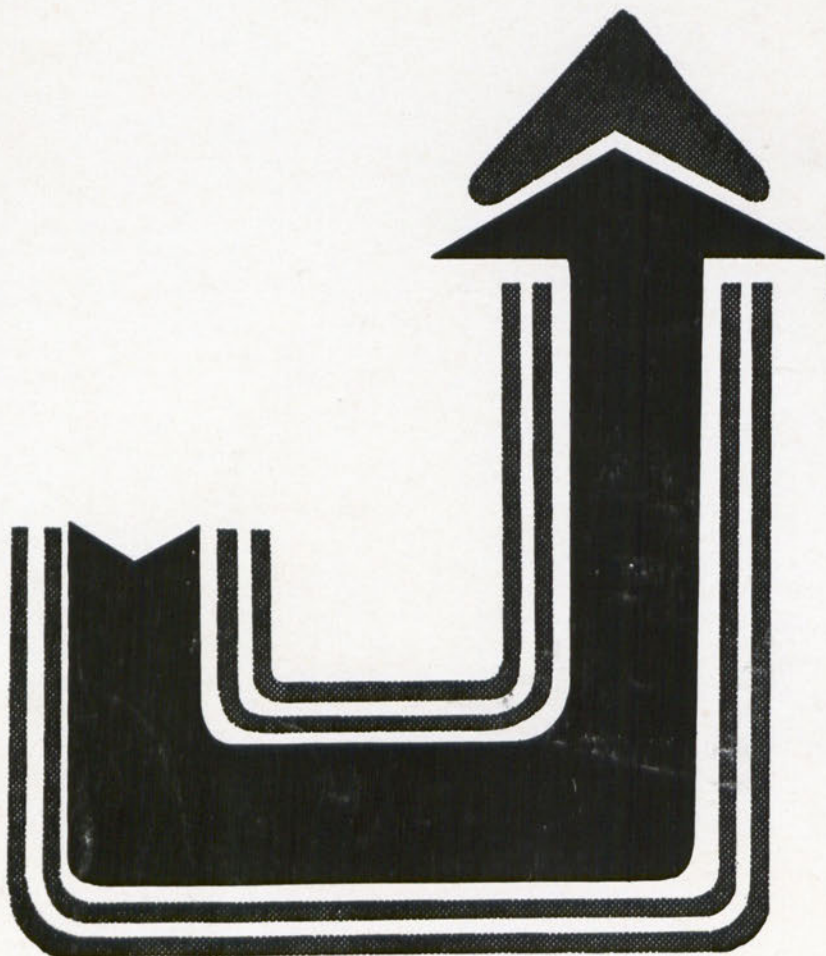


PORT OF DUBLIN



YEAR BOOK 1979



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PORT OF DUBLIN

1979 YEARBOOK

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DIARY FOR 1979

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Dublin Port and Docks Board.

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Vice-Chairman: Christopher Kirwan

Local Authority Members

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Councillor Paddy Dunne
Councillor Ray Fay
Councillor Sean D. Dublin Bay Loftus
Councillor M.J. Cosgrave

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Philip R. Walker
J.A. Lenehan
K.I. Bishop

Livestock Members

M.J. Bruton
C. O'Shea

Manufacturer Members

D.D. Frame
J. Kenna

Labour Members

K. Lynch
P.C. Mooney

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W.B. Mulligan
B.W. Lynch
J.P. Jameson

Nominated Members

B.A. Nolan
J. Maher
Christopher Kirwan
Rory O'Ferrall

Officers

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F.I.I. Mun. E.

SECRETARY

H.A. Gilligan F.C.I.S., M.C.I.T.

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CHIEF ENGINEER:

M.C. Smyth B.E., B.Sc., M.I.E.I.,
M.I.C.E., M.I. Mun. E.

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FINANCIAL CONTROLLER:

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ADDRESSES AND TELEPHONE NUMBERS

Head Office:

General Manager, Secretary, Financial
Controller and Collector of Rates,
Personnel Manager, Law Agent.

Gandon House, 5/9 Amiens Street,
Dublin 1.

Telephone Number 722777

Telegraphic Address 'Harbour Dublin'.

Warehouse Department:

Commercial and Warehouse Manager.

Port Information and Advisory Service.

Custom House Docks, Store Street, Dublin 1.

Telephone Number 746731

Telegraphic Address 'Warehouses Dublin'.

Telex Number 31701

Engineer's Department:

Chief Engineer.
Port Stores.

East Wall Road, Dublin 1.

Telephone Number 748771.

Telegraphic Address 'Dredging Dublin'.

Harbour Master's Department:

Harbour Master and Pilotage Superintendent,
Traffic Superintendent,
Harbour Police

East Wall Road, Dublin 1

Telephone Number 748771

Telegraphic Address 'Harbmaster Dublin'.

Telex Number 5476.

Night Telephone Connections:

Harbour Police – North Wall Extension	748771
Harbour Police – – Alexandra Road	748774
Berthing Master – North Wall Extension	748779
Port Yard – East Wall Road	748775
Traffic Office (8 a.m. to 9.15 a.m.)	748776
EMERGENCY SERVICES	748772
also	748773

Out Offices:

Harbour Police – Custom House Quay	743267
Cranes (Maintenance and Operation)	748777
Berthing Master – Alexandra Quay	741241
Berthing Master – South Quays	773725
Dock Master – Custom House Docks	741259
Pilots Shore Station – Eastern Breakwater	749598

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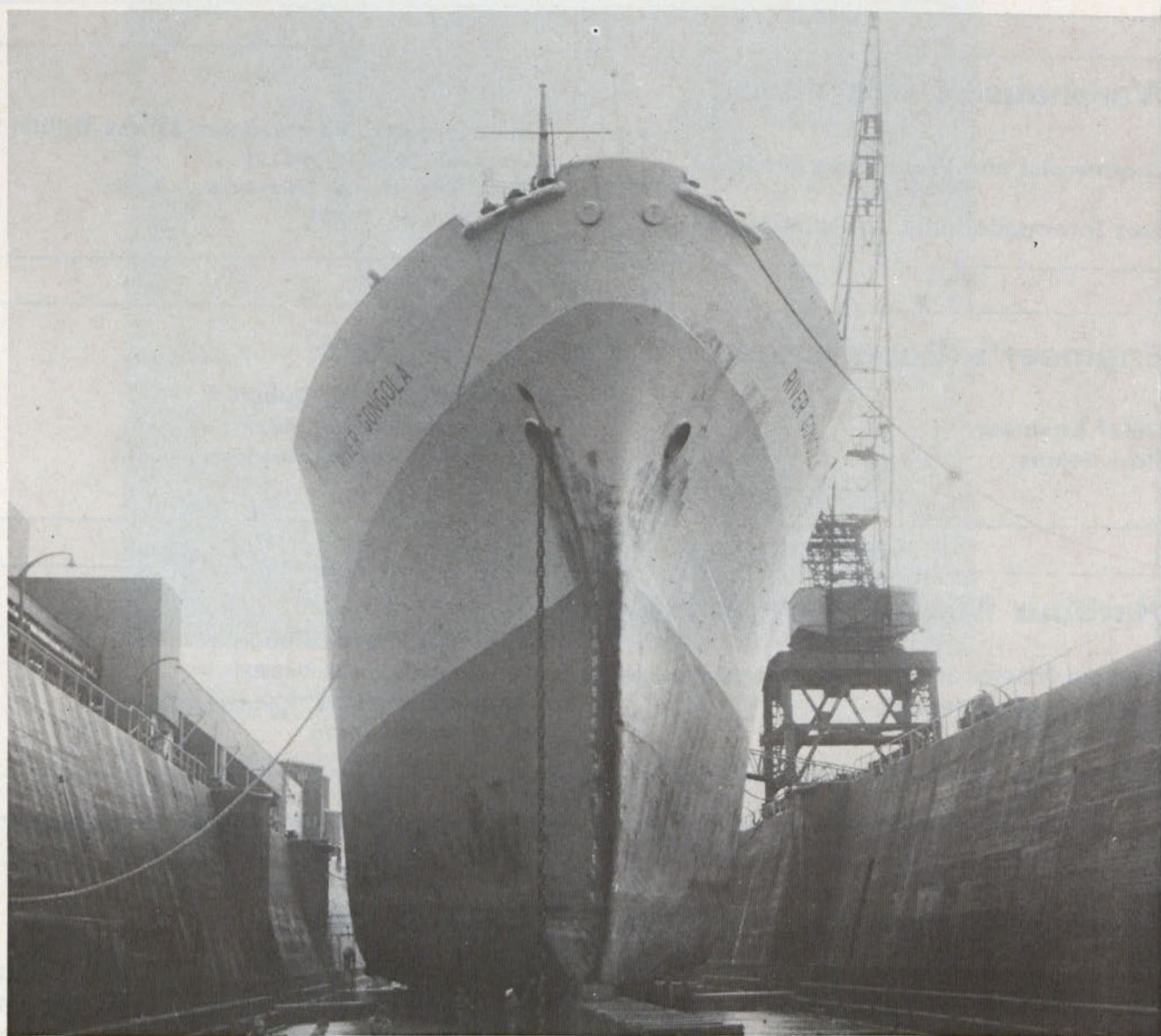


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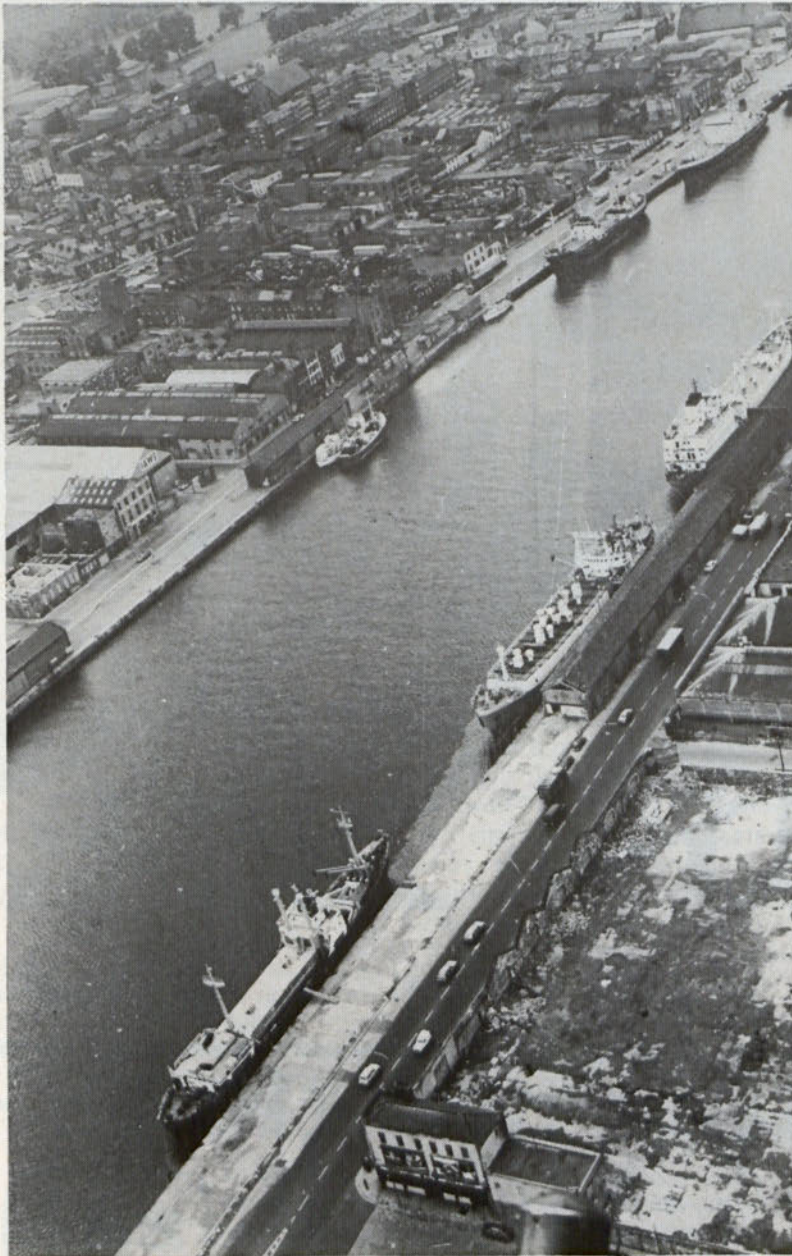
Port Information and Advisory Service

This service was established by the Board to advise and assist importers and exporters who experience any difficulty in moving their goods rapidly through the Port.

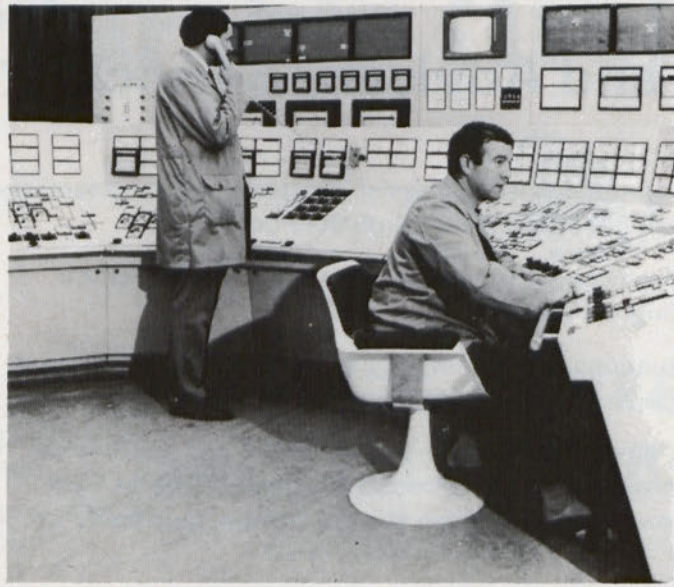
When an inquiry has been received an officer is assigned to ascertain the cause of the delay and to help in finding and applying the remedy.

The service covers a wide range of situations and, therefore, can be most effectively used in specific instances. It is free of charge and is only a telephone call away.

Should you have occasion to use this service please telephone **746731** and ask for Port Information Service, or write to: **Commercial & Warehouse Manager, Dublin Port and Docks Board, Warehouse Department, Custom House Docks, Dublin 1.**



Three vessels awaiting live-stock exports at North Wall and Guinness vessels at the City Quay berth.



The ESB and the Port of Dublin



The Port of Dublin has a great need for electricity...to provide power for its services...for its factories...for its people...for its future. The E.S.B. provides that power and in doing so makes a substantial contribution to the development of the Port - in jobs, wages and in capital investment. More than 600 people work for the E.S.B. in the Port area and the Board's generating stations at Ringsend, North Wall and

Poolbeg provide the millions of units of electricity required in the Port every year. In addition the annual dues paid by the E.S.B. amounting to about £140,000 contribute significantly to Port revenues.

And at the Poolbeg station - one of the most efficient of its kind in the world - a major £40 million extension programme is well underway. On completion, this will double the station's capacity

and make it the second largest on the E.S.B. system, helping to meet the national growth in demand for power and making a further contribution to the prosperity of the Port and its people.

