

NOTICE TO MARINERS

No. 02.2 of 2020

STANDARD OPERATING PROCEDURES

This notice should be read by all vessels entering into, shifting within and departing from the Port of Dublin.

1. VESSEL TRAFFIC SERVICES:

- a. Dublin Port operates a Vessel Traffic Service (VTS) for the safe and efficient management of vessel traffic within Port Limits as set out in the Harbours Act 1996 (as amended).
- b. VTS operates an Information and Traffic Organisation Service including a system of traffic clearance. The service is operational 24hrs/day. Further information on the VTS is contained in a separate Notice to Mariners.
- c. VTS shall issue result orientated instructions and shall not encroach upon the Master's responsibility for safe navigation, or interfere with the traditional relationship that exists between the Master and Pilot. The details of execution for any such instruction, such as courses to be steered and engine movements are at the discretion of the master or pilot on board the vessel.

VTS control the space – Ships Masters control their ships.

2. NOTIFICATION REQUIREMENTS and ETAs:

Attention is drawn to the importance of reporting requirements in order that VTS can safely and efficiently manage vessel movements. Vessels who do not provide the required notice may not receive permission for a movement within the lesser provided notification time. This requirement applies to all vessels.

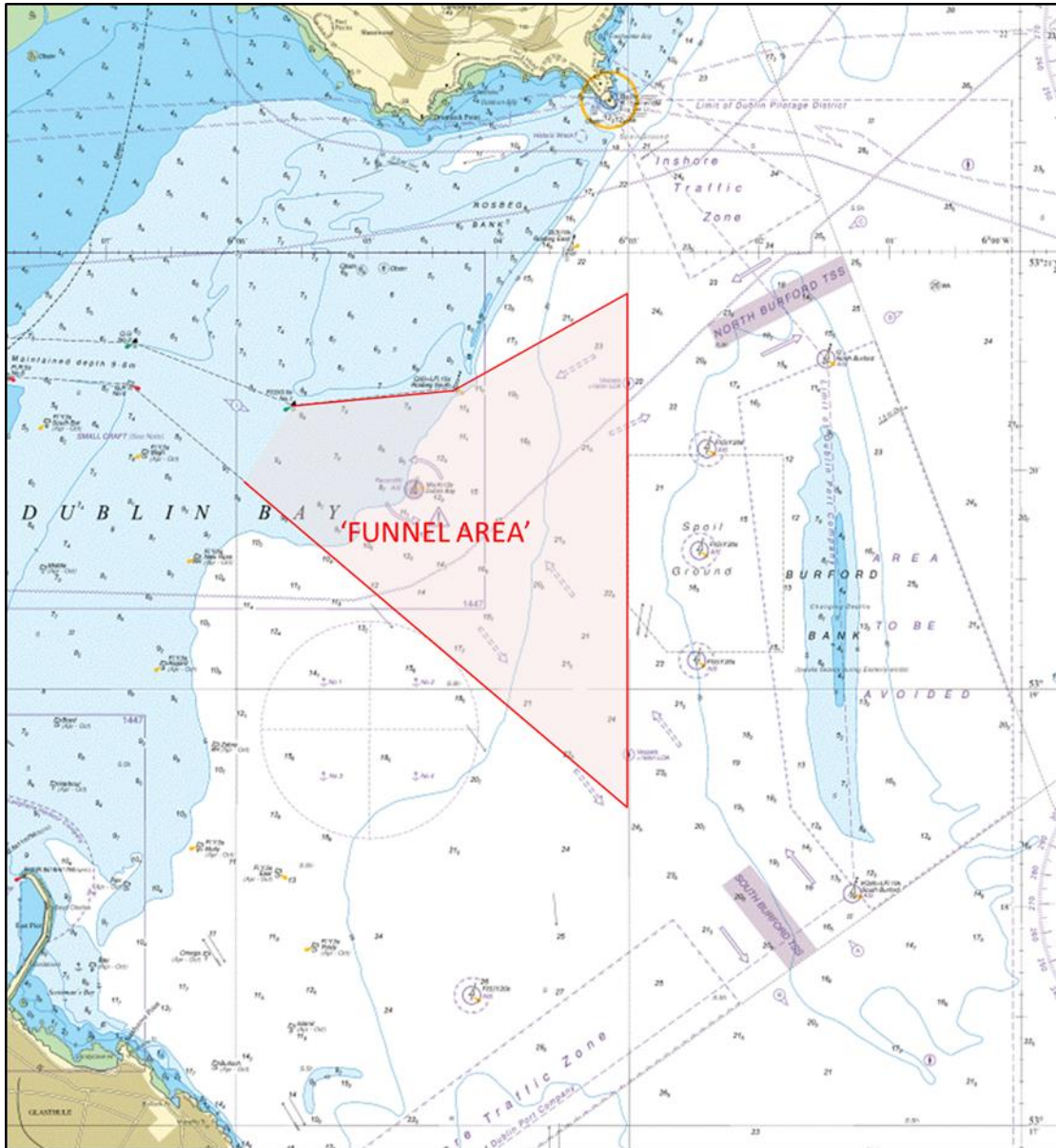
- a. To facilitate channel management and to create a common reporting procedure all vessels are required to give their ETA to the Dublin Bay Buoy. The ETA's must be given as a specific time in the 24 hour clock format.
- b. A minimum of two (2) hours' notice is required for all ships arriving at the Port of Dublin.
- c. A minimum of two (2) hours' notice is required for ships sailing/shifting and requiring a pilot.
- d. A minimum of one (1) hours' notice is required for Ro/Ro Ferries operating on a designated slot time. If the ferry is operating 'off' slot they should refer to a. above and provide as much notice as possible for operational planning and channel assignment.
- e. A minimum of thirty (30) minutes notice is required for Pilot Exempted ships and ships with a PEC holder on board when sailing or shifting. The allocation of a channel slot-time and the observance of "Priorities" as specified below will be dependent upon the ETA's received.

