



Notice to Mariners

11 of 2025

Maintenance Dredging Works at Drogheda Port

To all Ships Masters, Pilots, Fishermen, Yachtsmen, Ships Agents and water users on the river Boyne estuary.

Drogheda Port hereby gives notice that maintenance dredging works are scheduled to commence on or about week 11/2025, actual date subject to the weather and dredger ETA.

Dredging operations will be concentrated at the river entrance, estuarial channel and berths (ref: British Admiralty Chart 1431).

Dredging operations will occur on each tide, with an anticipated duration of 5 to 7 days from commencement.

The dredging vessel TSD Sospan Dau will be maintaining a listening watch on VHF channels 11 & 16. The vessel will exhibit the appropriate lights and shapes as prescribed in the International Collision Regulations.

Vessels entering and leaving Drogheda Port during the period of the works should exercise extreme caution when passing the dredger and should reduce to a safe minimum manoeuvring speed.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
21.02.2025

Note: Environmental information in respect of dredging operations may be obtained from the Environmental Protection Agency or Drogheda Port Company by request in writing to maritimehouse@droghedaport.ie



Notice to Mariners

12 of 2025

Boyne Boat Race

To all Ships Masters, Pilots, Fishermen, Yachtsmen, Ships Agents and water users on the river Boyne estuary.

Drogheda Port hereby gives notice that the annual Boyne Boat Race will take place on Sunday 4th May 2025.

To facilitate the event, notice is hereby given to all water users and vessels within port limits, seaward approaches, river entrance and navigation channel up to St Mary's Bridge between the hours of 1400hrs – 1700hrs on Sunday 4th May 2025 (or otherwise as directed by the Harbourmaster).

Safety boats will be located along the river, to advise all boat users intending to make passage to Drogheda town during this event. These vessels will be maintaining a listening watch on VHF Channels 16 & 11 & 10.

Reference chart: British Admiralty Chart 1431.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
03.05.2024



Notice to Mariners

13 of 2025

Sunken Fishing Vessel – Navigational Hazard

To all Ships Masters, Pilots, Dredger and Workboat Skippers, Fishermen & Ships Agents

Mariners are hereby advised that a **fishing vessel approximately 10 metres in length** has been reported **sunk** in the following approximate position:

Position:

Latitude: **53° 44.7' North**

Longitude: **006° 13.4' West**

The wreck is currently **unmarked and poses a potential hazard to navigation.**

Mariners transiting this area are advised to:

- Exercise **extreme caution**;
- Keep a **safe distance** from the reported position of the wreck;
- Maintain a **proper lookout** and monitor all relevant navigational instruments closely;
- Report any observed changes or hazards in the vicinity to the nearest Coast Guard station.

Relevant authorities have been informed, and appropriate action is being coordinated.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
29.05.2025



Notice to Mariners

14 of 2025

Amended 11/07/2025

**Restricted area for vessels engaged in fishing.
River Boyne seaward approaches, river entrance**

To all Ships Masters, Pilots, Dredger and Workboat Skippers, Fishermen & Ships Agents

For the purposes of safety of navigation, vessels engaged in fishing operating within the Limits of Drogheda Port Company, specifically River Boyne seaward approaches, river entrance and navigation channel, the following notice is issued:

Prohibited Activity

Any activity by vessels engaged in fishing is strictly prohibited within the area defined by the following coordinates:

Point Latitude Longitude

- | | | |
|---|-------------|--------------|
| A | 53° 43.5' N | 006° 14.6' W |
| B | 53° 43.5' N | 006° 11.0' W |
| C | 53° 43.1' N | 006° 11.0' W |
| D | 53° 43.1' N | 006° 14.6' W |

Mandatory Procedure

Any vessel engaged in fishing within the jurisdictional limits of Drogheda Port Company, whether temporarily or under special arrangement, must provide proof of valid marine insurance to the Harbourmaster's Office in advance, harbourmaster@droghedaport.ie. Failure to do so will result in refusal of permission to operate and possible legal action.