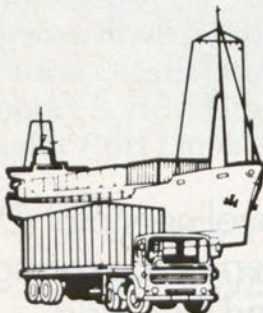


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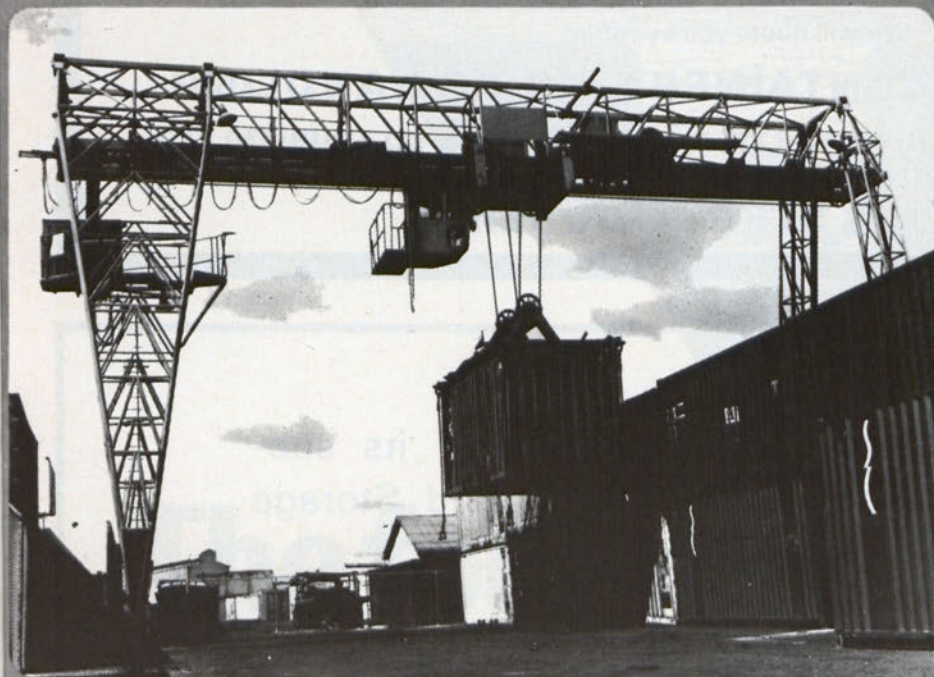
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Telex No: 31296

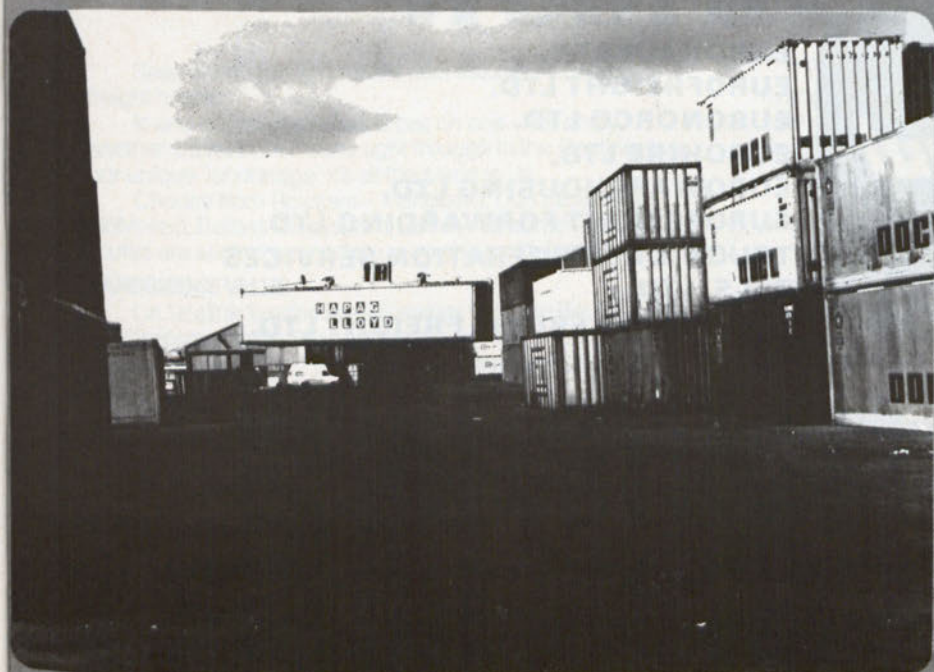


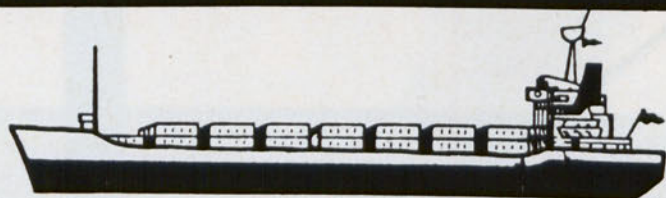
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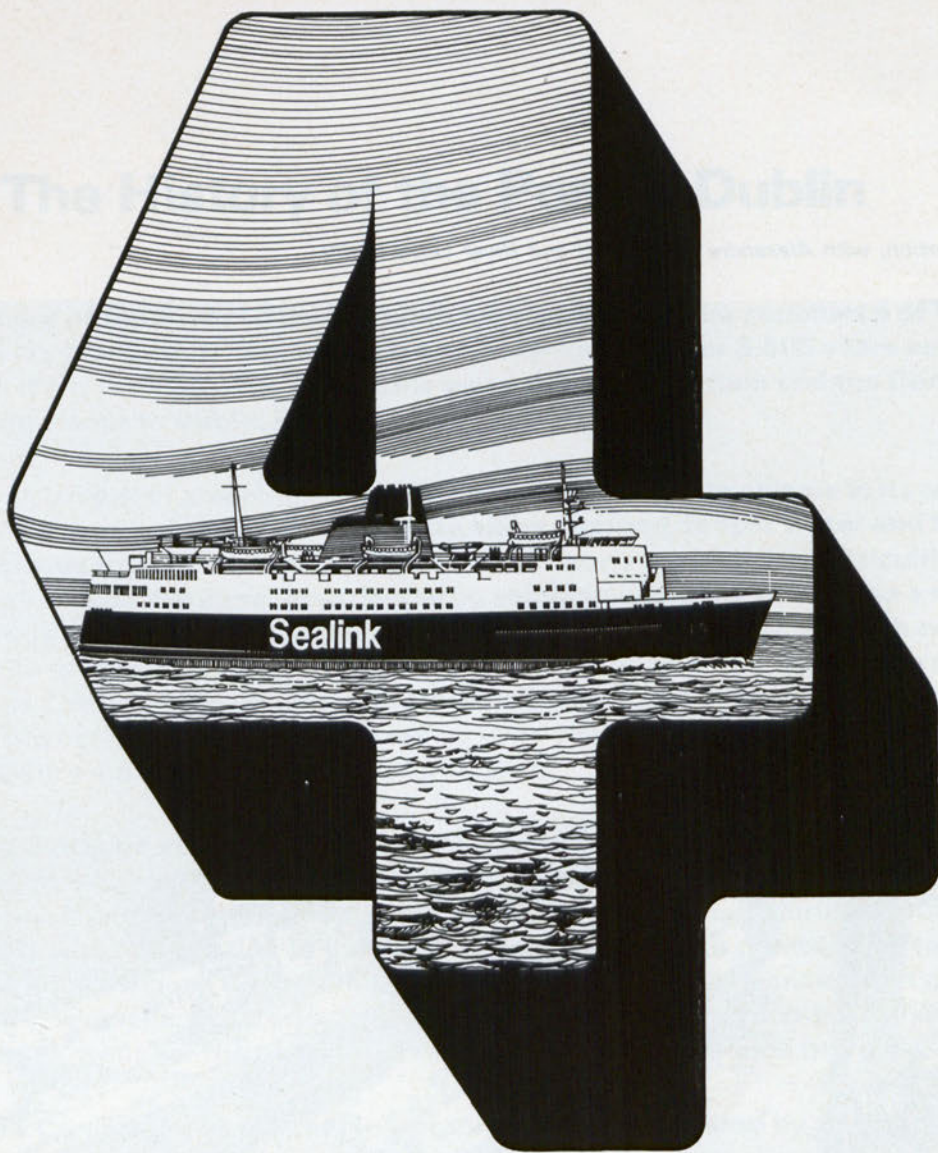
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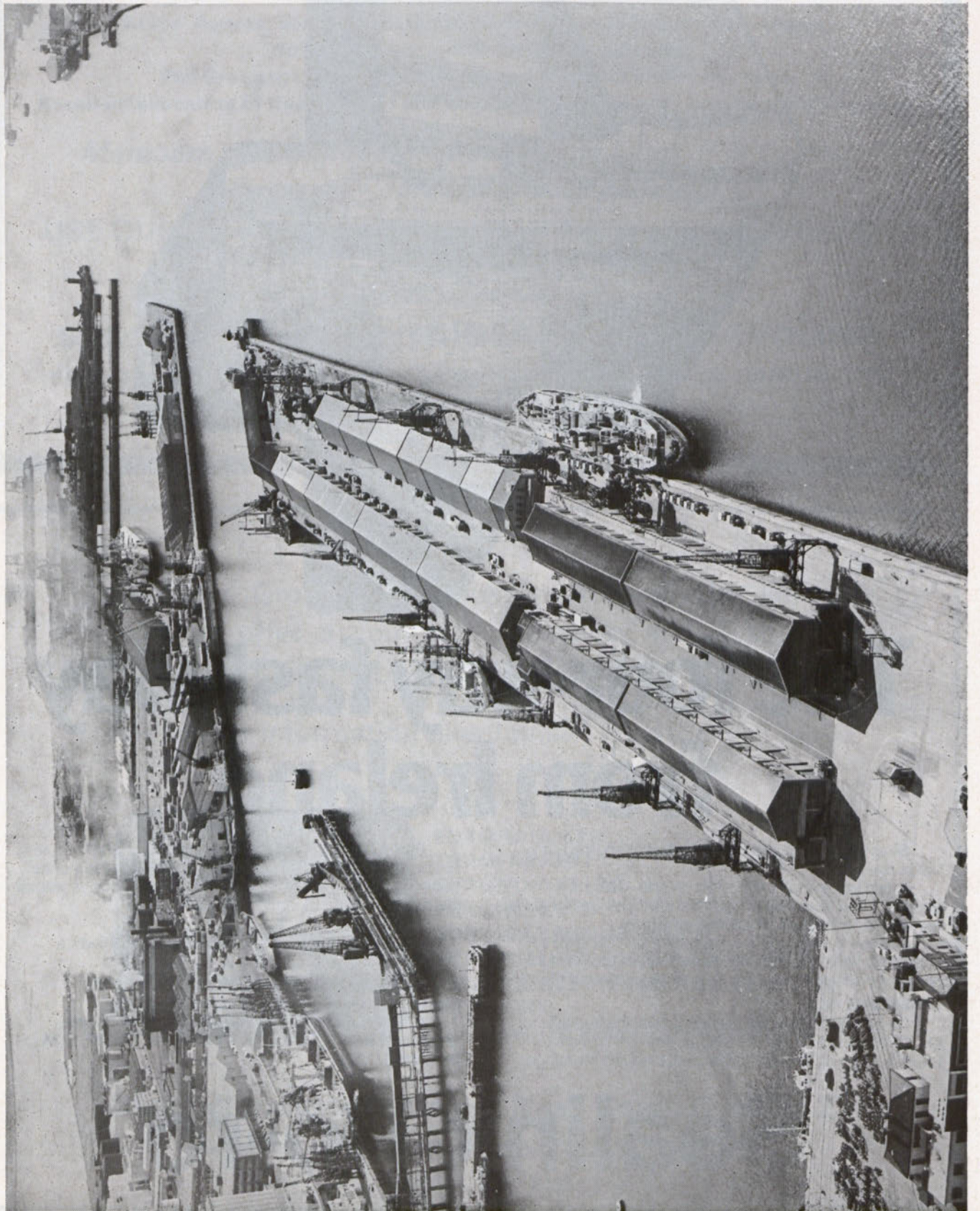
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Sealink Ro-ro

North Wall Extension, with Alexandra Basin (left) and River Liffey (right).



The History of the Port of Dublin

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

The development of shipping down the centuries brought problems in its train for the merchants and traders of Dublin whose ships required deeper water and better landing facilities than those which sufficed for the early traders. The difficulties were aggravated by the increasing danger to shipping using the estuary as a result of continuous silting and shoaling in the approaches. At the end of the 17th century there was no well-defined channel leading up to the city; instead the waters of the Liffey divided into various channels and mingled with those of the Dodder and the Tolka and the action of wind and tide set up ever-changing bars and shoals, forming a serious hindrance to the navigation of the river.

The only berthage at that time was at Merchant's Quay and Wood Quay. Access by shipping further westwards was impeded by the only bridge across the river at that time which connected Church Street on the North bank with Bridge Street on the South. It was the practice of the City Corporation to make grants or leases of portions of the river bank on the condition that the grantees or lessees built and maintained quay walls. Such persons in turn exacted compensation from shipping using the quay walls for the purpose of mooring and landing goods thereon.

In 1708 a Committee of the Dublin Corporation was entrusted by Parliament with the responsibility of establishing a Ballast Office, and the duty of maintaining and developing the Port was vested in this Committee. The Committee (which was known as the Ballast Board) with the object of containing the river in a well-defined deep channel had, by 1786, constructed a large portion of the Great South Wall which runs from a point west of where O'Connell Bridge now stands to the Poolbeg Lighthouse, a distance of about 5½ miles. The Ballast Board was succeeded in 1786 by the Corporation for Preserving and Improving the Port of Dublin and this Corporation functioned until 1867. The works carried out by this Corporation included the completion of the Great South Wall, and the construction of what is known as the North Bull Wall so as to impound a greater volume of water at high tide. As the tide recedes this water flows out between the Poolbeg Lighthouse and the North Bull Lighthouse, scouring a passage through the bar. This scour cut its own channel and the depth of water on the bar was increased thereby over the years from 6 to 16 feet. Other works carried out were the building of the North and South Quays, and of the old Graving Dock and the Graving Slips.

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

replaced or reconstructed. In addition to the work of reconstruction, the Port Board was fully aware of the need to extend and expand accommodation for the rapidly increasing size of vessels using the Port, and the construction of the North Wall Extension between 1871 and 1884 provided berthage for overseas vessels with a depth of 23 ft. to 26 ft. on its northern side. The construction of Alexandra Quay between 1922 and 1935, and subsequently of the Ocean Pier, has with the North Wall Extension provided a deepwater tidal basin known as Alexandra Basin with 5,000 feet of berthage ranging from 23 ft. to 32 ft. at low water.

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

With the move to containerisation in the 1960's, it became necessary to provide purpose-built container terminals with adequate back-up land and facilities. To meet these demands land was reclaimed and berths provided for three new terminals. The Bristol Seaway Terminal began operations in 1969; the British Rail Terminal in 1970 and the B + I Terminal in 1972.

A jetty, capable of accepting tankers of up to 35,000 tons, which serves the Electricity Supply Board's Poolbeg Generating Station was completed in 1969 and received its first ship in 1970. The two 680 ft. high smoke stacks serving this generating station have become a landmark in the Port area.

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

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

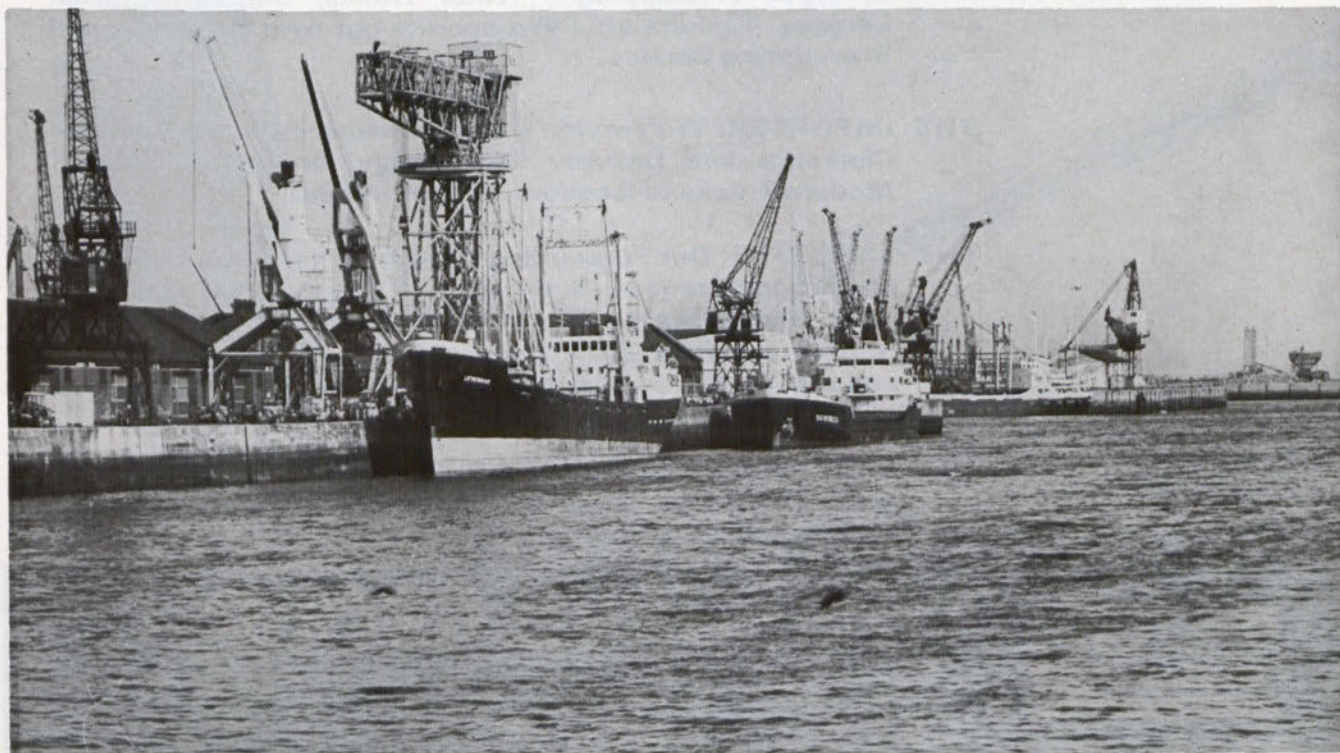
Five members elected by the Corporation of Dublin; four members appointed by the Dublin Chamber of Commerce; two members appointed by The National Executive of the Irish Livestock Trade; two members appointed by the Confederation of Irish Industries; two members appointed by the Dublin Council of Trade Unions; four members elected by owners of vessels registered in the State; four members nominated by the Minister for Transport and Power.

