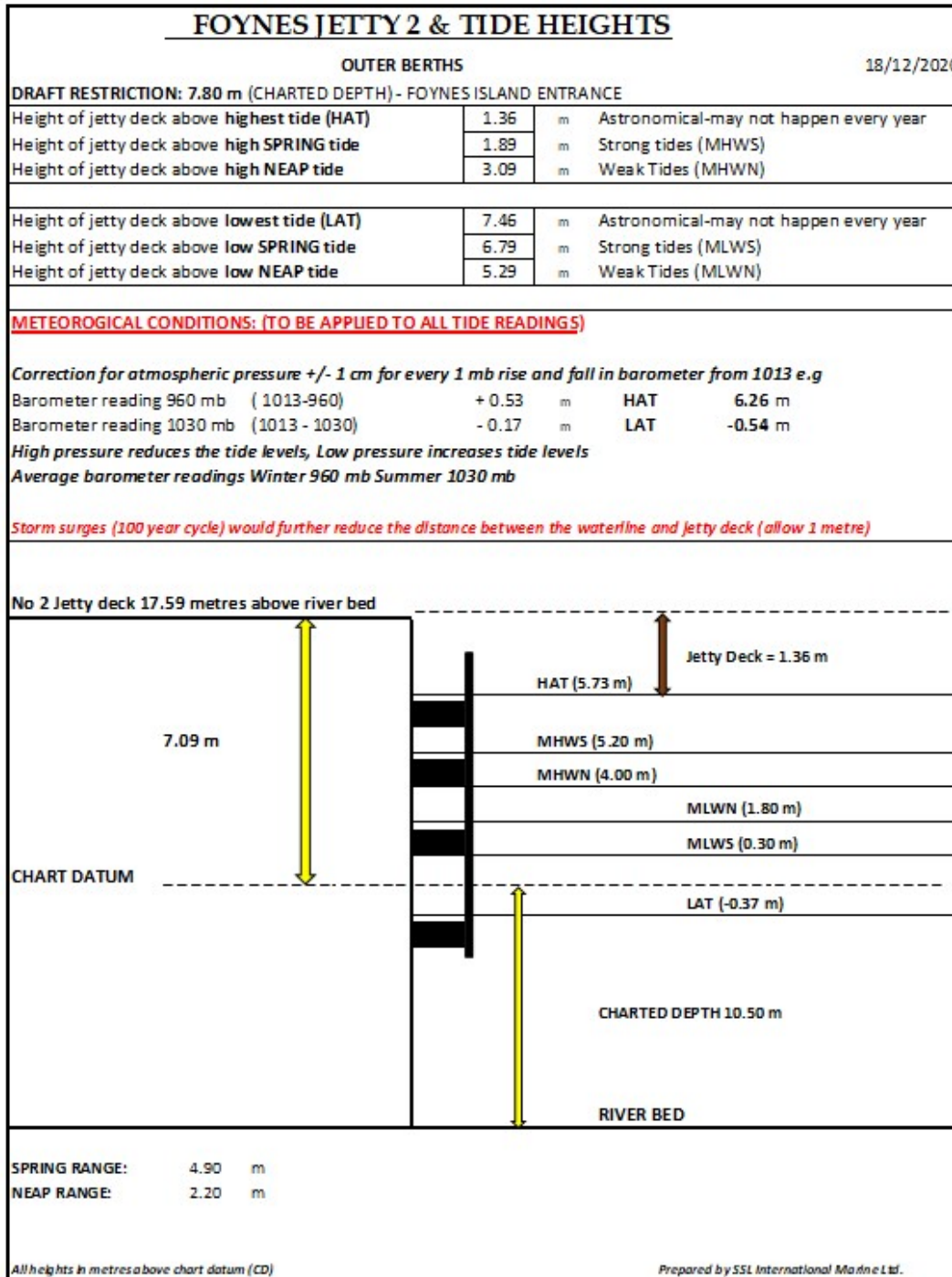
# PART VII | PORT SERVICES

## PORT OF FOYNES WEST JETTY TIDAL HEIGHT DATA



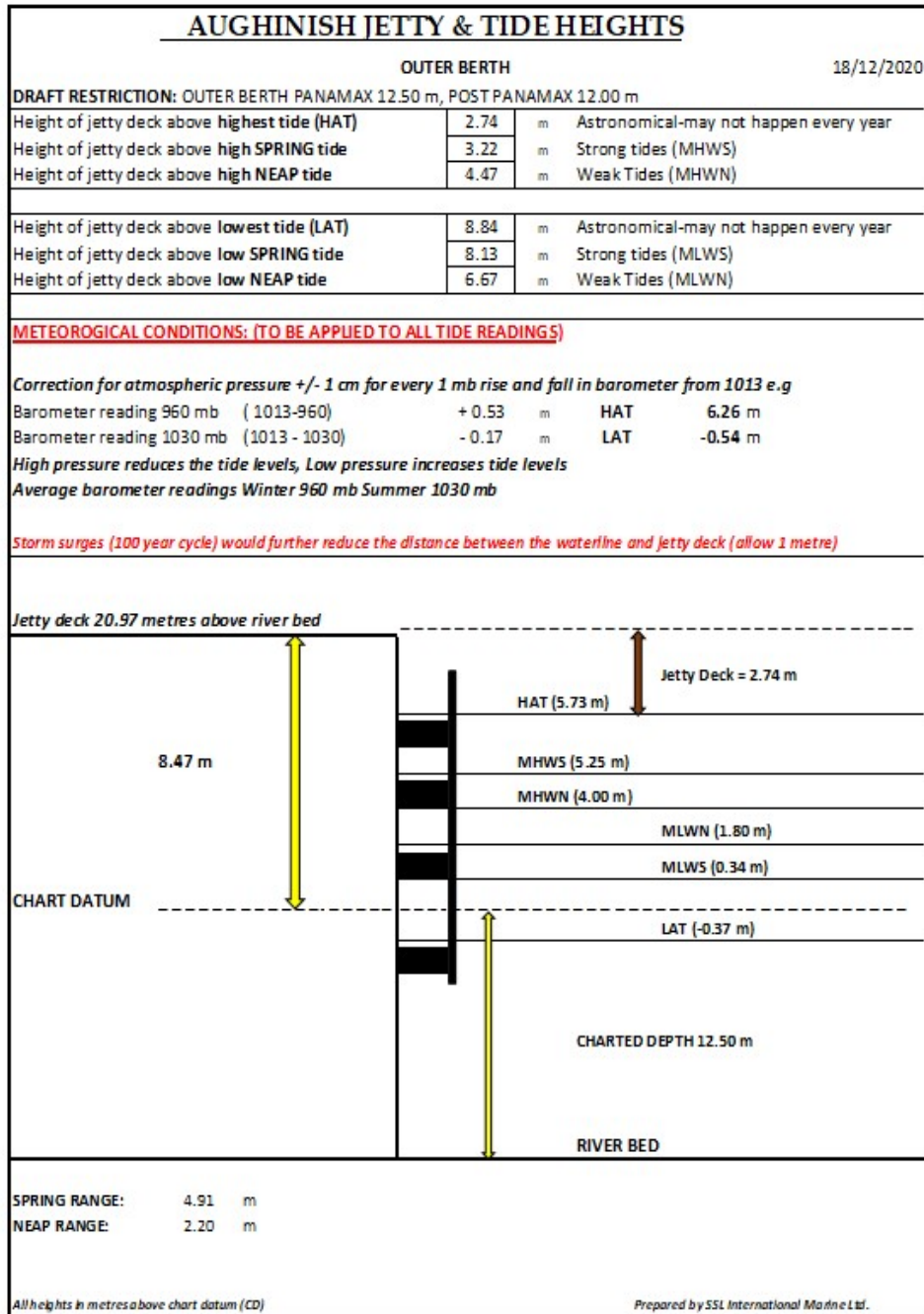
# PART VII | PORT SERVICES

## PORT OF FOYNES EAST JETTY TIDAL HEIGHT DATA



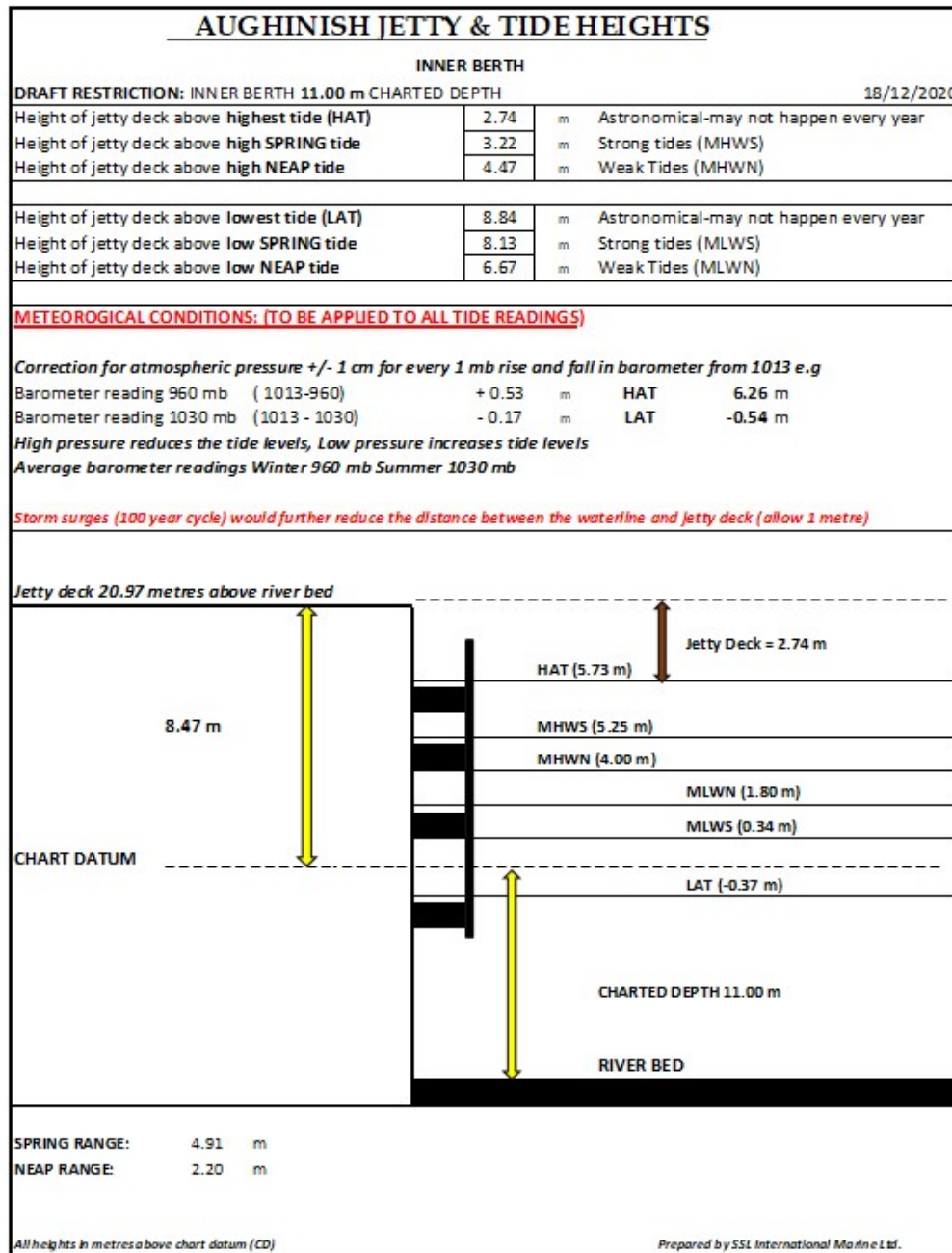
# PART VII | PORT SERVICES

## AUGHINISH MARINE TERMINAL OUTER BERTH TIDAL HEIGHT DATA



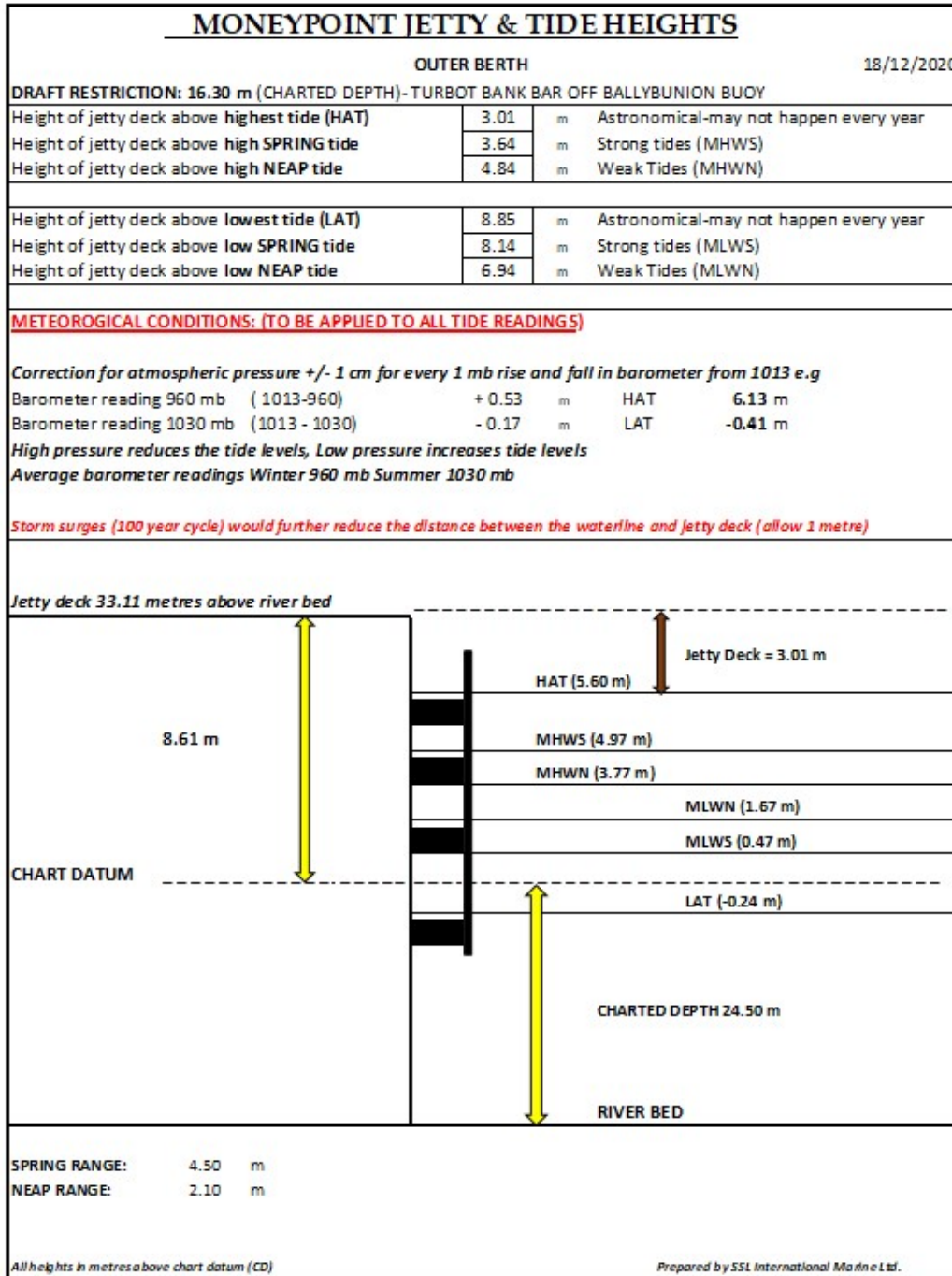
# PART VII | PORT SERVICES

## AUGHINISH MARINE TERMINAL INNER BERTH TIDAL HEIGHT DATA