Limit of Drogheda Port Company:

Point Latitude Longitude

- | | | |
|---|--------------|---------------|
| 1 | 53° 45.56' N | 006° 14.85' W |
| 2 | 53° 45.56' N | 006° 09.99' W |
| 3 | 53° 41.69' N | 006° 09.99' W |
| 4 | 53° 41.69' N | 006° 14.23' W |

In addition to all of the above, effective from 01 January 2026, any vessel operating within the limits of Drogheda Port Company must be equipped with a fully operational Automatic Identification System (AIS).

Appendix 1 attached.

This restriction is implemented to ensure the safety and efficiency of navigation in this area. All vessels are required to comply fully with this notice. Non-compliance may result in enforcement action as per applicable maritime regulations, relevant authorities will be informed.

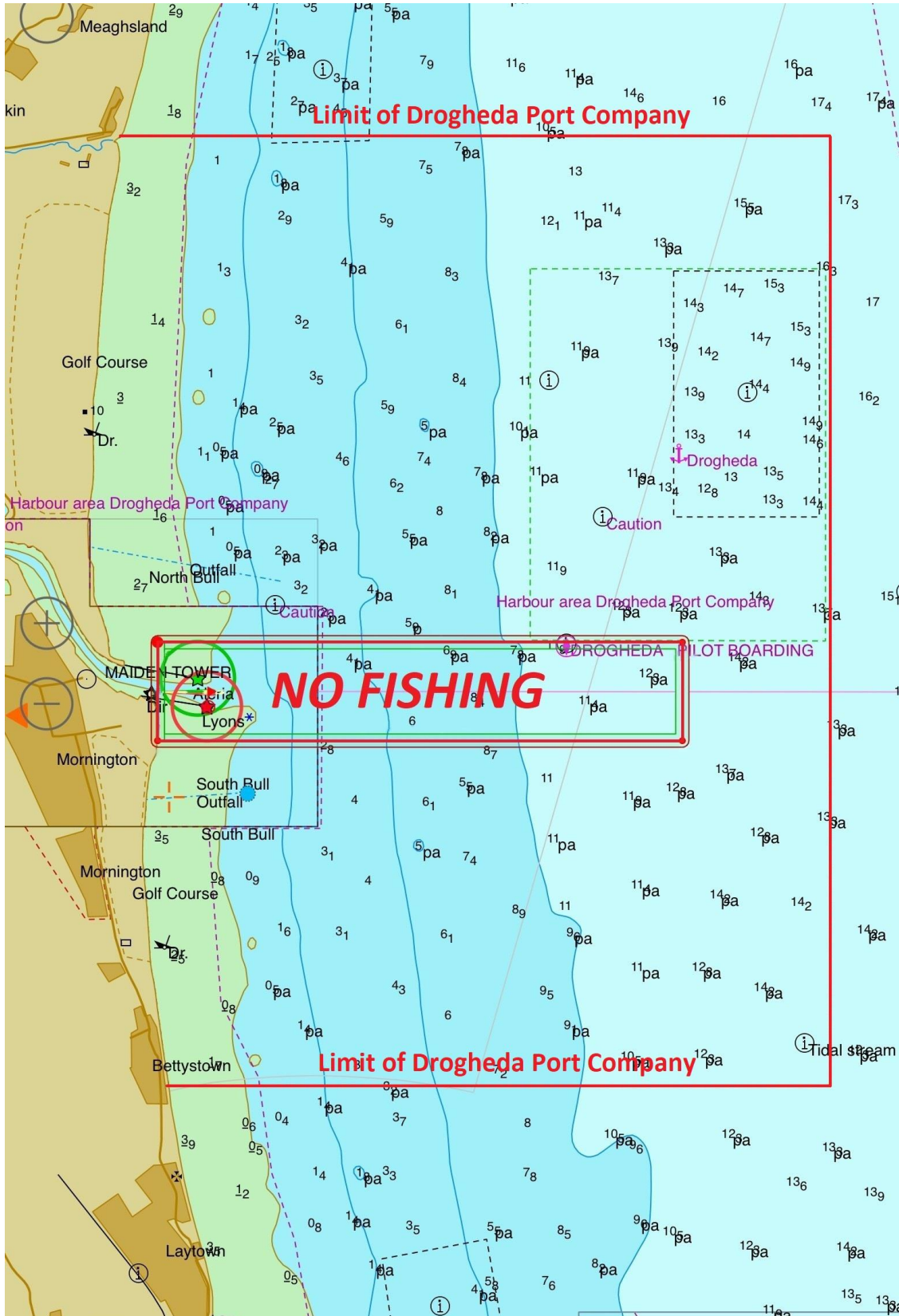
Vessels are reminded to maintain a listening watch on VHF ch11.