Members normally hold office for 5 years; the present Board's term of office expires in October, 1979.

The Chairman is elected at the Annual Meeting which normally takes place in October each year and he holds office for twelve months, unless re-elected.

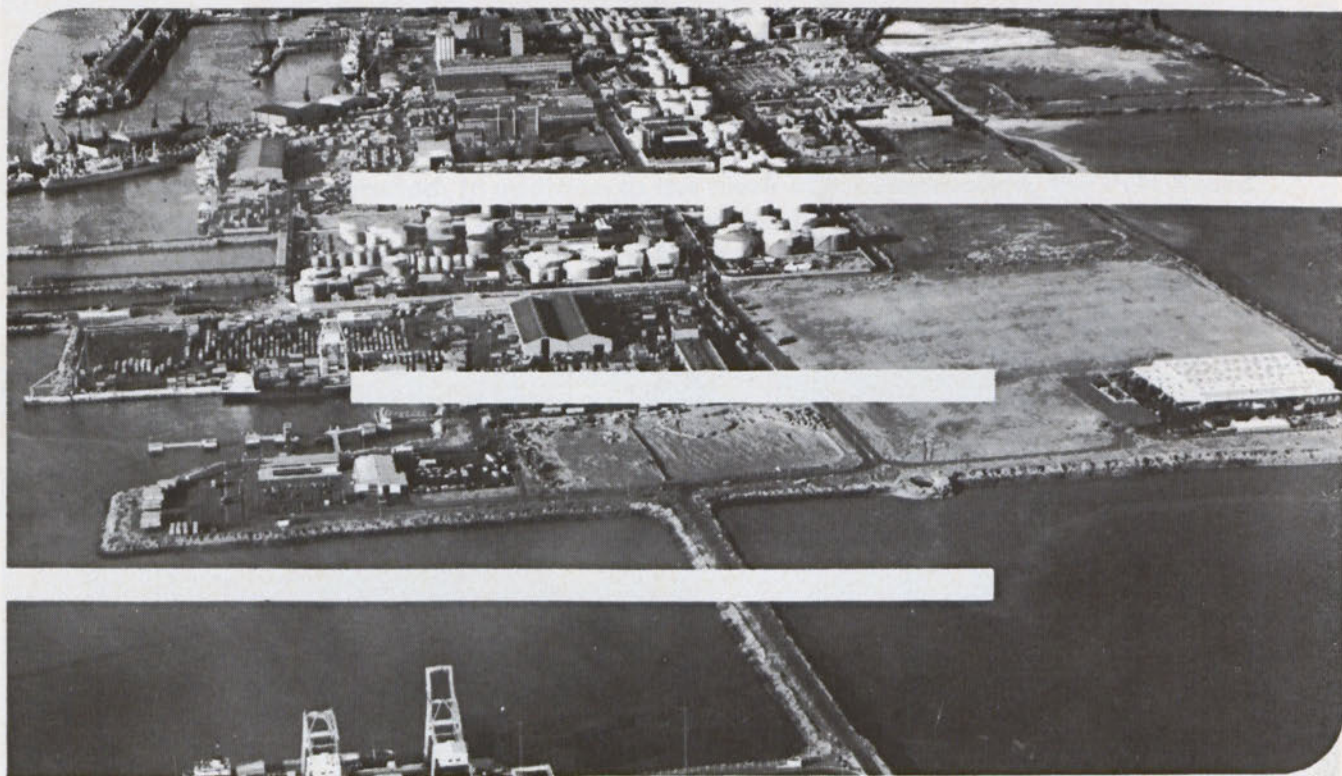


m.v. "Bell Racer" arriving at Dublin with a cargo of 13,500 telegraph poles from Finland for the Dept. of Posts & Telegraphs.



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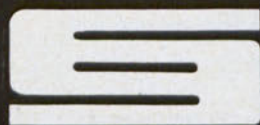
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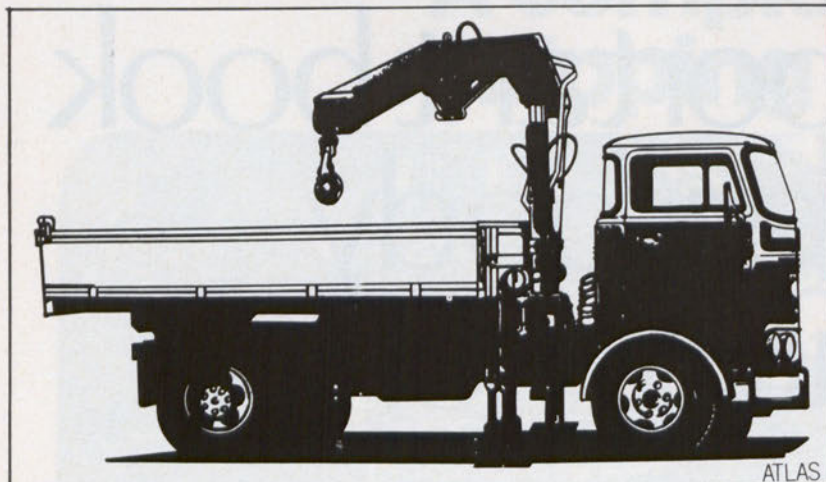
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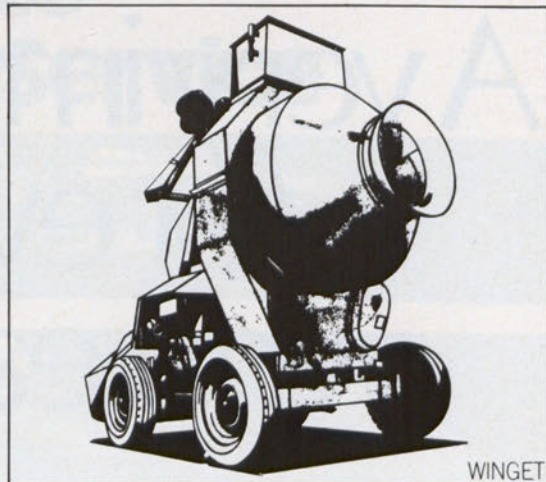



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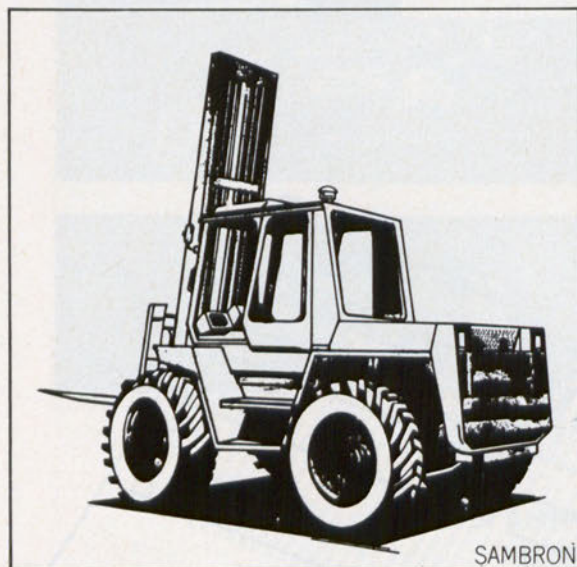
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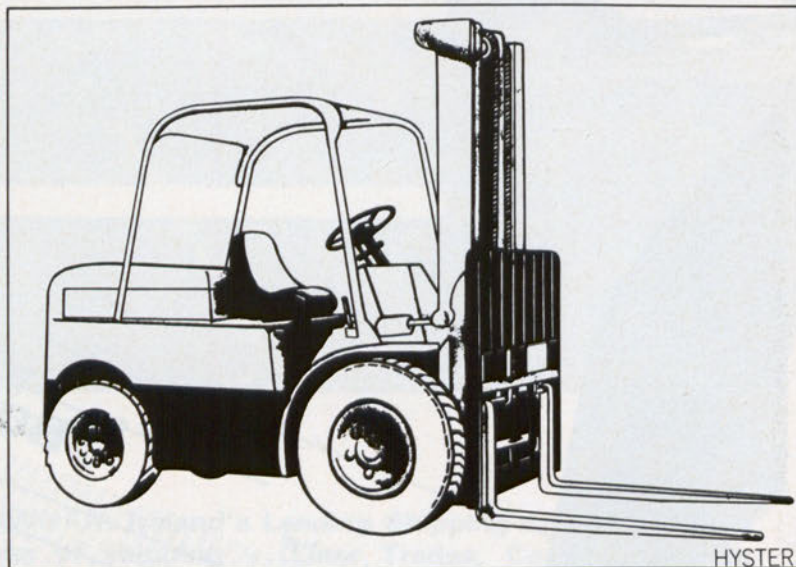
ATLAS



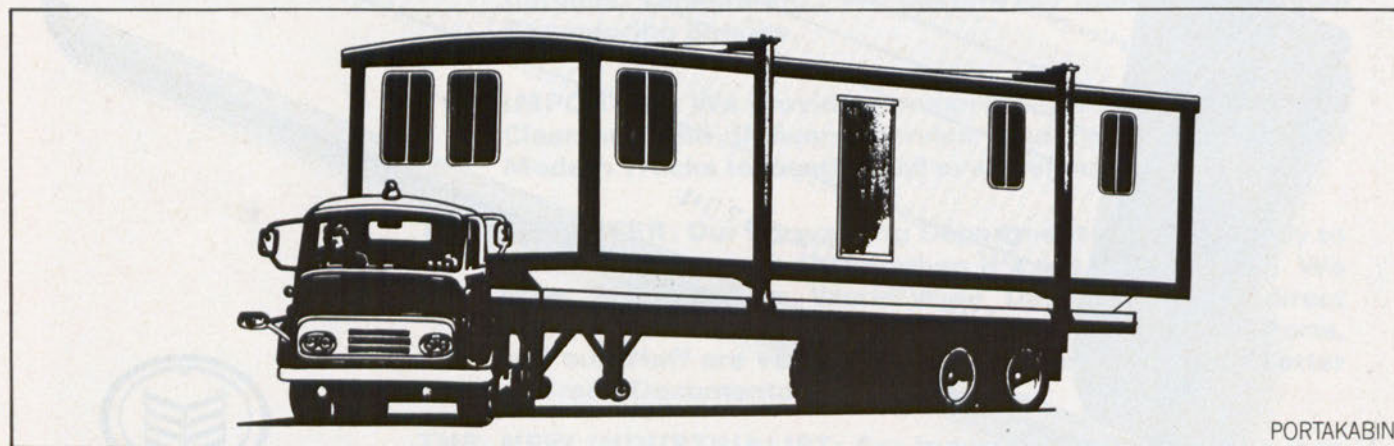
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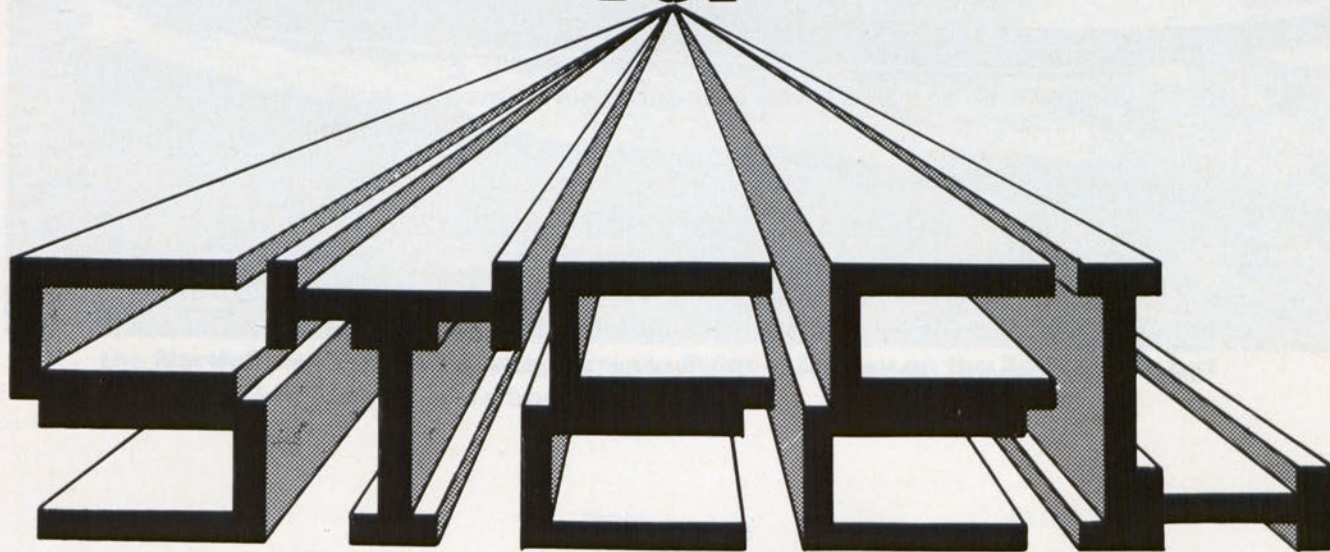
DOCK OFFICE: No. 3 Branch Road, Alexandra Road, Dublin 1. Tel. 749236 (9 lines).
Telex: 30903 PSL E1

CONTAINER TERMINAL: South Bank Quay, Dublin 4. Tel. 689734, 689593.



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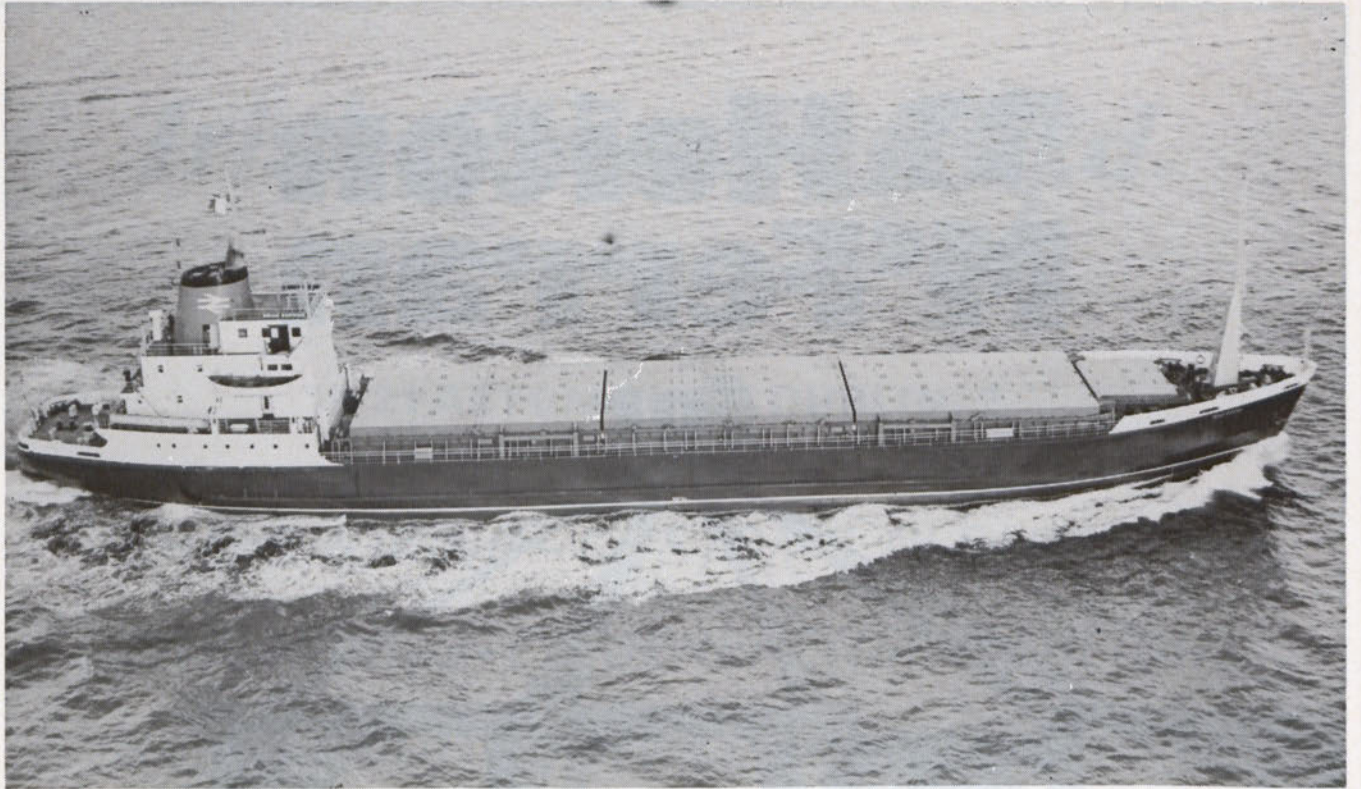
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M.V. "Brian Boroime" specially built for Holyhead Freightliner Service (British Railways).