# PART VII | PORT SERVICES

## MONEYPOINT POWER STATION TIDAL HEIGHT DATA



# PART VII | PORT SERVICES

**MONEYPOINT APPROACHES, BERTH & TIDAL INFORMATION**

	OUTER BERTH - GEARLESS DRY BULK CARGO (WEST END OF JETTY)			
OUTER ANCHORAGE:	WEST OF BALLYBUNION BUOY (DEEP DRAFTED VESSELS > 14.0 m)			
RESTRICTION:	16.30 m	CHARTED DEPTH AT TURBOT BANK BAR - OFF BALLYBUNION BUOY		
MAXIMUM SPEED:	CROSSING BAR - 8 KNOTS			
INNER ANCHORAGES:	AVAILABLE		PILOTAGE:	COMPULSORY
MAXIMUM DRAFTS:	CAPE SIZE:	18.00 m	(BERTHS START OF EBB TIDE)	WEATHER DEPENDENT
PANAMAX/POST PANAMAX:		14.20 m	(BERTHS AT ANY STAGE OF TIDE)	WEATHER DEPENDENT
PANAMAX/POST PANAMAX:		upto 15 m	(BERTHS 2 HOURS BEFORE HW)	WEATHER DEPENDENT
<b>DEEP DRAFTED VESSELS WILL ONLY CROSS BAR SUBJECT TO SFPC HM EXPLICIT APPROVAL</b>				
TIDAL HEIGHTS:	HAT	5.60	LAT	-0.24
	MHWS	4.97	MLWS	0.47
	MHWN	3.77	MLWN	1.67
			SPRING RANGE:	4.50 m
			NEAP RANGE:	2.10 m
WINDS:	> 65 KNOTS MAINLY FROM SE-NW QUADRANT			
DENSITY OF WATER:	AVERAGE	1018	(BRACKISH 1012-1025)	