This notice is established under Section 46 of the Harbours Act 1996.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
29.05.2025

Amended 11/07/2025

Appendix 1: Chart of restricted area





Notice to Mariners

14 of 2025

**Restricted area for vessels engaged in fishing.
River Boyne seaward approaches, river entrance**

To all Ships Masters, Pilots, Dredger and Workboat Skippers, Fishermen & Ships Agents

For the purposes of safety of navigation, vessels engaged in fishing operating within Drogheda Port limits, specifically River Boyne seaward approaches, river entrance and navigation channel, the following notice is issued:

Prohibited Activity

Any activity by vessels engaged in fishing is strictly prohibited within the area defined by the following coordinates:

- A 53° 43.5'N 006° 14.6'W
- B 53° 43.5'N 006° 11.0'W
- C 53° 43.1'N 006° 11.0'W
- D 53° 43.1'N 006° 14.6'W

Appendix 1 attached.

This restriction is implemented to ensure the safety and efficiency of navigation in this area. All vessels are required to comply fully with this notice. Non-compliance may result in enforcement action as per applicable maritime regulations, relevant authorities will be informed.

Vessels are reminded to maintain a listening watch on VHF ch11.

This notice is established under Section 46 of the Harbours Act 1996.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
29.05.2025

Appendix 1: Chart of restricted area





Notice to Mariners

15 of 2024

RTE Filming

To all Ships Masters, Pilots, Fishermen, Yachtsmen, Ships Agents and water users on the river Boyne estuary.

Drogheda Port hereby gives notice that filming of a production by RTE will take place on Saturday 9th and Sunday 10th August 2025.

To facilitate this event, notice is hereby given to all water users that the navigation of vessels west of the Flo Gas to St Mary's Bridge will be prohibited between the hours of 0900hrs – 1500hrs on Saturday 9th August and Sunday 10th August 2025 (or otherwise as directed by the Harbourmaster).

A guard vessel, the Boyne Protector and/or Boyne Haveloc will be located close to the Donor's Green navigation beacon (No. 33) in position 53 43.10' N, 006 19.76' W, to control/advise all boat users intending to make passage to Drogheda town during this prohibited period. This vessel(s) will be maintaining a listening watch on VHF Channels 16 & 11.

Reference chart: British Admiralty Chart 1431.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
30.05.2025



Notice to Mariners

16 of 2025

Maintenance Dredging Works at Drogheda Port

**To all Ships Masters, Pilots, Fishermen, Yachtsmen, Ships Agents and water users
on the river Boyne estuary.**

Drogheda Port hereby gives notice that maintenance dredging works are scheduled to resume on or about 14th July 2025.

Dredging operations will be concentrated at the seaward approaches and river entrance (ref: British Admiralty Chart 1431).

Dredging operations will be carried out Monday – Sunday, weather permitting, primarily in daylight hours and will continue until the 31st of December 2025.

The dredging vessel TSD Argus will be maintaining a listening watch on VHF channels 11 & 16. The vessel will exhibit the appropriate lights and shapes as prescribed in the International Collision Regulations.

Vessels entering and leaving Drogheda Port during the period of the works should exercise extreme caution when passing the dredger and should reduce their speed to a safe minimum manoeuvring speed.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
30.06.2025



Notice to Mariners

17 of 2025

Boyne Swim

To all Ships Masters, Pilots, Fishermen, Yachtsmen, Ships Agents and water users on the river Boyne estuary.

Drogheda Port hereby gives notice that the annual Boyne Swim will take place on Saturday 12th July 2025.