B + I Line's Car Ferry M.V. 'Munster' preparing to enter Graving Dock No.2

General Information

PORT OF DUBLIN

Dublin is the capital city of Ireland. It is situated on the River Liffey, 11 kilometres from the Irish Sea. Latitude 53° 21' N. Longitude 6° 16' W. Population of Greater Dublin, 849,542 (1971 Census).

Port Authority

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

Limits of the Port of Dublin

The Port of Dublin includes all the water between Rory O'More Bridge (over the River Liffey) and an imaginary line drawn from the Martello Tower at Sutton on the North Side of Dublin Bay to Sorrento Point at Dalkey on the South Side, but excluding Dun Laoghaire Harbour.

Pilotage

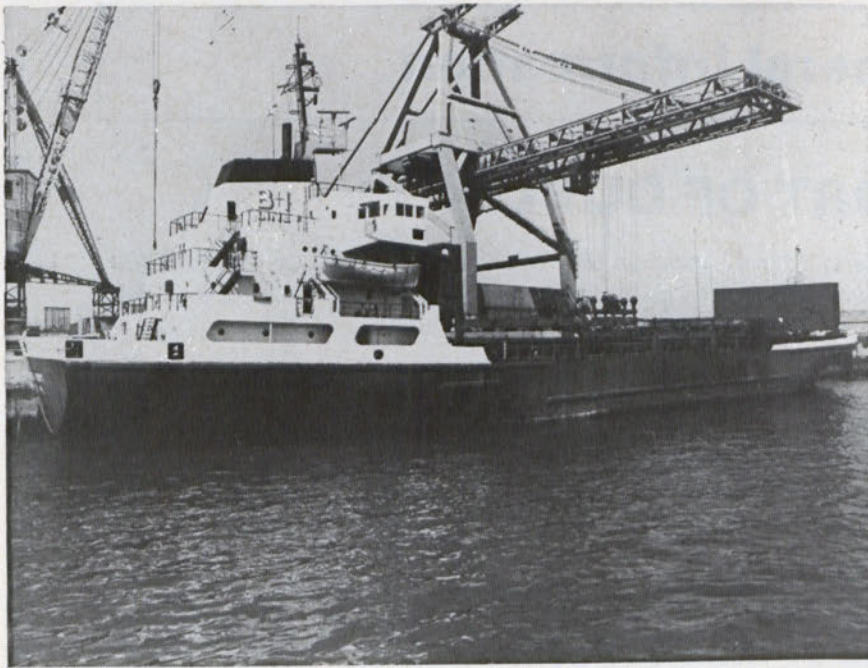
The Dublin Port and Docks Board is also the Pilotage Authority for the Dublin Pilotage District. The limits of the Compulsory Pilotage District are the waters of the River Liffey below Butt Bridge and so much of the sea westward of the sixth meridian west longitude as lies between the parallels of latitude passing through the Baily Lighthouse on the North and through Sorrento Point on the South, including all bays, creeks and harbours and all tidal and closed docks within such area. The Pilotage service is based on a pilot shore station situated on the Eastern Breakwater and operated by direct boarding cutters each about 15 metres long. The Harbour Office, Pilot Shore Station and Pilot Cutters are equipped with VHF/FM radio, Hague Channels 16, 12 and 6.

Towage

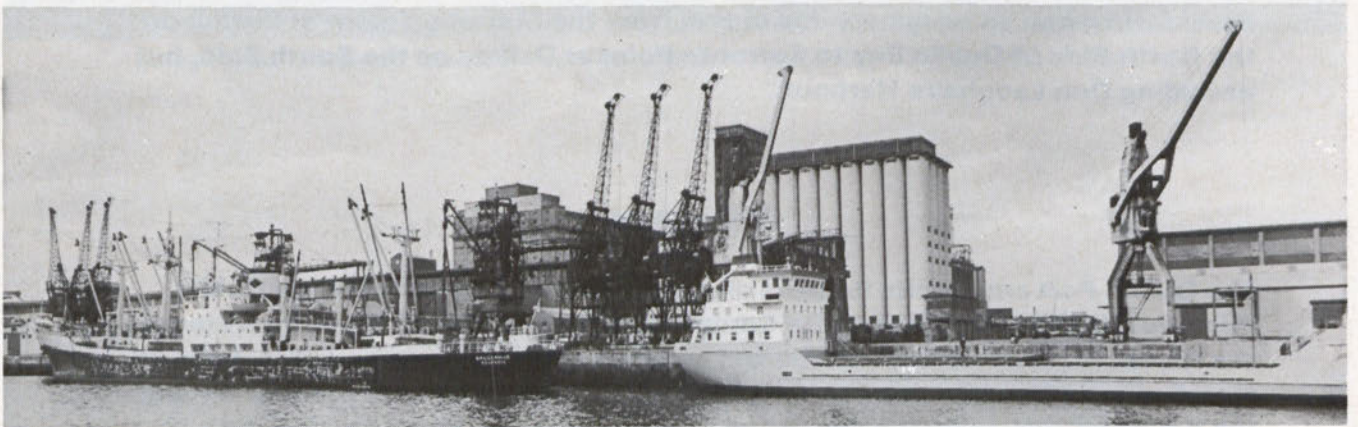
To cater for large ocean-going vessels using the Port, the Board has provided three modern diesel tugs: two conventional tugs fitted with Kort Rudders and one tug with twin Voith Schneider propellers. They are equipped with VHF/FM radio, Hague Channels 16, 12 and 6 and with modern fire pumps.

Tides

Mean H.W. Springs Dublin Bar, 3.9 metres. Mean H.W. Neaps, 3.1 metres. Prevailing winds are S.W. to N.W. All depths are referred to the Lowest Astronomical Tide. This level is defined as "the lowest level which can be expected to occur under average meteorological conditions and under any combination of astronomical conditions". This datum is referred to as L.A.T. and is 0.23 m. below Port datum.



B+I Lines container crane in action at Ferryport.



m.v. "Gaudeamus" discharging soya bean meal from U.S.A. and m.v. "Procyon" discharging wheat from France.



m.v. "City of Hull" in Alexandra Basin with general cargo from Mombasa.

ANCHORAGE

It is the general practice to use Scotch Bay, just east of Dun Laoghaire, about 11 kilometres from the Quays of Dublin. Depth at L.W. 11 to 18 metres.

Verification of Depths

All Berth, Channel and Bar depths given hereunder are standard low water maintenance depths, which are liable to reduction through silting or other causes. Verification of depths in the Port should, therefore be obtained from the Harbour Master's Office, North Wall, Dublin 1.

Entrance and Depths

The approach to the Harbour of Dublin is well lighted and easy of access. There is a channel across the Bar at M.L.W.S. of 7.92 metres.

At present, vessels can enter the Port on various tides as hereunder:

Drawing 10.06 metres on H.W. of Neap Tides.
Drawing 10.36 metres on H.W. of Normal Tides.
Drawing 10.82 metres on H.W. of Spring Tides.

The inner Channel of the Harbour, formed by the almost straight channel of the River Liffey from the entrance at Poolbeg Lighthouse to Alexandra Basin is 215 metres wide for the greater part of its length and is maintained at a depth of 7.92 metres at L.W.

From the Alexandra Basin entrance, the River is quayed for a distance of nearly 3.22 kilometres to Butt Bridge in the centre of the City.

DETAILS OF BERTHS AND QUAYSIDE CRANES

**North Side of River from
Memorial Road to
North Wall Lighthouse**

Length of berthage, 2.244 kilometres
Depth at L.W., 4.88 to 6.70 metres.

Board's Cranes:

1 of 100 tonnes capacity (fixed crane)
1 of 6 tonnes capacity (portal crane)
9 of 4 tonnes capacity (portal cranes)



M.V. 'Skirbeck' berthed at North Wall extension with a cargo of wheat from France.



Aerial view of B+I Line Ferryport with Asahi terminal in foreground.

**South side of River from
Moss Street to Ringsend Gut**

Length of berthage, 1.598 kilometres
Depth at L.W. 4.88 to 6.70 metres

Board's Cranes

10 of 4 tonnes capacity (portal cranes).

**Alexandra Basin
South and West Sides**

Length of berthage, 820 metres.
Depth at L.W., 7.3 to 7.9 metres

Board's Cranes:

1 of 6 tonnes capacity (portal crane).
6 of 4 tonnes capacity (portal cranes).

**Alexandra Quay West
(North Side of Alexandra Basin)**

Length of berthage, 375 metres
Depth at L.W., 9.7 metres

Board's Cranes:

1 of 6 tonnes capacity (portal crane)
7 of 4 tonnes capacity (portal cranes).

Modern grain discharging plant,
privately owned.

Alexandra Quay East

Length of berthage, 360 metres
Depth at L.W., 9.7 metres.

Board's Cranes

5 of 4 tonnes capacity (portal cranes).

Privately owned cranes:

1 of 30 tonnes capacity (transporter crane).

**Ocean Pier West
(East side of Alexandra Basin)**

Length of berthage, 418 metres
Depth at L.W., 9.7 metres

Board's Cranes

1 of 10 tonnes capacity (portal crane).
7 of 4 tonnes capacity (portal cranes).

1 - 46 metres jib derrick crane of 35 tonnes
capacity for overseas container and unit
loading traffic.

Ocean Pier South

Length of berthage, 142 metres
Depth at L.W., 9.7 metres

Ocean Pier East

Length of berthage, 244 metres
Depth at L.W., 9.7 metres

Board's Cranes

4 of 4 tonnes capacity (portal cranes)

SPECIAL FACILITIES

CONTAINER TERMINALS AND CONTAINER HANDLING FACILITIES

Irish Sea Ferries	Length of berth	...	...	...	112 metres
	Depth at L.W.	...	...	...	9.7 metres
	Quayside Crane	...	...	...	30 tonnes Transporter Crane
	Total Storage Area	...	...	...	2.25 hectares

Bristol Seaway	Length of berth	...	...	...	168 metres
	Depth at L.W.	...	...	...	7.6 metres
	Quayside Cranes	...	...	...	30 tonnes Transporter Crane 4 tonnes Portal Crane
	Back-up Crane	...	...	...	30 tons Gantry Crane
	Total Storage Area	...	...	...	3 hectares
	Groupage shed	...	...	...	3,000 square metres

B+I	Length of berth	...	...	...	229 metres
	Depth at L.W.	...	...	...	6 metres
	Quayside Cranes	...	...	...	30 tonnes Transporter Crane 2 - 28 tonnes Derrick Cranes
	Total area of terminal	...	...	...	11 hectares
	Groupage shed	...	...	...	6,000 square metres

This terminal has a special rail siding for container trains

British Rail	Length of berth	...	...	...	145 metres
	Depth at L.W.	...	...	...	6 metres
	Quayside Cranes	...	...	...	Two 30 tonnes Transporter Cranes
	Back-up Cranes	...	...	...	Two 30 tonnes Goliath Cranes
	Total Storage Area	...	...	...	3.25 hectares

Groupage facilities are sited elsewhere in Port

Southside Container Terminal	Length of berth	...	...	...	244 metres
	Depth at L.W.	...	...	...	7.6 metres
	Quayside Cranes	...	...	...	30 tonnes Transporter Crane 32 tonne Derrick Crane (37m. jib) 10 tonne Portal Crane
	Total Storage Area	...	...	...	3.9 hectares
	Groupage shed	...	...	...	3,000 square metres

Common User Berths Containers are handled by Heavy-lift Cranes at the following common user berths.

Ocean Pier West	Length of berth	...	...	...	183 metres
	Depth at L.W.	9.7 metres
	Quayside Crane	35 tons Derrick Crane (46m. jib)
	Storage area	1.6 hectares

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Isle of Man Vessels 'Manxman' and 'Manxmaid' are married in the River Liffey while awaiting their passengers.

M.V. 'Irish Pine' in Alexandra Basin with a cargo of timber from Canada.





Aerial view of Alexandra Basin.



General view of the port with No. 1 Ro/Ro Terminal and B+I Line Freight Terminal in the foreground.



General aerial view of the Port of Dublin.



Port Board tug 'Ben Eadar' at work.

North Wall Extension	Length of berth	122 metres
	Depth at L.W.	6.7 metres
	Quayside Crane	100 tonnes fixed crane

OIL JETTIES

Western Oil Jetty	Length of berths	226 metres (West side) 235 metres (East side)
	Depth at L.W.	10.7 metres
Eastern Oil Jetty	Length of berths	207 metres each
	Depth at L.W.	10.4 metres (East side)

ROLL ON/ROLL OFF AND FERRY TERMINALS

TERMINAL NO. 1 North Side	Length of berth	140 metres
	Depth at L.W.	6 metres
	Length of shore ramp	35 metres
	Width of shore ramp	6 metres
	Maximum vehicle load on shore ramp	140 tonnes

Vessels up to 24 metres beam can be accommodated at berth.
Total area of terminal 15.5 hectares

The passenger terminal is presently used by B+I Line for their Dublin/Liverpool passenger service and the terminal buildings and other facilities have been designed to achieve fast turn round of the ferry vessels.

The freight terminal is operated by B+I Line, in conjunction with Pandoro, for the Dublin/Fleetwood service.

TERMINAL NO. 3 South Bank Quay	Length of berth	152 metres
	Depth at L.W.	7.62 metres
	Length of shore ramp	32 metres
	Width of shore ramp	11 metres at the ship tapering to 7 metres at the shore end
	Maximum vehicle load on shore ramp	140 tonnes
	A 1.52 hectare compound is available beside the ramp with an additional area of 1.6 hectares on the south side of Pigeon House Road.	



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DRY BULK JETTY

Alexandra Basin

Length of jetty	230 metres
Depth at L.W.	9.45 metres
Cranes	...	...	...	Two 10 tonnes Grabbing Cranes

A bulk ore conveyor and ship loading system has been installed for use by Tara Mines for export of ore concentrates. The concentrates are stored in a warehouse connected to the rail system. The main jetty is also equipped with conveyors for fertiliser and pipelines for liquid sulphur and ammonia.

The 91.5 metres approach section leading to the jetty has special facilities for smaller acid tankers.

COAL/DRY BULK QUAY

Length of quay	...	...	...	357 metres
Depth at L.W.	...	...	...	11.4 metres
Open quay area	...	...	...	4.25 hectares
Back-up area	...	...	...	12 hectares
Cranes	...	...	...	Two 10 tonnes Grabbing Cranes Two 4 tonnes E.P. Cranes.