3. VESSEL ROUTING:

- a. Vessels arriving and departing will be routed by VTS to follow either North Burford or South Burford Traffic Separation Scheme. The routing will be based upon other traffic, the manoeuvring space or sea room required to safely manoeuvre the vessel so as to create a lee for safe pilot boarding / disembarkation. Vessels should clarify their routing arrangement when communicating with VTS at the 2 hours' notice. All vessels should have appropriate passage plans prepared for either route.

NOTICE TO MARINERS

- b. Vessels subject to compulsory pilotage will not be permitted into the funnel area as delineated on the below chart extract without having a pilot on board. This applies to both arriving and departing vessels as can be safely achieved with respect to the environmental conditions for pilot boarding / disembarkation.



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- c. Where weather conditions exist that prevent pilot boarding at the appointed pilot boarding areas other risk mitigations may be applied to allow a vessel into the funnel area. Such mitigations will include but not be limited to factors such as planning, communications, monitoring, ship size, ship type and traffic management that will feed into a risk assessment.
- d. Where a vessel approaching from seawards request to use the Dublin Bay Anchorage the vessel will be routed into the anchorage via the southern TSS via Reporting Point Alpha.

NOTICE TO MARINERS

4. PILOT BOARDING GROUNDS

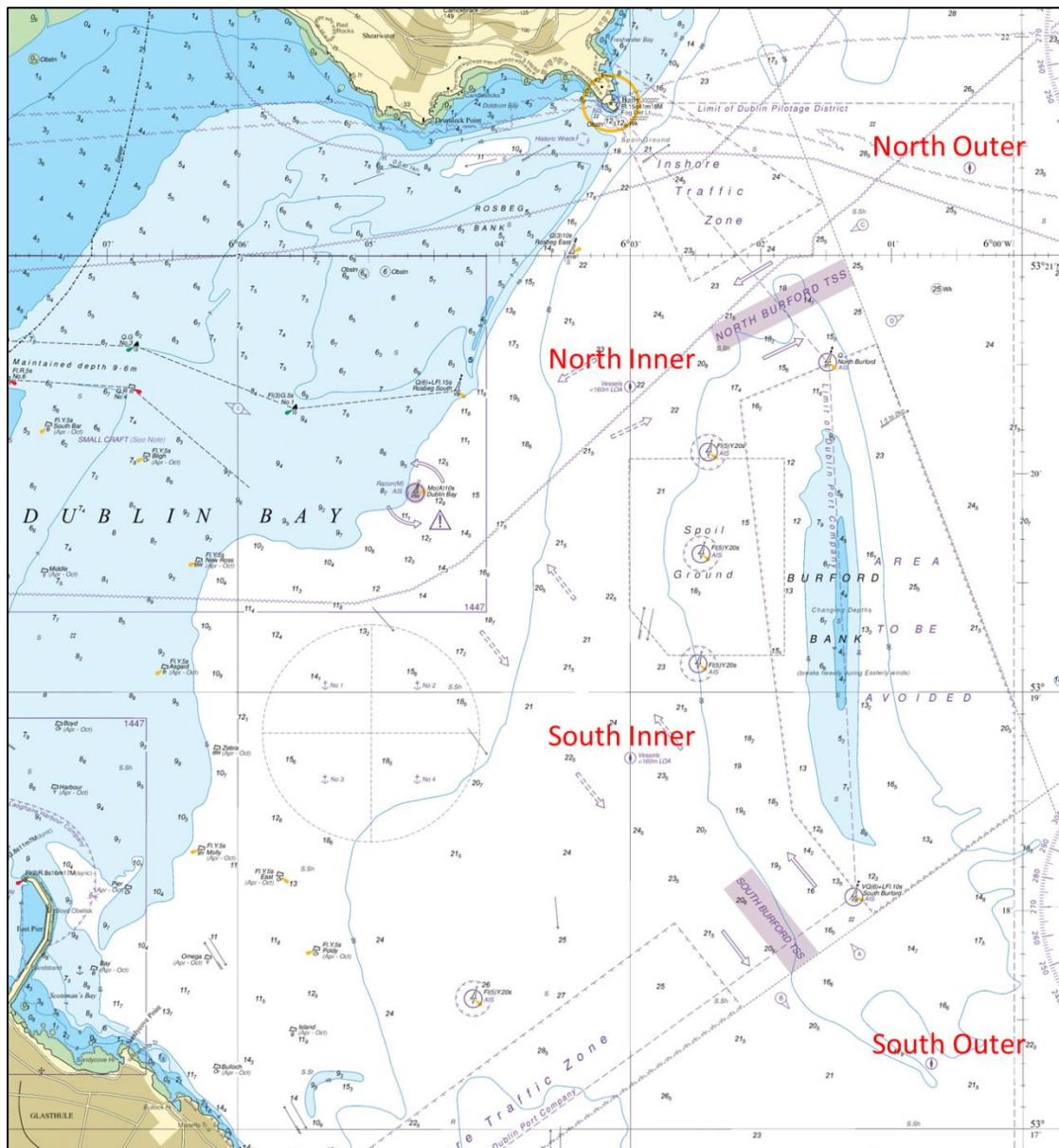
Pilot boarding grounds have been established in proximity to the following locations;

North Outer: 53°21.'40N 006°00.40W

North Inner: 53°20.'40N 006°03.'00W for vessels <160m LOA or as directed by VTS

South Outer: 53°17.'30N 006°00.'70W

South Inner: 53°18.'70N 006°03.'00W for vessels <160m LOA or as directed by VTS



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NOTICE TO MARINERS



MOVEMENTS:

All vessels must first obtain permission and traffic clearance from VTS prior to:

- a. Approaching the **jurisdiction** and/or channel from seawards.
- b. Letting go and departing from a berth.
- c. Shifting within the Port.
- d. **Crossing the channel or fairway – for leisure craft.**

5. CRITERIA FOR PRIORITISING SHIP MOVEMENTS:

The term “slot-time” refers to the time span allocated to a ship to enable it to pass unhindered through that area of the approach channel delineated at the eastern end by buoys No 7 & 8 and at the western end by buoys No 9 & 10. The priority referred to in this Notice to Mariners applies to that constrained section of the channel and not the entire fairway.

