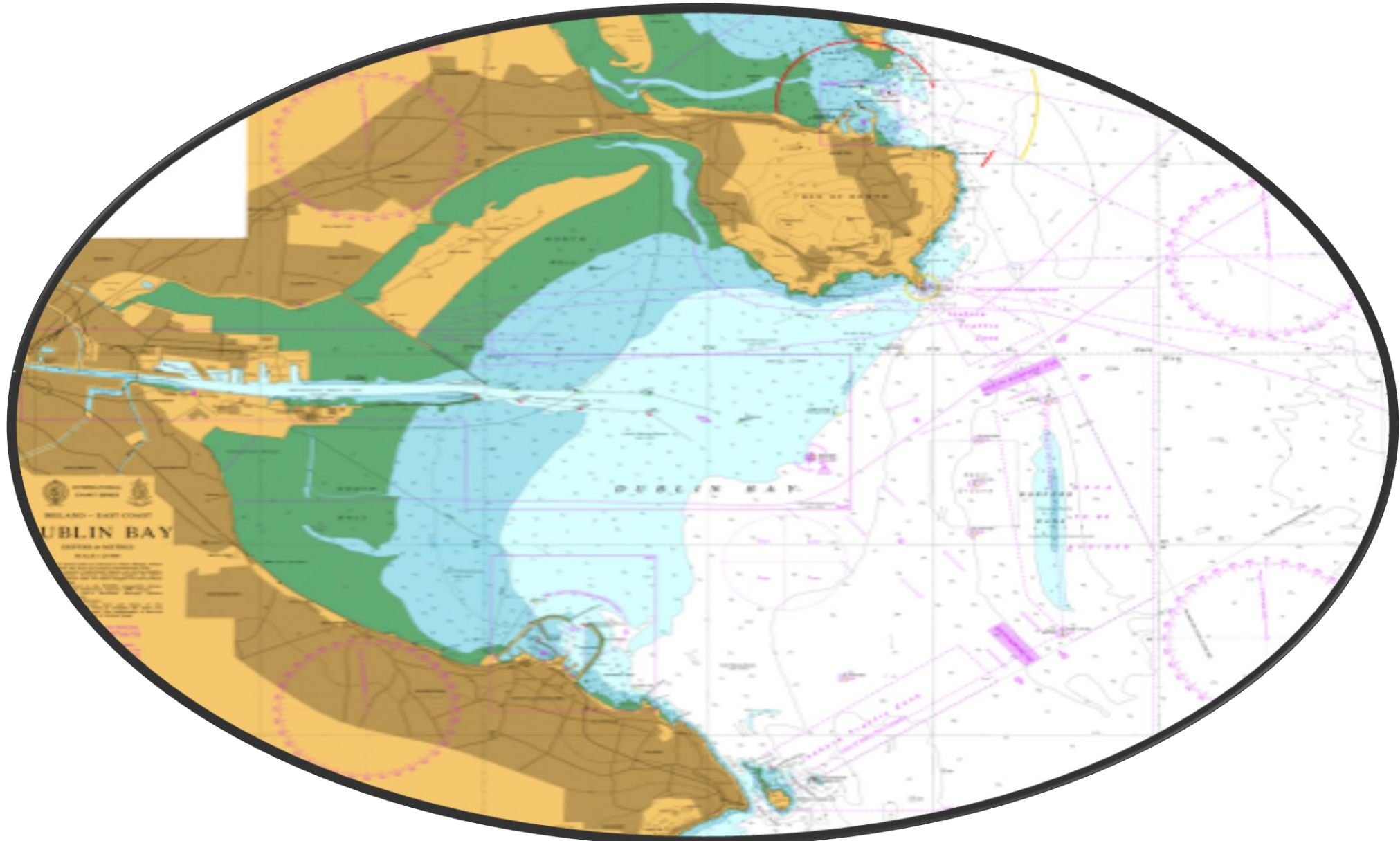


# TIPS FOR CROSSING DUBLIN BAY SAFELY



# OVERVIEW OF DUBLIN BAY



# DUBLIN PORT

- Busy port, something like 20+ arrivals / departures every day
- Ships are getting bigger
- Not all are easily manoeuvred



# PORT and PILOTAGE LIMITS

The port limits extend out to a line drawn from the Baily Lighthouse, down along the Burford Bank to Dalkey Island.