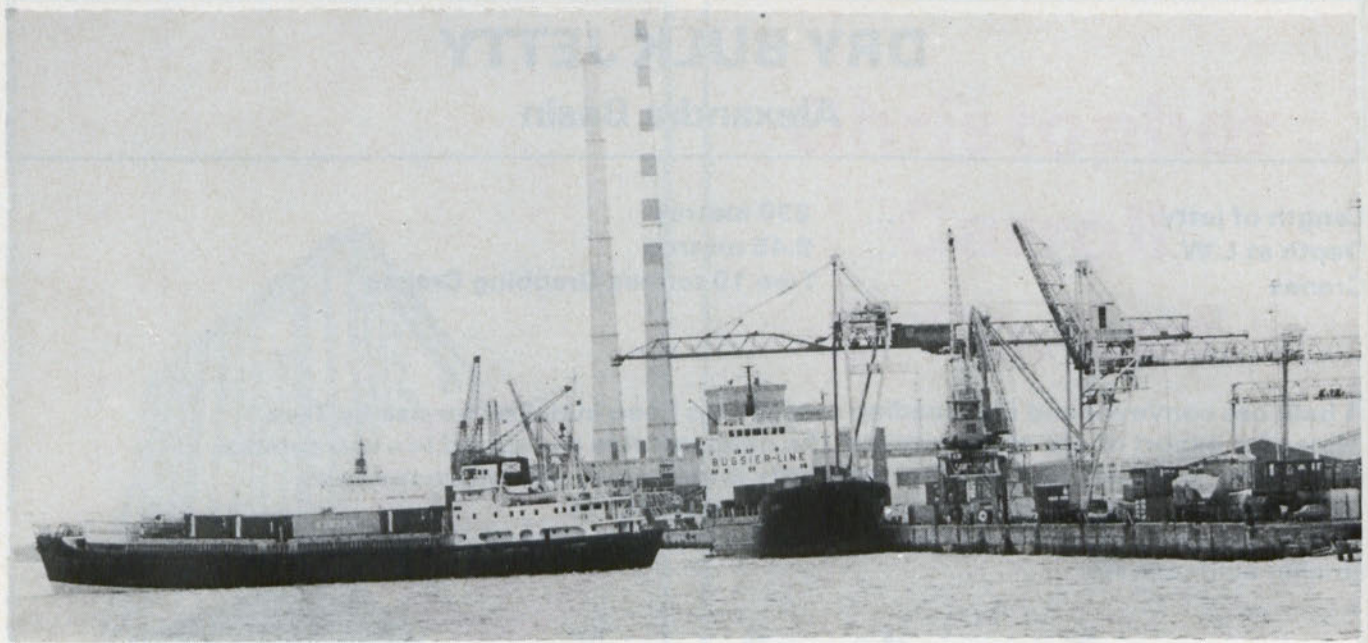
This quay, with storage areas, hoppers, conveyor belts and grabbing cranes is one of the most sophisticated coal/dry bulk handling berths in Western Europe.

BERTHS FOR ELECTRICITY SUPPLY BOARD'S POWER STATIONS

Ringsend Power Station	Length of berth	213 metres		
	Depth at L.W.	8.5 metres		
	Cranes	Two 5 tonnes Grabbing Transporter cranes for coal discharge. Belt conveyors and oil pipelines connect this berth to the power station.		

Poolbeg Power Station	Length of berth	...	...	...	198 metres
	Depth at L.W.	...	...	...	11.3 metres

This berth, which can accommodate tankers of up to 35,000 tons, has oil pipeline connections to the storage tanks serving the power station.



m.v. "Apollo" leaving the Bristol Seaway Terminal and m.v. "Elbe" with containers from Germany at Southside Container Terminal



m.v. "Amoria" at No. 1 Oil Berth with motor spirit from Stanlow



M V 'Frankfurt' in Alexandra Basin East, with liner board from Gulf Ports U.S.A

TRANSIT SHEDS

The Board has provided 57,000 square metres of transit shed space situated on the quays.

About three-quarters of this space is used for overseas trade and the remainder for cross-Channel trade.

WAREHOUSING

The Board maintains, as an auxiliary service to the Port, a warehousing department which has its headquarters in the Custom House Docks premises and is the largest warehousing organisation in the country. Almost all the tea and tobacco consumed in the country, and a large proportion of the wines and spirits, are warehoused by the Board. In addition to the main service of storage, this Department provides additional services including sorting, weighing, blending, gauging, racking, bottling, packing etc., and has a modern transport fleet for speedy collection and delivery of goods warehoused. A total of 10.4 hectares of covered accommodation is available, including a 4-storey warehouse, Stack "D", situated at Alexandra Quay, which provides almost 2.5 hectares of warehousing space close to deepwater berthage and Stack "L", situated in the Custom House Docks, which provides 1.2 hectares of storage.

Groupage Depot

A Groupage Depot has been established in the Board's Warehousing Department and caters for unit loads on both cross-Channel and foreign services. Rates may be obtained from the Warehouse Manager, Custom House Docks.

OIL ZONE

On the land to the North of Alexandra Basin Extension, the Board has created an Oil Zone of almost 30 hectares on which sites are leased to the major oil companies, and also to Dublin Gas Co. and Coras Iompair Eireann for oil storage installations. The present oil storage capacity of the Port is about 380,000 product tons. In addition to ordinary oil storage accommodation there is provision for handling bulk bitumen and liquified petroleum gas cargoes. Additional reclaimed land is available to cater for a planned expansion of the existing oil zone and a new installation for the transit storage of acrylonitrile came into operation in 1977.

Common User Oil Pipeline System

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

Oil Bunkering

Facilities are available at the Oil Jetties in Alexandra Basin Extension for obtaining bunkers from the various oil companies.

Bunkers may also be obtained at berth by means of oil companies' road tankers.

RAILWAY CONNECTIONS

Practically all the berths on the North side of the River and all the quays in Alexandra Basin are connected with the rail marshalling yards situated in the Port. Movement of railway wagons on to the quays is effected by motor-tractors. The B+I Line's Container Terminal is also connected to the rail system and freight-liner trains operate regularly between Dublin and other main centres in the Republic.



Container terminals on the south side of the river (left) Southside Terminal and (right) Bristol Seaway Terminal.

M.V. 'Rhodri Mawr' at the British Rail Container Terminal.



ENCLOSED DOCKS

Custom House Docks on the North side of the River comprises the Inner Dock of 200 metres long by 92 metres wide and the Outer Dock of 98 metres long by 76 metres wide; the mean width of the lock entrance is 9.6 metres. Depth over sill at H.W. 4.9 metres to 5.3 metres.

Grand Canal Docks (owned and operated by Coras Iompair Eireann) are on the South side of the River near Ringsend. These docks have an area of 10 hectares and about 1,830 metres of quays. There are two entrance locks, a small one for barges and another 45.7 metres by 10.7 metres for vessels not exceeding 45 metres long.

GRAVING DOCKS

Graving Dock No. 1 opened in 1860. Situated to the west of Alexandra Quay. Owned by the Dublin Port and Docks Board.

Length overall 125 metres. Width at entrance 21.3 metres; Depth over sill at H.W.O.S.T. 5.25 metres.

Depth over blocks at H.W.O.S.T. 4.57 metres. Equipment – one 6 tonne E.P. Crane

Graving Dock No. 2 opened 1957. Situated to the west of Alexandra Quay alongside Graving Dock No. 1. Owned by the Dublin Port and Docks Board.

Inside length with caisson gate in:-

Extreme outer position 202 metres; normal outer position 194 metres

Centre position 112 metres; inner position 78 metres.

Width at entrance 24.4 metres; depth over sill at H.W.O.S.T., 7.62 metres.

Depth over blocks at H.W.O.S.T., 6.80 metres.

The intermediate positions for the caisson gates make it possible to operate the inner section so as to accommodate a small or medium size vessel independently of the remainder of the dock.

Electricity Supply

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

D.C. 200 V and 110 V 3 wire: 400, 300 and 100 amperes.

Equipment

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

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

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

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

Patent Slips, Alexandra Basin, Owned by Board

No. 1 - Length of cradle 23 metres for vessels up to 200 tonnes displacement.

No. 2 - Length of cradle 51 metres for vessels up to 350 tonnes displacement.

Ship Repairing Company

Solarship (Ireland) Limited, Alexandra Basin, adjacent to the Board's Graving Docks.

PORT RATES AND CHARGES

Copies of the following publications can be had on application to the Secretary, Dublin Port and Docks Board, Gandon House, 5/9 Amiens Street, Dublin 1.

Schedule of Tonnage and Goods Rates: Pilotage Byelaws and Rates: Crane

Charges: Towage Charges: Graving Docks and Slips Charges: Bye-laws for the

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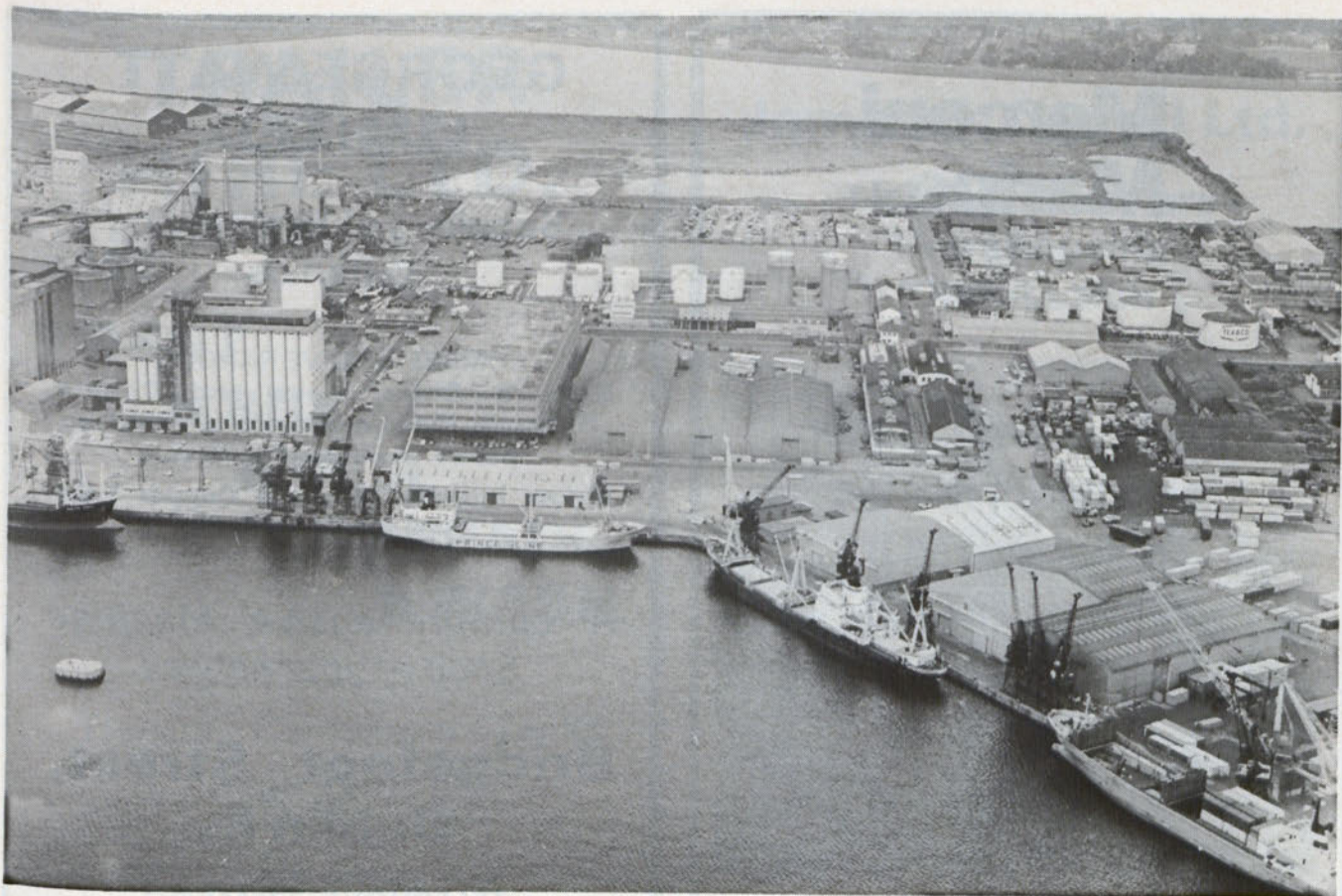
Telex: 4275



General aerial view of Alexandra Basin.

The Coal/Dry Bulk Terminal with Ringsend Generating Station in the background.





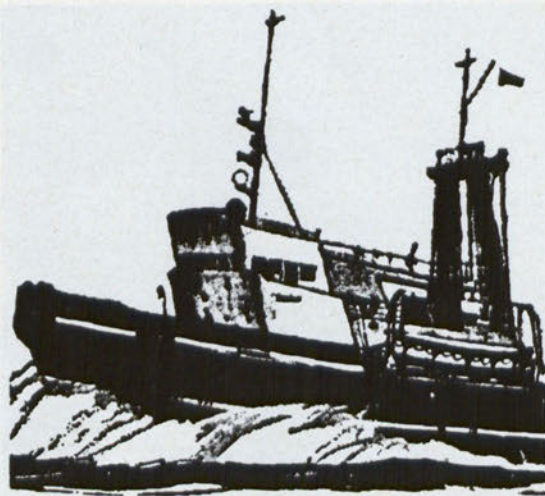
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Kennan Mechanical Handling Ltd., offers not only a wide range of complete installations, but also standard hoist motors and components for customers special needs. Full servicing facilities and spare parts are available for new and existing installations.

MUNCK operates a technical and design division in Norway and their experienced staff are available to assist in design.

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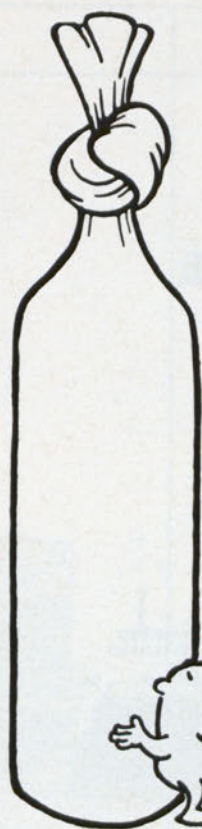
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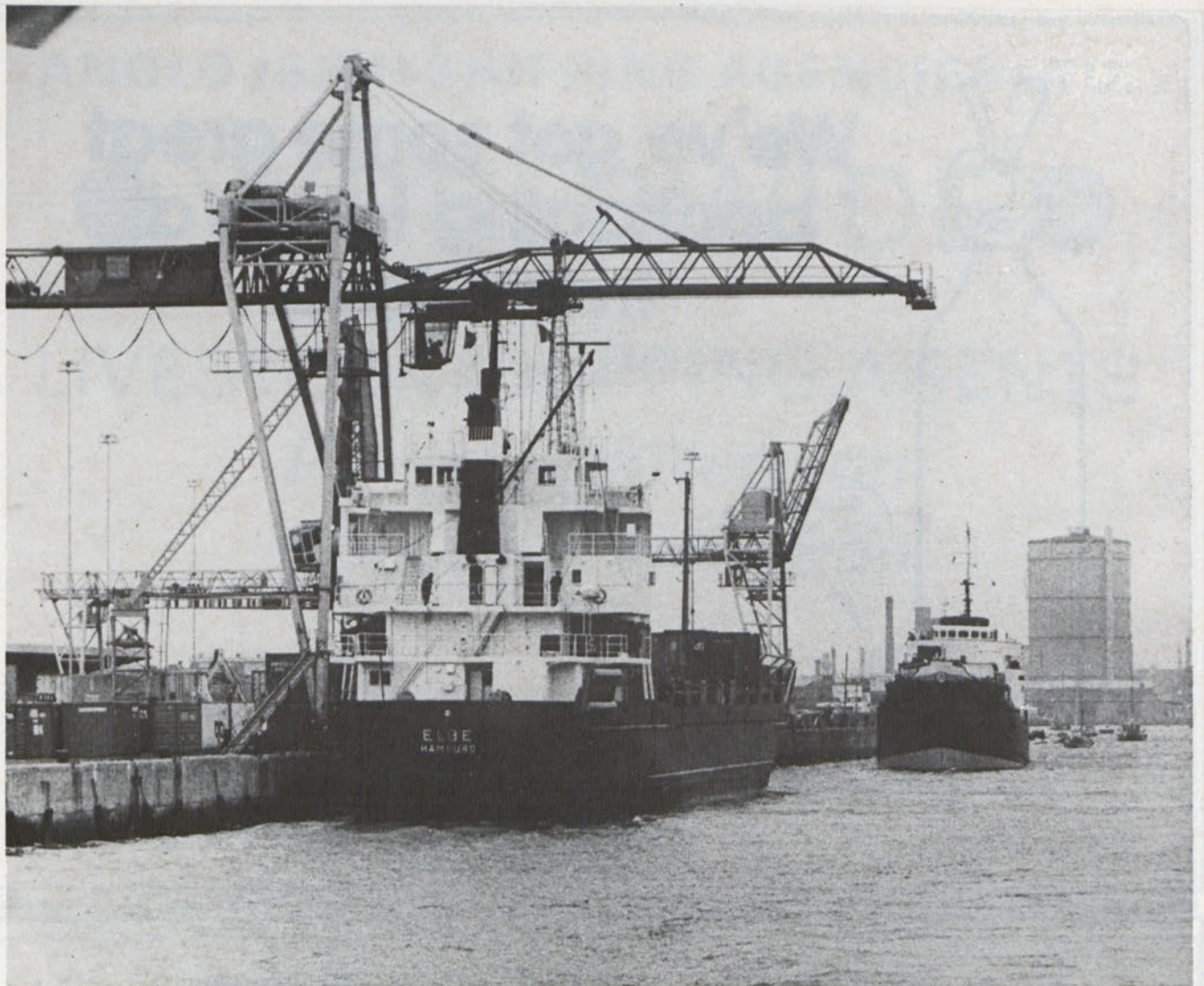
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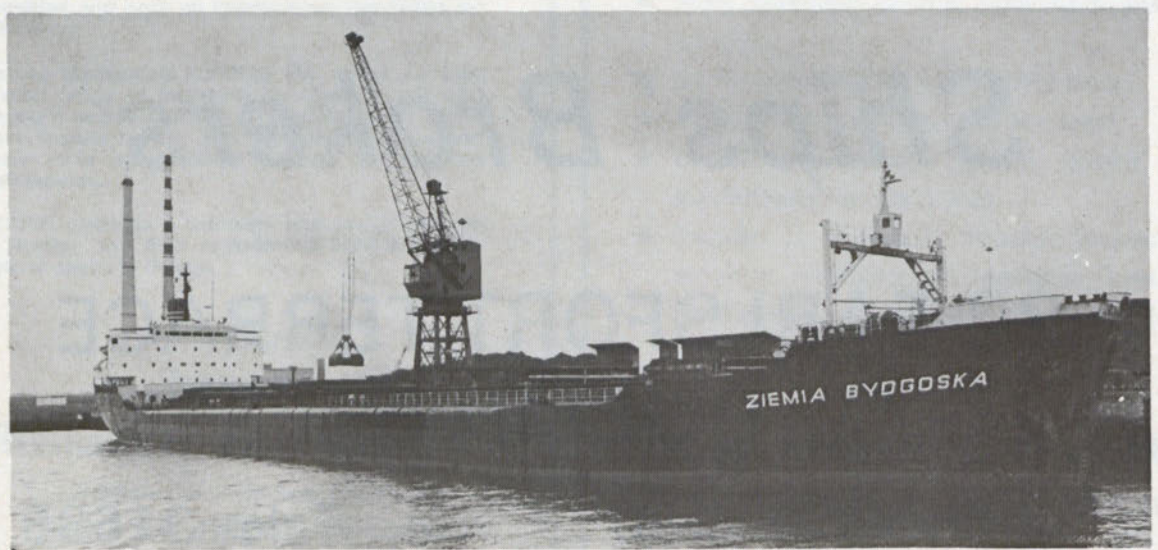
**22 EARLSFORT TERRACE
DUBLIN 2.**