To facilitate the swim event, notice is hereby given to all water users that the navigation of vessels west of the Tom Roes Point terminal to St Mary's Bridge will be prohibited between the hours of 1305hrs – 1435hrs on Saturday 12th July 2025 (or otherwise as directed by the Harbourmaster).

A guard vessel, the Boyne Protector / Boyne Haveloc will be located close to the Tom Roes Point navigation beacon (No. 29) in position 53 43.23N, 006 18.68W, to control/advise all boat users intending to make passage to Drogheda town during this prohibited period. This vessel will be maintaining a listening watch on VHF Channels 16 & 11.

Reference chart: British Admiralty Chart 1431.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
02.07.2025



Notice to Mariners

18 of 2025

Irish Air Corps Air-to-Ground Firing Exercise at Gormanston D1 Range

To all Ships Masters, Pilots, Dredger and Workboat Skippers, Fishermen & Ships Agents

Mariners are hereby advised that the **Irish Air Corps** will be conducting **Air-to-Ground firing exercises** at the **Gormanston D1 Firing Range**, County Meath, during the following period:

- **Dates:** Monday **21st July** to Friday **25th July 2025** (inclusive)
- **Times:** Daily from **0900 hrs to 1800 hrs local time**
- Ref: Marine Notice No.40 of 2025

Location: The D1 Firing Range at Gormanston and the adjacent coastal/maritime area.

Details of Exercise:

- Live firing will be conducted using **Air Corps helicopters**, employing weapons of varying calibres **up to 12.7mm**.
- A **Naval Service vessel** or **Air Corps RHIB** will patrol the maritime exclusion zone to ensure safety.
- The exercise will be conducted from **Gormanston Army Camp**.

Mariner Guidance:

- Mariners are **strictly prohibited** from entering the designated firing area during exercise hours.
- The exclusion zone will be actively monitored and enforced for the safety of all maritime traffic.
- All vessels navigating in the vicinity are advised to exercise extreme caution.

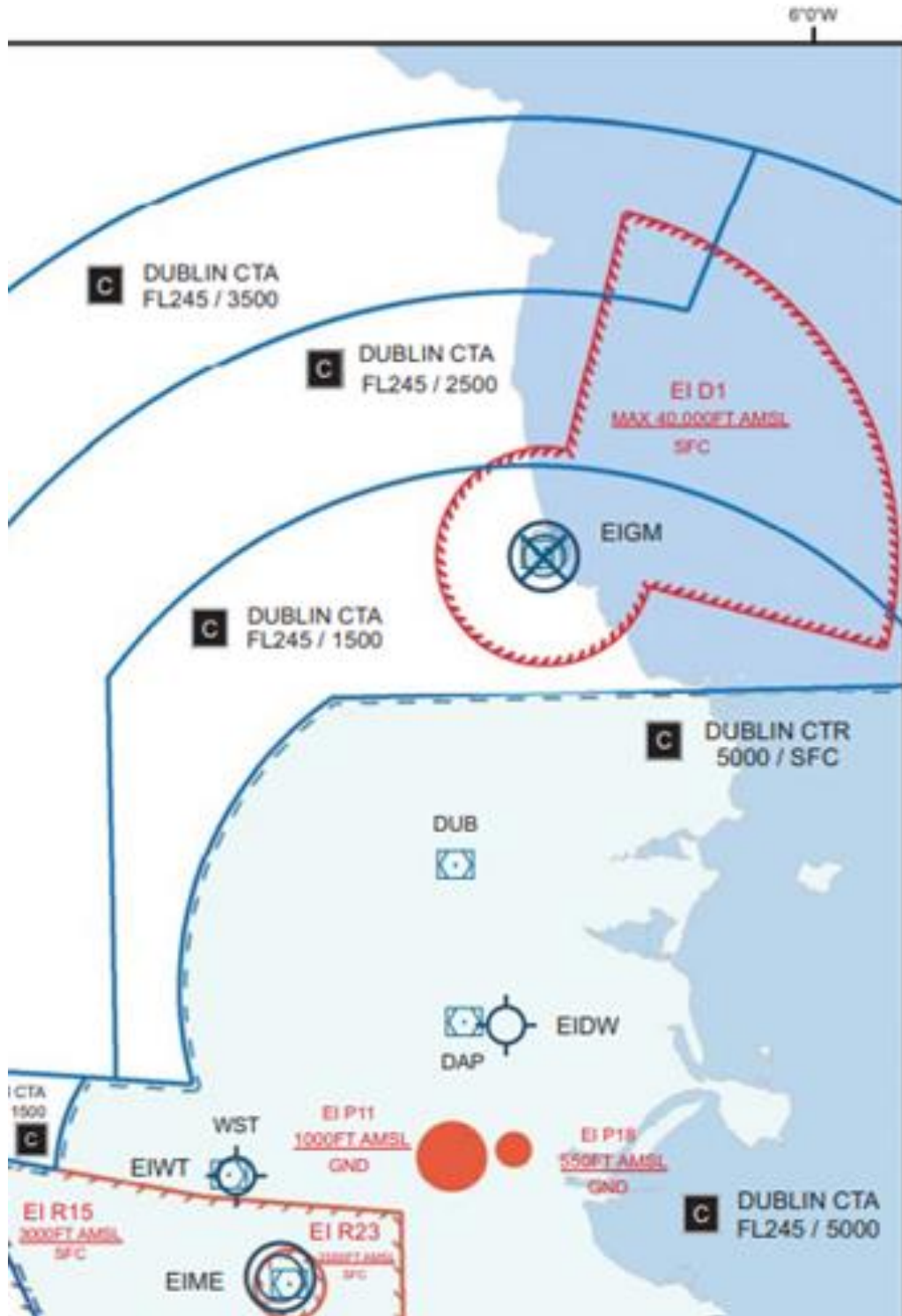
Points of Contact for Duration of the Exercise:

- **Operations Officer, No.3 Operations Wing:** Tel: **01 403 7583**
- **Air Corps Operations Room:** Tel: **01 403 7502 / 7503**

Charts Affected:

- **Admiralty Chart 1438** – Drogheda to Gormanston Bay
- **Admiralty Chart 44** – Nose of Howth to Ballyquintin Point

Appendix 1: Chart of restricted area



Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
16.07.2025



Notice to Mariners

19 of 2025

Irish Air Corps Air-to-Ground Firing Exercise at Gormanston D1 Range

To all Ships Masters, Pilots, Dredger and Workboat Skippers, Fishermen & Ships Agents

Mariners are hereby advised that the **Irish Air Corps** will be conducting **Air-to-Ground firing exercises** at the **Gormanston D1 Firing Range**, County Meath, during the following period:

- **Dates:** Monday **1st December** to Friday **5th December 2025** (inclusive)
- **Times:** Daily from **0900 hrs to 1600 hrs local time**
- Ref: Marine Notice No.60 of 2025

Location: The D1 Firing Range at Gormanston and the adjacent coastal/maritime area.

Mariner Guidance:

- Mariners are **strictly prohibited** from entering the designated firing area during exercise hours.
- The exclusion zone will be actively monitored and enforced for the safety of all maritime traffic.
- All vessels navigating in the vicinity are advised to exercise extreme caution.