However, with bigger ships, the port pilots may pick up or leave a ship further out than that – i.e well out past the North or South Burford marks, the joining line extending due East of the Baily or Killiney Head



# SHIP ROUTING IN AND OUT

- Ships entering or leaving Dublin Bay don't cross the Burford Bank but enter North or South of it (so North of its North Cardinal mark, etc)
- Coming from Howth, the ships will be passing between the Baily and the NCM; from the south, between Killiney Head and the SCM
- These are Traffic Separation Schemes (TSS)



NORTH CARDINAL MARK

# TRAFFIC SEPARATION SCHEME

- A TSS is for ships, with clear inbound and outbound lanes – they are marked in purple on your charts
- Small craft (including yachts) should stay clear
- If you have to cross a TSS, you should do so at right angles and as quickly as possible (don't drift across)
- From there, incoming ships head towards the “roundabout”

# “ROUNDABOUT”

- There is a fairway (Safe Water) buoy in the middle of the bay which marks the start of the buoyed channel into Dublin Port. Ships always leave this mark on their port side (ships coming out leave this on their left, ships going in leave it on their left)
- Ships tend to converge on this, so it's a good place not to be!



# BUOYED CHANNEL INTO DUBLIN

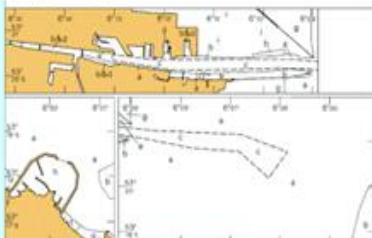
- From the “roundabout” (Safe Water mark), ships will head for the channel marked by green and red navigational marks
- In the channel, they will still initially be doing 10 –15kts or more






**B**  
**PORT OF DUBLIN**  
**ENTRANCE CHANNEL**  
 Scale 1:7500

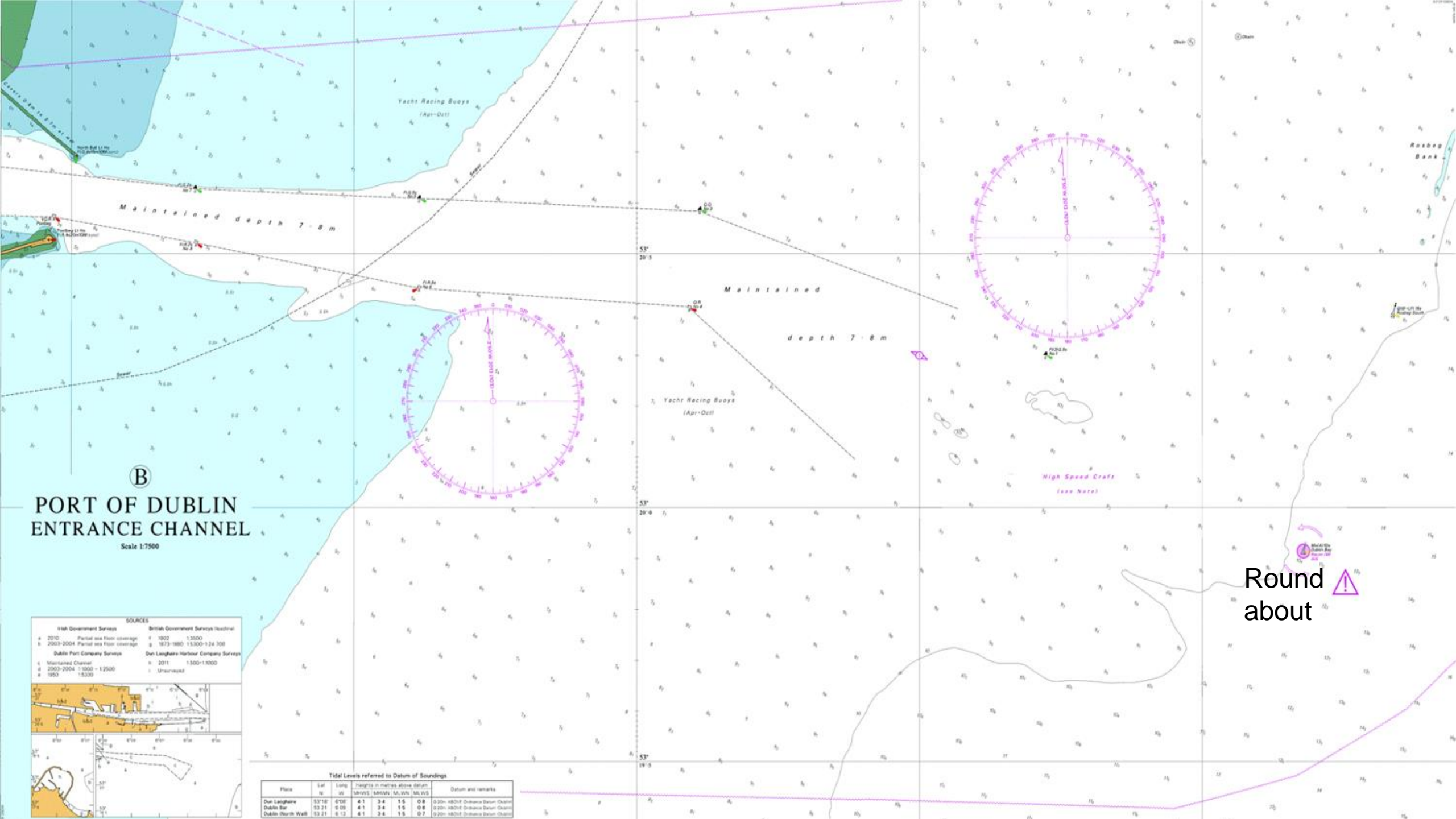
- SOURCES**
- 1984 Government Surveys
  - 2010 Partial sea floor coverage
  - 2003-2004 Partial sea floor coverage
  - Dublin Port Company Surveys
  - Maintained Channel
  - 2003-2004 1:1000 - 1:2500
  - 1950 1:5230
  - 1900 1:3000
  - 1873-1880 1:1300-1:14 700
  - Donaghmore Harbour Company Surveys
  - 2011 1:500-1:1000
  - Unsurveyed