- a. Priority 1: Ro-Ro vessels when operating on their slot times shall have priority.
 - i. A Priority 1 vessel when going off-slot/schedule defaults to the status of a Priority 2 vessel.
- b. Priority 2: Any ship arriving / departing on its allocated time.
- c. An exception may be made over Priority 1 vessels when a deep draft vessel is arriving and needing to work on arrival, when at least 12 hours’ notice has been given to the effected operator(s).
- d. Other considerations of Priority 2 vessels:
 - i. Tidal window deadlines / weather / work dependent
 - ii. Departing vessel if a vessel awaiting that berth
 - iii. Inbound vessels over outbound if berth is unoccupied.

A schedule of Slot Times is published in a separate Notice to Mariners.

6. CONDUCT OF SHIPS WITHIN THE DUBLIN PORT COMPANY LIMITS

Navigation safety shall be the overriding consideration governing the movement of all vessels. In addition to those regulations, set out in the International Regulations for the Prevention of Collisions at Sea, the following shall also apply:

- a. Vessels are prohibited from meeting or overtaking within the constrained section of the channel between buoys nos. 7/8 and nos. 9/10. This does not apply to harbour tugs, pilot boats, various workboats and leisure craft unless instructed to the contrary by VTS.
- b. Where two or more vessels propose to agree a particular manoeuvre, then such a manoeuvre shall not be carried out until it has been reported to and is cleared by VTS.
- c. The Dublin Bay Buoy shall act as a ‘roundabout’ with vessels passing it on their own port side, in an anticlockwise direction.
- d. No vessel shall enter the channel/fairway, unless it has been confirmed by VTS that it may do so and that the intended berth is clear or expected to be clear. Vessels awaiting access to a berth may not be permitted to wait off that berth or at any place in the river.
- e. Where a vessel is waiting access to a berth or to enter the river the vessel may be directed to wait east of the Dublin Port jurisdiction so as to allow other vessels adequate sea-room to safely transit the river and bay.

NOTICE TO MARINERS



- f. VTS may direct **any** ship(s) to enter and or exit the Bay via the north or south TSS as appropriate to allow for safe traffic management. Ships are advised to have appropriate passage planning in place for the use of both TSSs.
- g. All communications between ships relating to movements, manoeuvring, berthing or unberthing, shall take place on VHF Channel 12 only and shall be in the English language only. Instructions received from VTS, in relation to any confusion, ambiguity or the procedure of such communications, shall be followed immediately.
- h. Traffic contra-flow is prohibited in circumstances where the visibility is reduced to less than 0.5 nautical miles, anywhere within the buoyed channel.
- i. All vessels including all port craft, must report in to VTS Radio at the designated reporting points.
- j. Gas tankers when navigating in the fairway channel, which extends as far as the Dublin Bay buoy, shall not proceed against traffic moving in the opposite direction. At least a one (1) mile separation between vessels shall be maintained both ahead and astern of gas carriers when proceeding in the same direction.
- k. Particular attention is drawn to Masters of RoRo Ferries when arriving and departing in convoy of the requirement to maintain a safe separation between vessels at all times.
- l. Small vessels, yachts and leisure vessels may be instructed by VTS to remain on the south side of the channel close to the port lateral marks.
- m. A vessel intending to navigate stern foremost within the Port should indicate such intention on VHF Radio Channel 12, to VTS Dublin. The above radio communications shall not relieve a vessel of the requirements of Rule 34(a) of the International Regulations for the Prevention of Collisions at Sea, to indicate astern propulsion. Attention is also drawn to the provision in this Rule (34) for the use of light signals to supplement whistle signals. Whilst navigating stern foremost in the fairway a vessel shall keep to the side of the channel which lies on the right hand side of the direction in which it is moving.

Notwithstanding anything contained in the above, exceptions to these rules may be made by the Harbour Master.