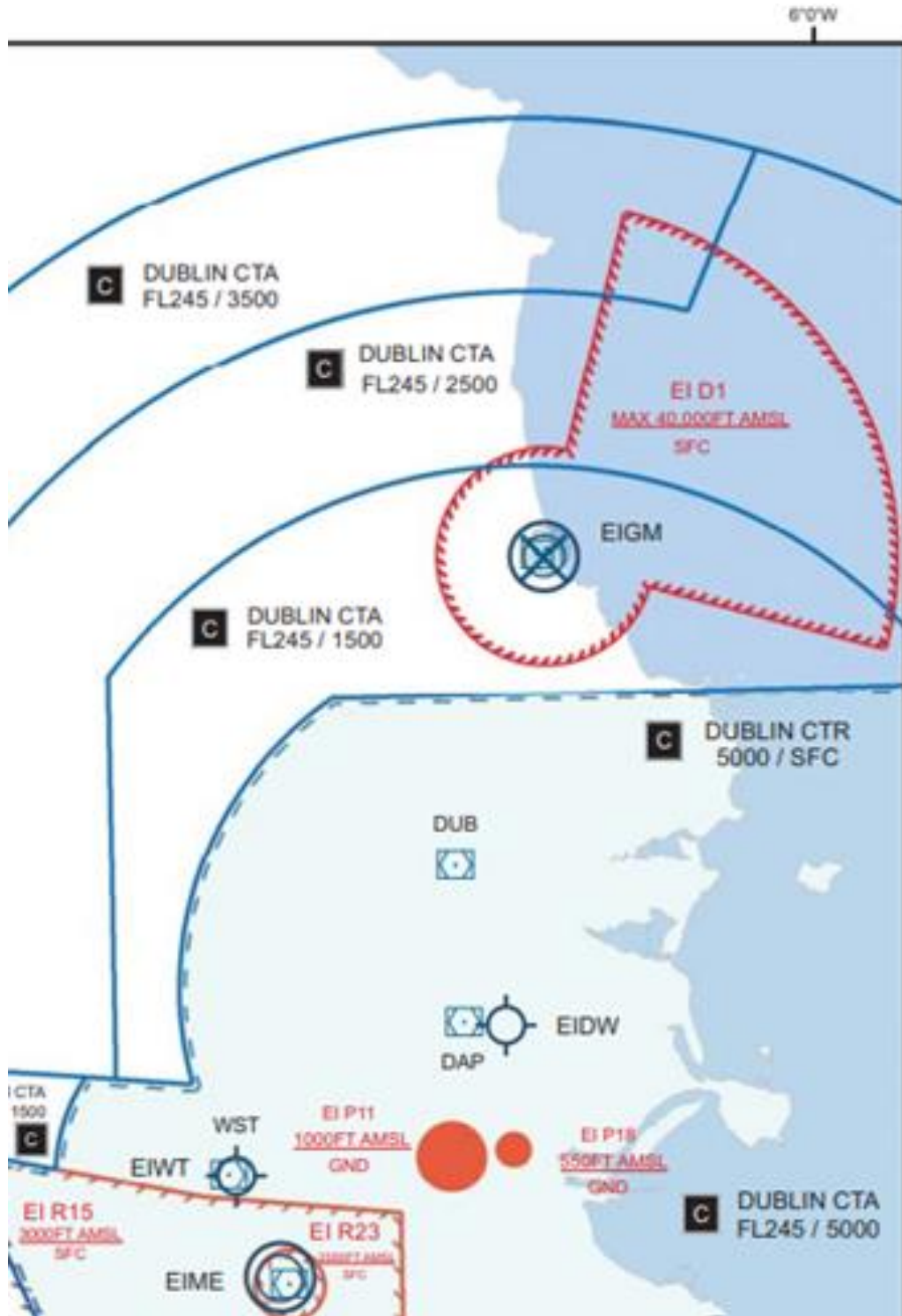
Points of Contact for Duration of the Exercise:

- **Operations Officer, No.3 Operations Wing:** Tel: **01 403 7583**
- **Air Corps Operations Room:** Tel: **01 403 7502 / 7503**

Charts Affected:

- **Admiralty Chart 1438** – Drogheda to Gormanston Bay
- **Admiralty Chart 44** – Nose of Howth to Ballyquintin Point

Appendix 1: Chart of restricted area



Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
29.11.2025



Notice to Mariners

1 of 2025

Planning vessels under keel clearance to determine a maximum safe draft when loading to and from Drogheda Port

To: Owners, Operators, Managers, Masters, Pilots, Agents and Stevedores

When planning the vessels voyage and in particular the vessels under keel clearance to apply to determine a safe maximum draft, consideration should be given to the tidal predictions, anticipated weather and the sea conditions for Drogheda Port, its seaward approaches, river entrance and navigation channel.