Tidal Levels referred to Datum of Soundings

Place	Lat	Long	Heights in metres above datum	Datum and remarks			
	N	W	Mean	Lowest	Highest		
Donaghmore	53°18'	0°08'	4.1	3.4	1.5	0.8	0.20m AHD04 Distance Datum (Quarrel)
Dublin Bar	53°21'	0°09'	4.1	3.4	1.5	0.8	0.20m AHD04 Distance Datum (Quarrel)
Dublin North Wall	53°21'	0°13'	4.1	3.4	1.5	0.7	0.20m AHD04 Distance Datum (Quarrel)

Round about 



# PILOT BOATS



# PILOT PICK-UP, DROP-OFF

- Some ships require a pilot, who will be picked up or dropped off near the Burford Bank, depending on conditions.
- Be aware that the ship will need to create a lee, to allow the pilot to safely get on or off the ship
- In this case, the ship may suddenly make a turn, through anything up to 180 degrees, to put the pilot boat in its lee. When the pilot is safely on/off the ship, the ship will resume its previous course
- So, if you see the pilot boat approaching a ship, expect the unexpected!

# NEW RULES FOR CROSSING DUBLIN BAY

- As you approach the Baily (southbound) or Dalkey Island / exiting Dunlaoire harbour (northbound), you must now call VTS (Vessel Traffic Services) on VHF Ch12
- Say who you are, where you are and where you are going
- Comply with any instructions, if feasible, and keep a listening watch as you cross the Bay

# **SAMPLE VHF CALL TO VTS Ch12**

“VTS, VTS, VTS, this is yacht Indulgence, Indulgence, over”

“Indulgence, VTS, go ahead, over”

“VTS, Indulgence is at the Baily, heading for Dalkey Island under sail, over”

“Roger, Indulgence, no traffic to affect, maintain a listening watch this frequency, VTS out”



# ANOTHER SAMPLE VHF CALL TO VTS

“VTS, VTS, VTS, this is motor boat Indulgence, Indulgence, over”

“Indulgence, VTS, go ahead, over”

“VTS, Indulgence is at Dunlaoire, routing to the Baily, over.”

“Roger, Indulgence, outbound traffic shortly, route to No 4 channel marker, call approaching, over”

# CONTACT WITH VTS

- The requirement to call VTS when entering or transiting Dublin Bay is a new one so please ignore any older instructions saying you just have to listen out
- Calling VTS allows the port pilot on a ship to know what your yacht is doing – not all ship's captains are familiar with leisure craft
- The fact that you have a transmitting AIS doesn't change the requirement
- If you get an instruction that you don't understand, ask VTS to "say again, please"
- If you get an instruction that you can't comply with (difficult wind direction, sea state, etc), advise VTS and ask for an alternative

# GOING UP THE LIFFEY

- If you are going into Dublin Port, heading to Poolbeg, for example, then you stay on the left side of the entrance channel
- Initially, you can stay outside the port-hand marks (PHMs) but once inside the lighthouse, stay as close as possible to the buoys but in the channel
- Ships have right-of-way
- Keep looking behind you!

# SUMMARY

- All pleasure craft now need to call VTS on Ch12 when intending to transit or operate in Dublin Bay
- Ships are not obliged to give way to you and may not be able to avoid you without running aground or into another ship
- Be aware of how fast ships can arrive – keep looking around
- Ensure that you can hear the communications on VTS Ch12 while you are crossing, in case the instructions change