Telephone 784280

Telex 31685



m.v. 'Elbe' at South Side Container Terminal with m.v. 'Apollo' in background leaving the Bristol Seaway Container Terminal.

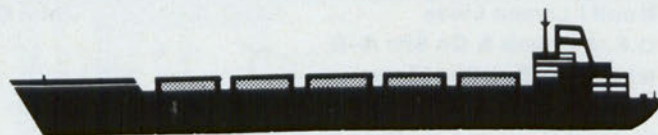


Coal from Poland being discharged from m.v. "Ziemia Bydgoska" at the Coal/Dry Bulk Terminal.


OVERSEAS SERVICES TO DUBLIN


Between DUBLIN &	SHIPPING LINE	DUBLIN AGENT
EUROPE Baltic Ports	OY Finanglia Ferries AB	Dublin Maritime Ltd.
	Head Line (G. Heyn)	Dublin Maritime Ltd
	Finland Steamship Co	do
	Finn carriers A/B	do
	Glen Everard Lines	Geo Bell (Agencies) Ltd
	Geo Bell (Chartering) Ltd	do
	Knud I Larsen Lines	John Doyle Shipping Agency Ltd
	O.F. Ahlmark & Co Efr A-B	do
	Nielsen & Bresling Lines	do
	Dorman Shipping Lines	do
Finland-German Line Schulte & Bruns	do	
Norway	Bergen Steamship Co	Geo Bell (Agencies) Ltd
	Lys-Line A/S	John Doyle Shipping Agency Ltd
	Forest Transporters A/S	Dublin Maritime Ltd
Sweden	Glen Everard Lines	Geo Bell (Agencies) Ltd
	Dublin Norrkoping Service	John Doyle Shipping Agency Ltd
Denmark	Bugsier Reederei und Bergungs AKT	Irish Shipping Ltd (Agency Division)
Poland	Polish Ocean Lines	R.A. Burke Ltd
Germany	Bugsier Reederei und Bergungs AKT ...	Irish Shipping Ltd (Agency Division)
	Rhine - Ireland Line	John Doyle Shipping Agency Ltd
	Poseidon Lines	do
	Polish Ocean Lines	R.A. Burke Ltd
	Buitelaar/Dens Ocean Ostend (Cattle) ...	Anglo Irish Shipping Agency Ltd
Belgium	Bugsier Reederei und Bergungs AKT ...	Irish Shipping Ltd. (Agency Division)
	Dammers Ireland Line	R.A. Burke Ltd
	Belgium Ireland Line	John Doyle Shipping Agency Ltd
	Irebel Line	do
	Buitelaar/Dens Ocean Ostend (Cattle) ...	Anglo Irish Shipping Agency Ltd
Holland	Holland - Ireland Line	Dublin Maritime Ltd
	Iropa Transport	B + I Line
	Dammers Ireland Line	R.A. Burke Ltd
	Gruno Shipping N.V.	John Doyle Shipping Agency Ltd
	Buitelaar/Dens Ocean Ostend (Cattle) ...	Anglo Irish Shipping Agency Ltd
France	P&O General Cargo Division	Henry Gowan & Co (Dublin) Ltd
	France Ireland Line	Dublin Maritime Ltd.
	Dammers Ireland Line	R.A. Burke Ltd.
	B + I Line	B + I Line
	Buitelaar/Dens Ocean Ostend ...	Anglo Irish Shipping Agency Ltd.
France (Med.)	Ellerman Lines Ltd (Mediterranean Division)	Henry Gowan & Co (Dublin) Ltd
Eastern Med. (Outwards)	Manchester Prince Line Ltd.	Irish Shipping Ltd (Agency Division)
	Medtainer Line	Neville Jenkinson (Agencies) Ltd.
	Ellerman Lines Ltd	Henry Gowan & Co (Dublin) Ltd
	P & O General Cargo Division	do
	North Africa Line	R.A. Burke Ltd
	Morline (Rinela Line)	Dublin Maritime Ltd
	Ellerman Strath Container Service	Henry Gowan & Co (Dublin) Ltd.


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Telex: 5567

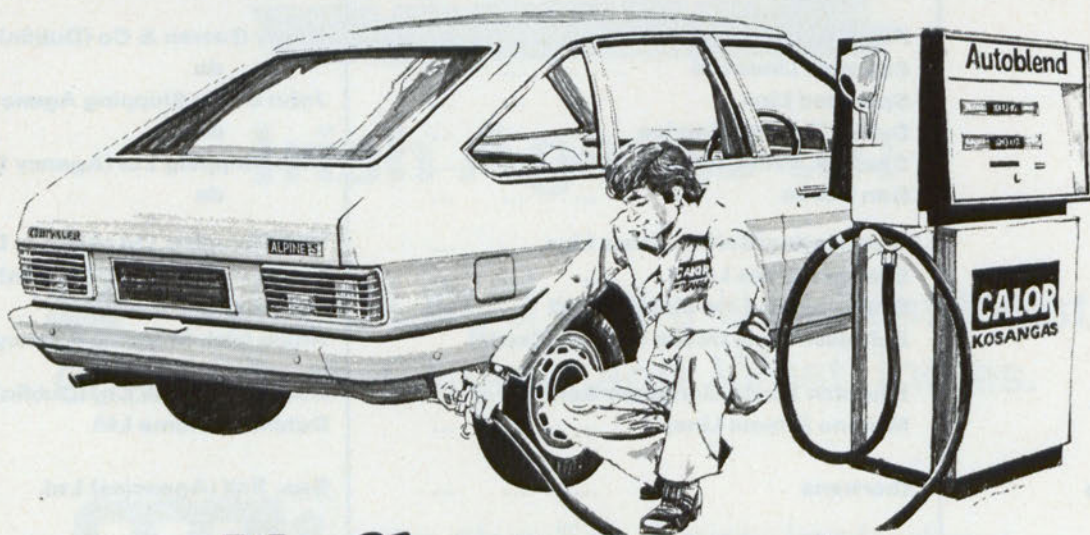
CORK: Little Island

Tel: 822311 & 59600. **Telex:** 32111.

OVERSEAS SERVICES TO DUBLIN - CONTINUED

Between DUBLIN &	SHIPPING LINE	DUBLIN AGENT
Spain	Trafume Line Ltd	Geo. Bell (Agencies) Ltd.
	Spanmed Line	John Doyle Shipping Agency Ltd
	Consortium Line	do
	P & O General Cargo Division	Henry Gowan & Co (Dublin) Ltd
	Mac Pac	B + I Line
	Ellerman Strath Container Service	Henry Gowan & Co (Dublin) Ltd.
Gibraltar	Trafume Line	Geo. Bell (Agencies) Ltd.
Portugal	P & O General Cargo Division	Henry Gowan & Co (Dublin) Ltd
	Ellerman Lines Ltd	do
	Spanmed Line	John Doyle Shipping Agency Ltd
	Dublin Tragesa Service	do
	Chas. M. Willie (Shipping) Ltd	Irish Shipping Ltd (Agency Division)
	Ben Ocean	do
Italy	Constantine/Golden Cross Line	Irish Shipping Ltd (Agency Division)
	Ellerman Lines Ltd	Henry Gowan & Co (Dublin) Ltd
	Gracechurch Line Shipping Ltd	Dublin Maritime Ltd
	Buitelaar/Dens Ocean Ostend (Cattle)	Anglo Irish Shipping Agency Ltd
Malta	Ellerman Strath Container Service	Henry Gowan & Co. (Dublin) Ltd.
	Morline (Rinela Line)	Dublin Maritime Ltd.
Canary Islands	Ibertrans	Geo. Bell (Agencies) Ltd.
NEAR EAST	Ellerman Strath Container Service	Henry Gowan & Co. (Dublin) Ltd.
Greece	P & O General Cargo Division	Henry Gowan & Co (Dublin) Ltd
	Ellerman Lines Ltd. (Mediterranean Division)	do.
	Zim Lines	R. A. Bourke Ltd
	Morline (Rinela Line)	Dublin Maritime Ltd.
Turkey	Medtainer Line	Neville Jenkinson (Agencies) Ltd.
	Ellerman Lines Ltd (Mediterranean Division)	Henry Gowan & Co (Dublin) Ltd
	P&O General Cargo Division	do
	Morline (Rinela Line)	Dublin Maritime Ltd.
Cyprus	Medtainer Line	Neville Jenkinson (Agencies) Ltd.
	Gracechurch Line Shipping Co Ltd	Dublin Maritime Ltd
	Ellerman Lines Ltd (Mediterranean Division)	Henry Gowan & Co (Dublin) Ltd
	P & O General Cargo Division	do
	Mercandia Shipping Lines	John Doyle Shipping Agency Ltd
	Morline (Rinela Line)	Dublin Maritime Ltd.
	Ellerman Strath Container Service	Henry Gowan & Co. (Dublin) Ltd.
MIDDLE EAST	Cunard Arabian Middle East Line	Dublin Maritime Ltd.
	Red Sea Container Line	R.A. Burke Ltd
	Scandinavian Middle East Line	R. A. Burke Ltd.
	North Africa Line Ltd	R.A. Burke Ltd
	United Arab Shipping Co.	Geo Bell (Agencies) Ltd
	Nedlloyd Container Service	do
	Sea Train Lines	Lep (Ireland) Ltd.
	Medtainer Line	Neville Jenkinson (Agencies) Ltd.
	Gracechurch Line Shipping Co Ltd	Dublin Maritime Ltd
	Cunard Brocklebank Ltd	do
	Manchester Liners Ltd	Irish Shipping Ltd (Agency Division)
	Ellerman Lines Ltd	Henry Gowan & Co (Dublin) Ltd
	Morline (Trans Caucasian Container Service)	Dublin Maritime Ltd.
	Arabian Penninsular Container Line	Henry Gowan & Co. (Dublin) Ltd.
	Kedem Land Bridge Service	R. A. Burke Ltd.
	P&O Strath - Ellerman Service	Henry Gowan & Co. (Dublin) Ltd.

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No fleet operator can afford to ignore the benefits

Substantially reduced fuel costs

Compared with petrol, Autoblend can cut fuel costs substantially. For the larger fleet operators, the installation of a bulk Autoblend storage tank can mean even greater cost savings. And the Autoblend supply is pilfer-proof.

Increased engine life – less maintenance

No dilution of oil from cold start choking. Less cylinder bore wear. Up to 400% longer oil life and filter element life. No carbon deposits or sludge formation.

Increased safety

The Autoblend fuel tank is much stronger than a conventional petrol tank. And the whole Autoblend system is protected by fail-safe devices which automatically shut off the gas in the event of the engine stalling, a gas leakage, or an accident that causes any of the fuel lines to fracture.

Quick and easy conversion

The conversion process is simple. It doesn't affect in any way normal petrol operation, but simply adds a neat gas fuel tank, unobtrusive extra piping, a compact control unit and an adaptor for the carburettor. A convenient switch-over control on the vehicle dashboard allows the driver to switch from gas to petrol operation. So the vehicle range is virtually doubled. A conversion to Calor Kosangas Autoblend is quick – usually completed in one day.

A constant fuel supply

You can have your own re-fuelling point for your vehicle fleet, by having your own bulk Autoblend installation, which comprises a tank and pump, and meter if required. The tank is kept topped up with Autoblend by Calor Kosangas' nationwide road tanker fleet. At the present, Calor Kosangas Autoblend is available from 60 garages strategically placed throughout the country.

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AUTOBLEND

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Please send me the
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Name

Address

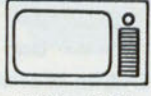


Calor Kosangas
Technical Services Department
Long Mile Road, Dublin 12. Phone 783000

D.P.D.B. 78

OVERSEAS SERVICES TO DUBLIN - CONTINUED

Between DUBLIN &	SHIPPING LINE	DUBLIN AGENT
Israel	Ellerman Lines Ltd (Mediterranean Division) P & O General Cargo Division Zim Israel Navigation Lines	Henry Gowan & Co (Dublin) Ltd do R.A. Burke Ltd
ASIA		
Cochin, Chalna	Cunard Brocklebank Ltd Ben Ocean Line Clan Lines Ellerman Lines Ltd Shipping Corp of India India Steamship Co Ltd Scindia Steamship Co	Dublin Maritime Ltd Irish Shipping Ltd (Agency Division) Geo Bell (Agencies) Ltd do R.A. Burke Ltd do do
Red Sea	Recon Line Cunard Arabian Middle East Line (Camel) Blue Funnel/P.& O. Joint Container Service	R. A. Burke Ltd. Dublin Maritime Ltd Henry Gowan & Co. (Dublin) Ltd.
Afghanistan	Morline (Trans Caucasian Container Service)	Dublin Maritime Ltd.
Calcutta	Clan Line Steamers Ltd Ellerman City Liners Ltd Shipping Corp of India India Steamship Co Scindia Steamship Co Cunard Brocklebank Ltd P. & O. Strath Services Ltd.	Geo Bell (Agencies) Ltd do R.A. Burke Ltd do do Dublin Maritime Ltd Henry Gowan & Co. (Dublin) Ltd.
Chittagong	Cunard Brocklebank Ltd Nat. Shipping Corp of Pakistan Shipping Corp of India India Steamship Co Ltd Scindia Steamship Co	Dublin Maritime Ltd Geo Bell (Agencies) Ltd R.A. Burke Ltd do do
Colombo	Ellerman City Liners Ltd Clan Lines Ben Ocean Line Cunard Brocklebank Ltd	Geo Bell (Agencies) Ltd Geo Bell (Agencies) Ltd Irish Shipping Ltd (Agency Division) Dublin Maritime Ltd
Far East and Indonesia	Suma Line Kedem Land Bridge Co Ben Ocean Line NYK Line Overseas Containers Ltd Neptune Orient Lines O.O.C.L.	R. A. Burke Ltd. do. Irish Shipping Ltd (Agency Division) Bristol Seaway Ltd. Geo Bell (Liner Agencies) Ltd Liner Shipping Agencies Ltd Neville Jenkinson (Agencies) Ltd
Taiwan and Hong Kong	Morline (Trans Siberian Container Service) NYK Line O.O.C.L. Overseas Containers Ltd Neptune Orient Lines Seatrain Suma Line Kedem Land Bridge Co	Dublin Maritime Ltd Bristol Seaway Ltd. Neville Jenkinson (Agencies) Ltd. Geo Bell (Liner Agencies) Ltd Liner Shipping Agencies Ltd. Lep (Ireland) Ltd. R.A. Burke Ltd do.
China, Burma and Malaya	NYK line Overseas Containers Ltd Morline (Trans Siberian Container Service) O.O.C.L. Suma Line	Bristol Seaway Ltd Geo Bell (Liner Agencies) Ltd Dublin Maritime Ltd. Neville Jenkinson (Agencies) Ltd. R.A. Burke Ltd.