MAXIMUM LENGTH OF SHIP:	300.00	m	LENGTH OF BERTH:	380.00 m
MAXIMUM BREADTH OF SHIP:	45.00	m		
CHARTED DEPTH AT BERTH:	24.50	m		
MAXIMUM AIRDRAFT:	WLTHC	19.50	m	UNLOADERS:
FRESH WATER/BUNKERS:	AVAILABLE	(ARRANGEMENTS THRU LOCAL AGENTS)		2 X 40 T

HEIGHT OF BOOM ABOVE RIVER BED:	70.11	m	70.11	m
HEIGHT OF SPILL PLATE ABOVE RIVER BED:	50.11	m	50.11	m

**METEOROLOGICAL CONDITIONS: (TO BE APPLIED TO ALL TIDE READINGS)**

Correction for atmospheric pressure +/- 1 cm for every 1 mb rise and fall in barometer from 1013 e.g				
Barometer reading 960 mb	(1013-960)	+ 0.53	m	HAT 6.13 m
Barometer reading 1030 mb	(1013 - 1030)	- 0.17	m	LAT -0.41 m

High pressure reduces the tide levels, Low pressure increases tide levels  
 Average barometer readings Winter 960 mb Summer 1030 mb  
 Storm surges (100 year cycle) would further reduce the distance between the waterline and jetty deck (1 metre)

# PART VII | PORT SERVICES

## MONEYPOINT POWER STATION APPROACH, BERTH & TIDAL DATA