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OVERSEAS SERVICES TO DUBLIN - CONTINUED

Between DUBLIN &	SHIPPING LINE	DUBLIN AGENT
Japan	Overseas Containers Ltd.	Geo Bell (Liner Agencies) Ltd
	Ben Ocean Line	Irish Shipping Ltd (Agency Division)
	NYK line	Bristol Seaway Ltd
	Seatrain	Lep (Ireland) Ltd
	O.O.C.L.	Neville Jenkinson (Agencies) Ltd.
	Mitsui Osk Lines	Irish Shipping Ltd (Agency Division)
	Morline (Trans Siberian Container Service)	Dublin Maritime Ltd
	Neptune Orient Lines	Liner Shipping Agencies Ltd
	Kedem Land Bridge Co	R.A. Burke Ltd
U.S.A. East Coast	Dart Containerline Ltd	Dart Containerline (Ireland) Ltd
	European Container Services	Lep (Ireland) Ltd
	Sea - Land Inc	B + I line
	Atlantic Container Line	Irish Shipping Ltd (Agency Division)
	Cunard Brocklebank Ltd	do
	U.S. Lines	Bristol Seaway Ltd
	Morline (Balt. Atlantic Line)	Dublin Maritime Ltd
	Seatrain	Lep (Ireland) Ltd
	European Container Service Corp. ...	do
	Hapag Lloyd	Neville Jenkinson (Agencies) Ltd
Farrell Lines Inc	Geo. Bell (Agencies) Ltd.	
South East Coast	U.S. Lines	Bristol Seaway Ltd
	Seatrain	Lep (Ireland) Ltd
	Morline (Balt. Atlantic Line)	Dublin Maritime Ltd.
	Farrell Lines Inc.	Geo. Bell (Agencies) Ltd.
Great Lakes Ports	CP Ships	Dublin Maritime Ltd
	Manchester Liners Ltd	Irish Shipping Ltd (Agency Division)
	Cast Containers (Europe) Ltd	Forwarding Services Ltd
	Morline (Polarctic Line)	Dublin Maritime Ltd.
Gulf Ports	Morline (Balt Gulf Line)	Waterford Maritime Ltd
	Lykes Bros. Steamship Co... ..	Geo Bell (Agencies) Ltd
	T & J Harrison Ltd	Dublin Maritime Ltd
	Combi Line/Hapag Lloyd/I.C.T.	Neville Jenkinson (Agencies) Ltd
	Seatrain	Lep (Ireland) Ltd
	Farrell Lines Inc	Geo. Bell (Agencies) Ltd.
	Atlantic Cargo Services Ltd	Liner Shipping Agencies Ltd
Pacific Coast	Hoegh Container Line	Geo Bell (Agencies) Ltd
	Johnson Scanstar	Liner Shipping Agencies Ltd
	Anglo Canadian Shipping Co	Irish Shipping Ltd (Agency Division)
	U.S. Lines	Bristol Seaway Ltd
	Euro Pacific	Neville Jenkinson (Agencies) Ltd
	Seatrain	Lep (Ireland) Ltd
	Celtic Bulk Carriers	Irish Shipping Ltd (Agency Division)
	Morline (Balt. Gulf Line)	Waterford Maritime Ltd.
CANADA and St. Laurence Ports	Hapag Lloyd	Neville Jenkinson (Agencies) Ltd
	Shipping Ltd	Irish Shipping Ltd (Agency Division)
	Atlantic Transportation Co	do
	CP Ships	Dublin Maritime Ltd
	Poseidon Lines	John Doyle Shipping Agency Ltd
	Cast Containers (Europe) Ltd	Forwarding Services Ltd
	Manchester Liners Ltd	Irish Shipping Ltd (Agency Division)
	Matthew Shipping Ltd	Irish Shipping Ltd (Agency Division)
	Dart Containerline Ltd	Dart Containerline (Ireland) Ltd



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OVERSEAS SERVICES TO DUBLIN - CONTINUED

Between DUBLIN &	SHIPPING LINE	DUBLIN AGENT
WEST INDIES	T & J Harrison Ltd	Dublin Maritime Ltd
	Horn Line	Geo Bell (Agencies) Ltd
	C.G.M.	do
	Royal Netherlands S.S. Co	do
	Booth Line Ltd	Liner Shipping Agencies Ltd
	Carol	Dublin Maritime Ltd
	Carol	Geo. Bell (Agencies) Ltd.
	Hapag Lloyd/Carol	Neville Jenkinson (Agencies) Ltd.
	Seatrain	Lep (Ireland) Ltd.
AFRICA South & East Africa	Kedem Land Bridge Co	R.A. Burke Ltd
	Clan Line Steamers Ltd	Geo Bell (Agencies) Ltd
	Ellerman City Liners Ltd	do
	T & J Harrison Ltd	Dublin Maritime Ltd
	Sth. African Marine Corp Ltd	Irish Shipping Ltd (Agency Division)
	Eastern Africa National Shipping Line Ltd	Geo Bell (Agencies) Ltd
	Overseas Containers Ltd	do
	Consortium Line	John Doyle Shipping Agency Ltd
	Morline (Besta Line)	Waterford Maritime Ltd.
West Africa	Compagnie Maritime Zairoise	R.A. Burke Ltd
	The Guinea Gulf Line	R.A. Burke Ltd
	Elder Dempster Lines	do
	Palm Lines Ltd	do
	Black Star Line	do
	Nigerian National Line	do
	Hoegh Lines Ltd	do
	African Container Express	do
Lignes Centrafricaines RMS	Dublin Maritime Ltd	
North Africa (Med.)	P & O General Cargo Division	Henry Gowan & Co (Dublin) Ltd
	North Africa Line Ltd	R.A. Burke Ltd
	Ellerman Lines Ltd	Henry Gowan & Co (Dublin) Ltd
SOUTH AMERICA	Hapag Lloyd	Neville Jenkinson (Agencies) Ltd
	Pacific Steam Navigation Co Ltd... ..	Geo Bell (Agencies) Ltd
	Elma Lines	do
	Houlder Line	do.
	Royal Netherlands S/S Co	do
	C.G.M.	do.
	Carol	do.
	Booth Lines Ltd	Liner Shipping Agencies Ltd
	Lamport & Holt Line Ltd	do
	Blue Star Lines Ltd	do
	Frota Amazonka S/A	do
Lloyd Brasileiro	Irish Shipping Ltd (Agency Division)	
CENTRAL AMERICA	Pacific Steam Navigation Co. Ltd.	Geo. Bell (Agencies)
	Royal Netherlands S.S. Co.	do.
	C.G.M.	do.
	Carol	do.
	Hapag Lloyd	Neville Jenkinson (Agencies) Ltd
	Harrison Line	Dublin Maritime Ltd
MEXICO	Transportacion Maritima Mexicana S.A. (I.M.M.)	Henry Gowan & Co (Dublin) Ltd
	Atlanticargo Services Ltd.	Liner Shipping Agencies Ltd.
	Hapag Lloyd	Neville Jenkinson (Agencies) Ltd
	Harrison Line	Dublin Maritime Ltd

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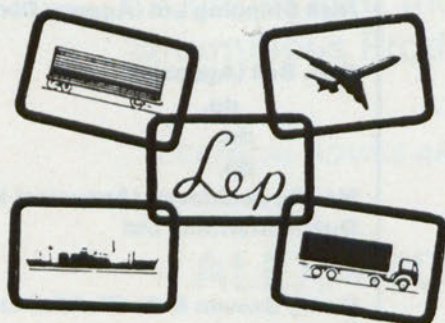
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11-15 Tara Street, Dublin 2.
Tel: 771861. Telex: 5252.

OVERSEAS SERVICES TO DUBLIN - CONTINUED

Between DUBLIN &	SHIPPING LINE	DUBLIN AGENT
AUSTRALIA	Shaw Savill & Albion Co Ltd	R. A. Burke Ltd.
	Dolphin Line Ltd	do.
	Polish Ocean Lines	do
	Blue Star Port Line Ltd	Liner Shipping Agencies Ltd
	Ben Ocean Line	Irish Shipping Ltd (Agency Division)
	A.C.T.	B + I Line
	P & O General Cargo Division	Henry Gowan & Co (Dublin) Ltd
	Overseas Containers Ltd	Geo Bell (Agencies) Ltd
	Seatrain Lines	Lep (Ireland) Ltd.
Kedem Land Bridge Co	R.A. Burke Ltd	
NEW ZEALAND	A.B. Svenska - Amerika Linen	R.A. Burke Ltd
	Blue Star Port Line Ltd	Liner Shipping Agencies Ltd
	P & O General Cargo Division	Henry Gowan & Co (Dublin) Ltd
	Lauritzen Peninsular Reefers Ltd	R.A. Burke Ltd
	Overseas Containers Ltd	Geo Bell (Agencies) Ltd

CROSS CHANNEL SERVICES

Trading between Dublin and

B + I Line	Liverpool, Fleetwood
British Railways Board (Shipping & International Services Division)	Holyhead
Bristol Seaway Ltd. (Bristol Steam Navigation Co. Ltd.)	Bristol (Avonmouth)
Anglo-Irish Shipping Agencies (Cattle)	Birkenhead
	Silloth
	Glasgow
Bugier Reederei und Bergungs Akt (Irish Shipping Ltd.)	Southampton (Container Service)
Do.	Greenock (Container Service)



Ore from Tara Mines being loaded for export to Belgium.



The Port of Dublin's Plan Reviewed

The Dublin Port and Docks Board decided in 1977 to produce a rolling 5-year Development Plan which would be updated annually. This was intended not only as a planning vehicle which would constitute the basis of the capital expenditure programme but also as a communications document. Thus not only the Board, but its staff, the port users and the general public were informed of future port developments and invited to enter into dialogue on these proposals. It was recognised that so unpredictable is international trade that these proposals would require an annual reassessment.

The first such review has just been published (September 1978). This review assesses the level of trade likely to be achieved in 1982 and determines the investment in land and facilities which will be required to cope with this increased trade. The forecast has not only been made on the basis of Government projections and the forecasts of economic analysts but also in the light of proposed and possible developments in modes of transport. It is anticipated that by 1982 the Port of Dublin will have to accommodate a total tonnage of 10.45 m. tons. This constitutes an increase of 40% on the 1977 throughput of 6.6 m. tons. Though this represents a rate of growth not previously achieved, the continued growth of the economy combined with the attraction of new services to the Port and the expansion of existing services point to this level of trade as a reasonable expectation.

The bulk (largely oil) and RoRo trades are expected to enjoy the most rapid expansion. Though it is not expected that any additional facilities will be required for the former, it is likely that the post 1982 probable tonnage will cause strain. It is therefore proposed to initiate a study of the long term requirements of this trade.

The Unitised trades, in particular RoRo which is expected to more than double in the 5-year period will place heavy demands on the Port, both in terms of land and capital equipment. It is expected that 23 hectares will need to be reclaimed to provide transit and back-up space. It is also projected that 3 additional berths, 3 RoRo ramps and a container crane will be required. It is estimated that the cost allowing for inflation, of the 5-year Capital Programme will amount to £20m.

The rapid expansion of RoRo represents the logical continuation of the container revolution of the late 1960's. It was apparent then that most Cross-channel break-bulk cargo would eventually be carried in boxes. It is now equally obvious that by the mid 1980's most non-bulk Cross-channel trade will be on wheels. This can be seen in the plans of the operators.

B+I which is one of the Port's biggest customers is introducing a third car ferry onto the Dublin/Liverpool route in mid 1979. They also propose to introduce a new RoRo freight ship on the Dublin/Liverpool route. To service these and the proposed expansion of the joint B+I/Pandoro service will require a second ramp at the Ferryport Terminal. An order has been placed for a Marine Development (Contracting) Ltd. floating ramp which will be in service before early summer 1979. Work is also proceeding on the reclamation of land and the construction of a new berth.

It is anticipated that a new Cross Channel freight only Ro-Ro service will commence shortly and the Board is also confident that a regular RoRo freight service to the continent will be in operation before the end of the plan period.

Though in the short term it is envisaged that cross-channel LoLo will expand, mainly due to the initiation by Irish Sea Ferries of a Dublin/Garston service, a fall is expected after 1981. Foreign LoLo trade, however, is expected to nearly double by 1982. This rate of growth is only partly due to expanding trade. The balance of the increased trade will arise from the replacement of break-bulk by LoLo services.

It is envisaged that a new Container Crane will be required at a common user berth to cope with this level of increased trade. Additional land will also be required for transit and back-up space. This will be provided in part by the redevelopment of parts of the port currently under-utilised.

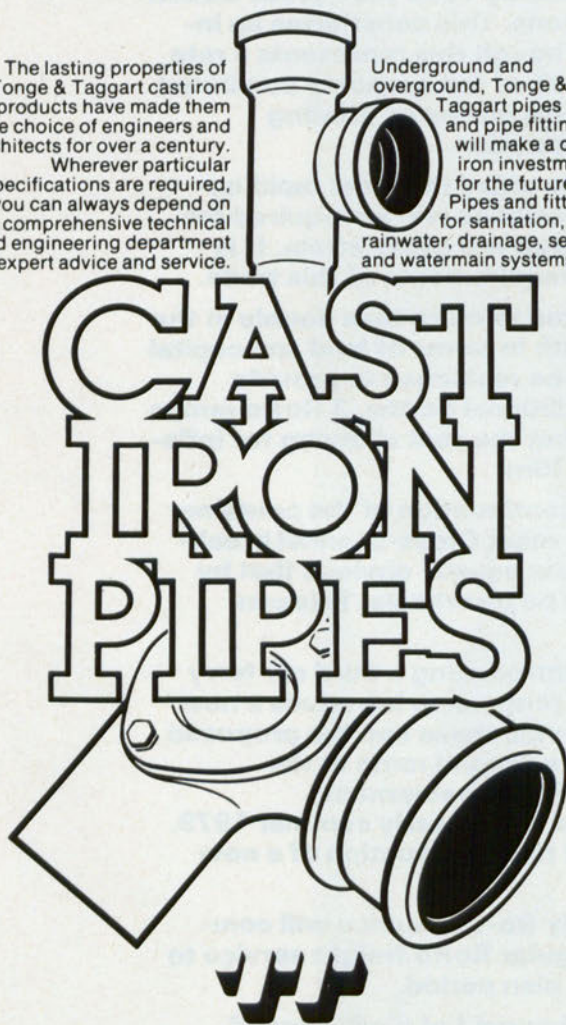
The Board is anxious that full use is made of all land and facilities in the Port. In the older parts of the Port this is difficult to achieve due to the lack of available back-up land. In some areas, however, it may be possible to introduce new uses of these facilities. An example of such a development is the proposal by B+I to operate a jet foil service to Liverpool from the quays in the city centre.

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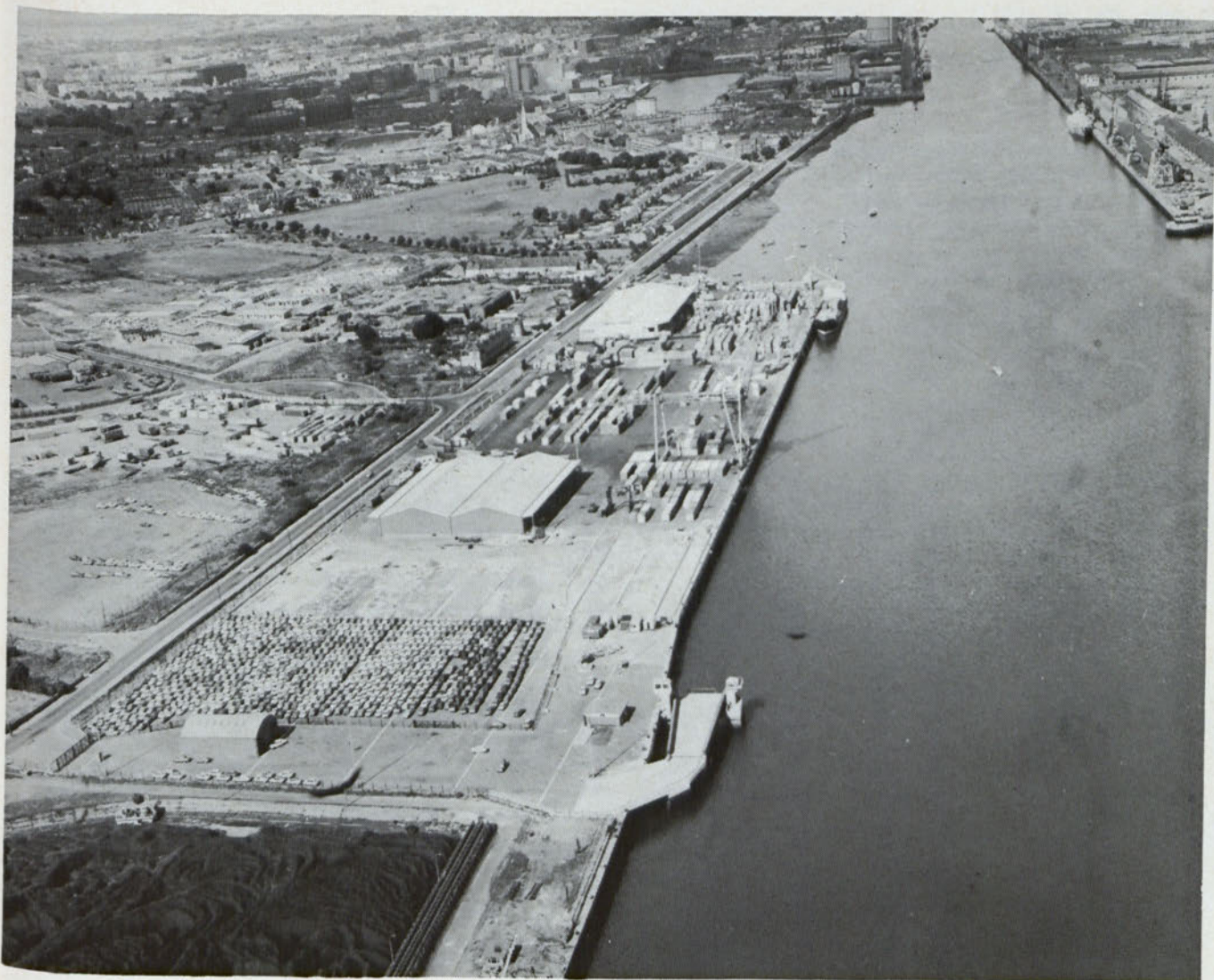
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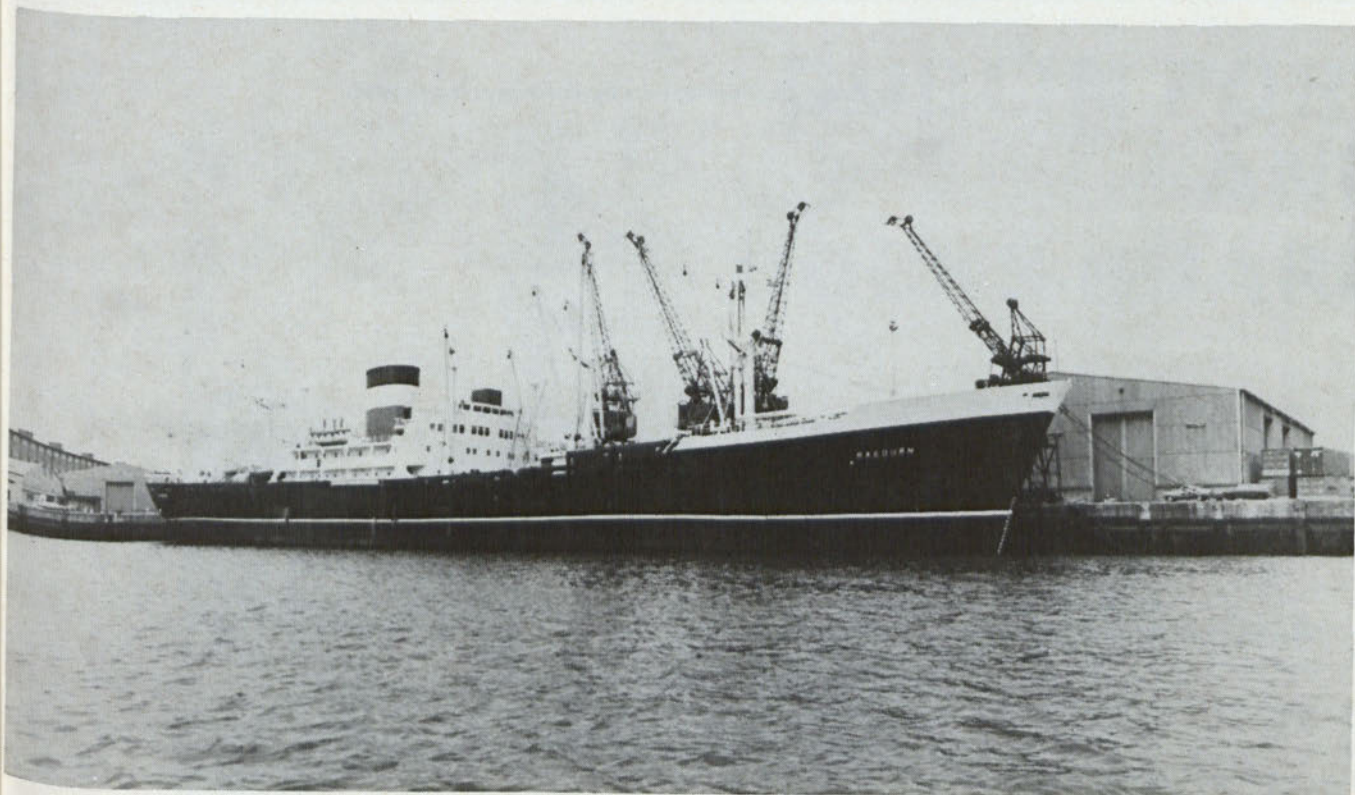
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Southside Developments No. 3 Ro/Ro Terminal with cars from Le Havre, Southside Container Terminal and Bristol Seaway Container Terminal with m.v. "Apollo" from Avonmouth on the berth.

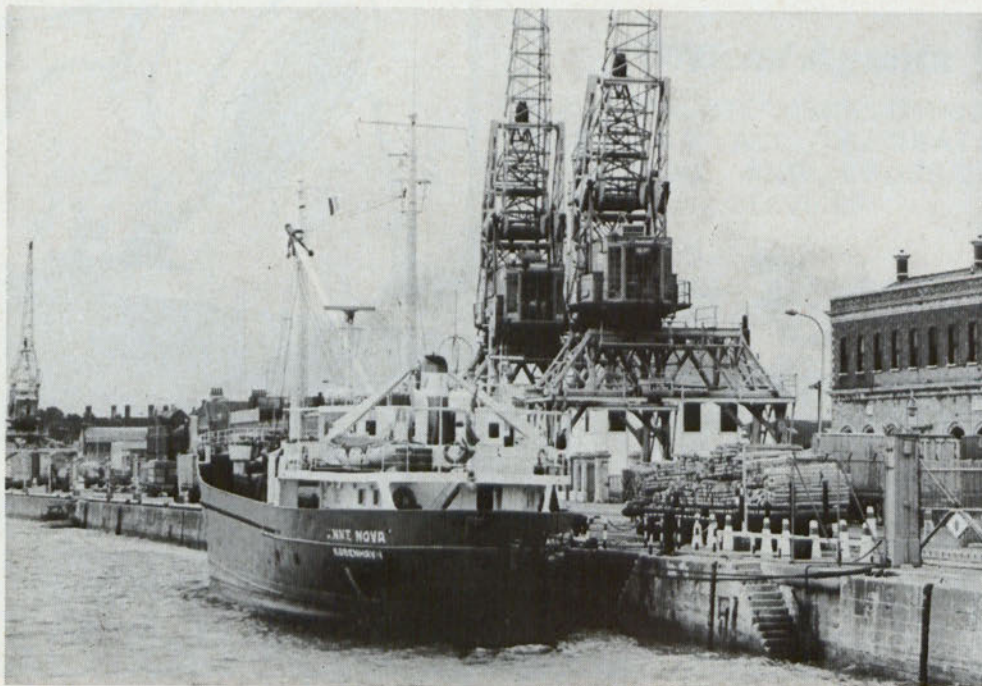


m.v. 'Raeburn' at Ocean Pier with General cargo from Brazil

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m.v. "Anne Nova" discharging railway sleepers at North Wall.



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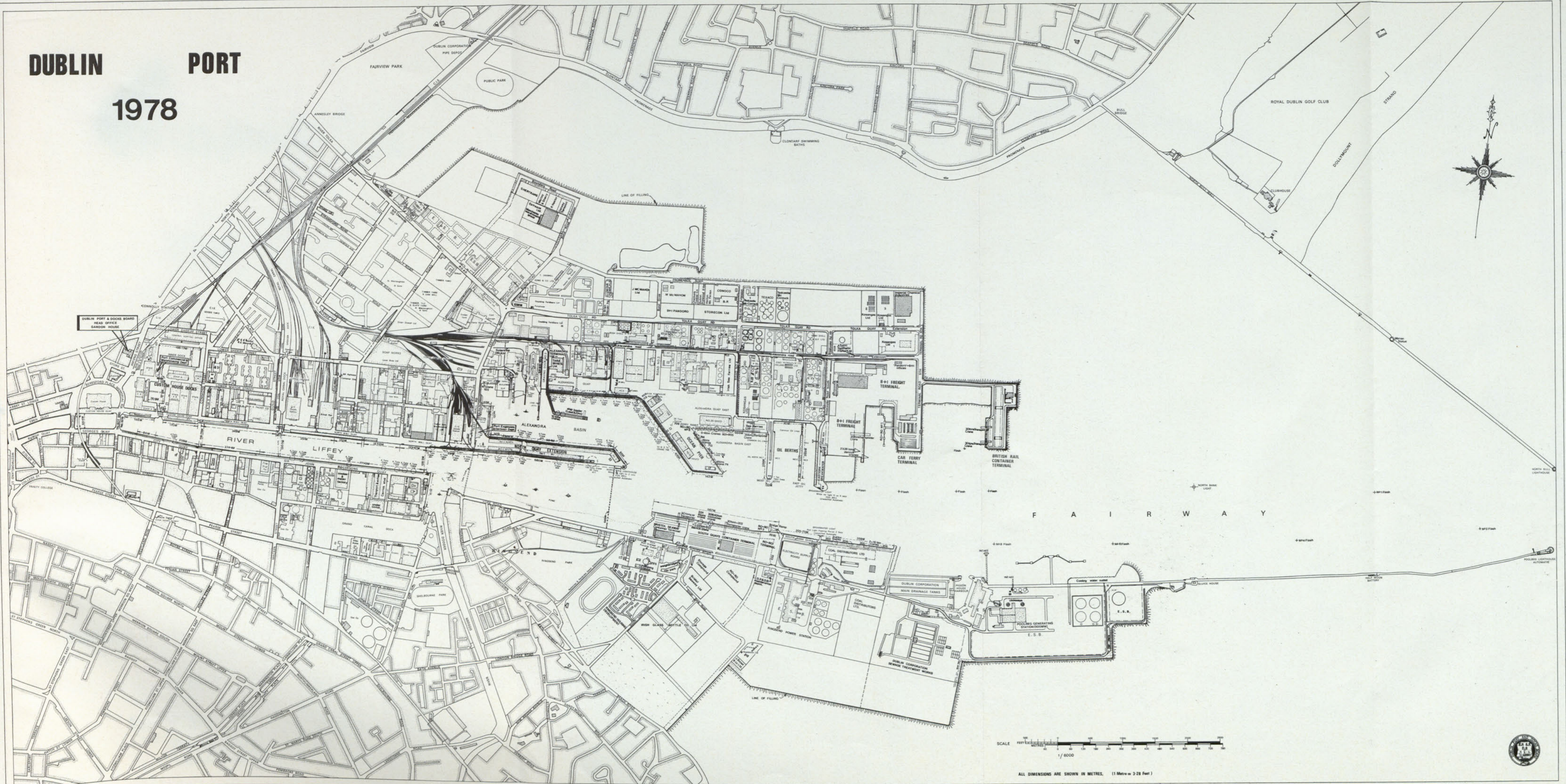


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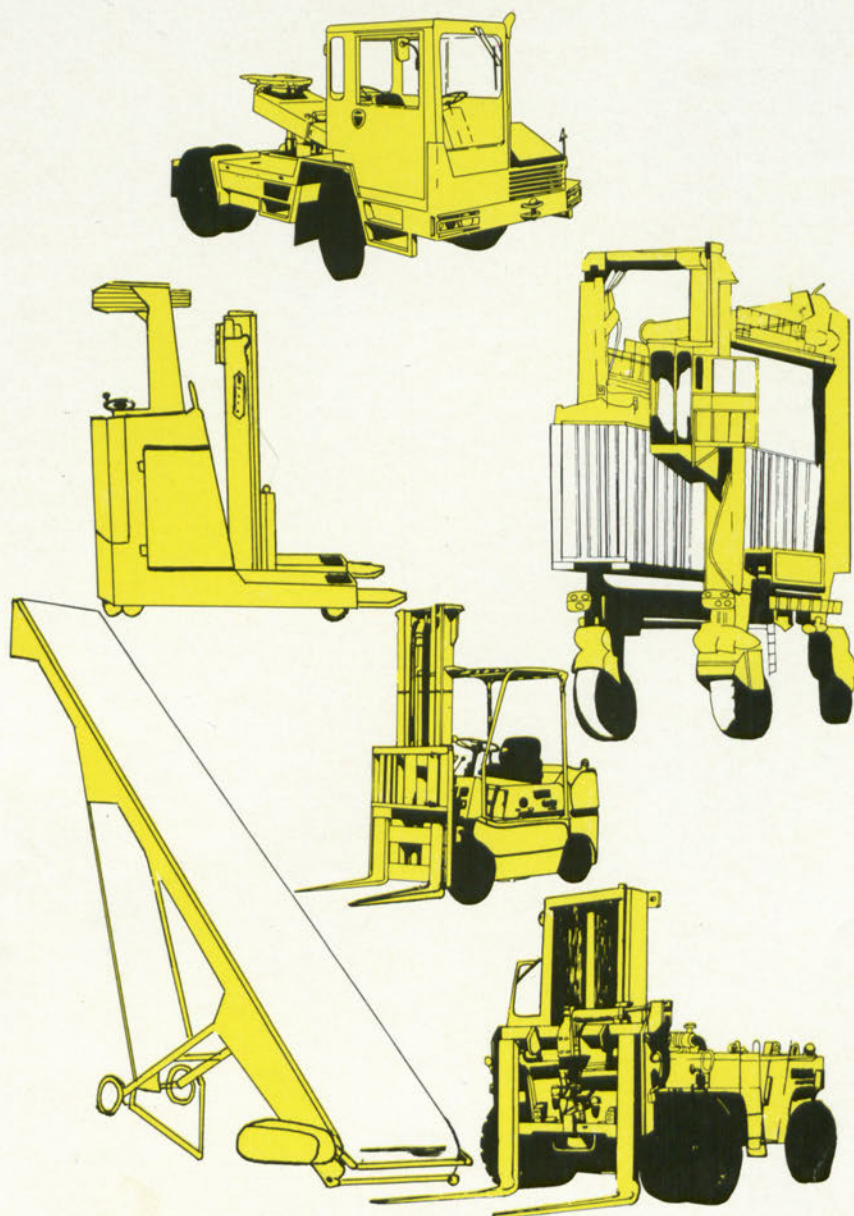
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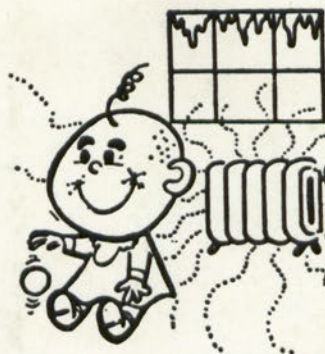
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