The following weather conditions may influence the tidal predictions (depths) for Drogheda Port - River Boyne – seaward approaches, river entrance and navigation channel (ref: Drogheda Port Company Tidal Prediction):

- Northerly winds may reduce predicted depths while southerly winds may increase them.
- High barometric pressure may reduce the predicted depths.
- Near gale to storm events may reduce predicted depths at the seaward approaches/river entrance. This will occur particularly during periods of easterly to southeasterly near gales to storms event when wave action will stir up sediments at the seaward approaches particularly during the low water period, southeasterly near gale to storms events having the greatest impact.

Attention is drawn to vessels Masters in loading their vessels and determining a safe maximum draft of the need to allow for sufficient under keel clearance taking account the effects of dynamic squat and ships speed in the seaward approaches, river entrance and navigation channel, increase of draft due to heeling, rolling or pitching and interaction when navigating in shallow water.

In planning the voyage and in advance of arrival at Drogheda Port, Masters are also reminded to consult the appropriate nautical publications for tidal, berthing, e.t.a., and pilotage information ref: BA 1431 Cautionary Notes, Admiralty Publication NP 40, ALRS Volume 6(1), ALL Volume 'A', the Drogheda Port Company Tidal Predictions and Notices to Mariners.

Additionally, Masters are reminded of the SafeSeasIreland (SSI) pre-arrival reporting requirements in respect of ISPS, polluting cargoes, hazardous cargoes and the landing of ship and cargo generated waste.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
01.01.25



Notice to Mariners

20 of 2025

Sunken Fishing Vessel – Navigational Hazard

To all Ships Masters, Pilots, Dredger and Workboat Skippers, Fishermen & Ships Agents

Mariners are hereby advised that a **fishing vessel approximately 13 metres in length** has been reported **sunk** on 29.11.2025 in the following approximate position:

Position:

Latitude: **53° 41.98' North**

Longitude: **006° 13.45' West**

The wreck is currently **unmarked and poses a potential hazard to navigation.**

Mariners transiting this area are advised to:

- Exercise **extreme caution**;
- Keep a **safe distance** from the reported position of the wreck;
- Maintain a **proper lookout** and monitor all relevant navigational instruments closely;
- Report any observed changes or hazards in the vicinity to the nearest Coast Guard station.

Relevant authorities have been informed, and appropriate action is being coordinated.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
29.11.2025



Notice to Mariners

2 of 2025

General information when entering the River Boyne and Drogheda Port

To all Ships Masters, Fishermen, Yachtsmen and waterborne users of the river Boyne commercial estuary

Drogheda Port Company draws to the attention of all mariners and waterborne users of the River Boyne of the need to familiarise themselves with the navigational features of the River Boyne, from its seaward approaches, river entrance and navigation channel to the Drogheda Port Company town quays, including the marine communication requirements.

The primary sources of information to assist the mariner and users are listed as follows:

- British Admiralty Chart 1431 – Drogheda & Dundalk
- Admiralty Sailing Directions – NP40 – Irish Coast Pilot
- Admiralty List of Radio Signals – Volume 6(1) – Pilot Services, Vessel Traffic Services and Port Operations
- Admiralty List of Lights – Volume 'A'
- Drogheda Port Company Tidal Predictions
- Drogheda Port Company Notices to Mariners
- Drogheda Port Company Website

All mariners and users are reminded of the need to comply with the International Collision Regulation and of the need to display the prescribed lights and shapes.

All mariners and users are reminded that the designated marine VHF channel for Drogheda Port is channel 11. A listening watch is maintained only when vessels with a pilotage requirement are expected.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
01.01.25



Notice to Mariners

3 of 2025

Pilot Boarding Arrangements

To all Ship Owners, Operators, Masters and Agents.

Attention is drawn to ships Masters to ensure that arrangements for the boarding and disembarkation of pilots meets the required standards.

Attention is drawn to the Department of Transport, Notice to Mariners 33 of 2019, Pilot Transfer Arrangements.

Attached for guidance the International Maritime Pilots Association pilot ladder and equipment rigging diagram.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
01.01.25

REQUIRED BOARDING ARRANGEMENTS FOR PILOT



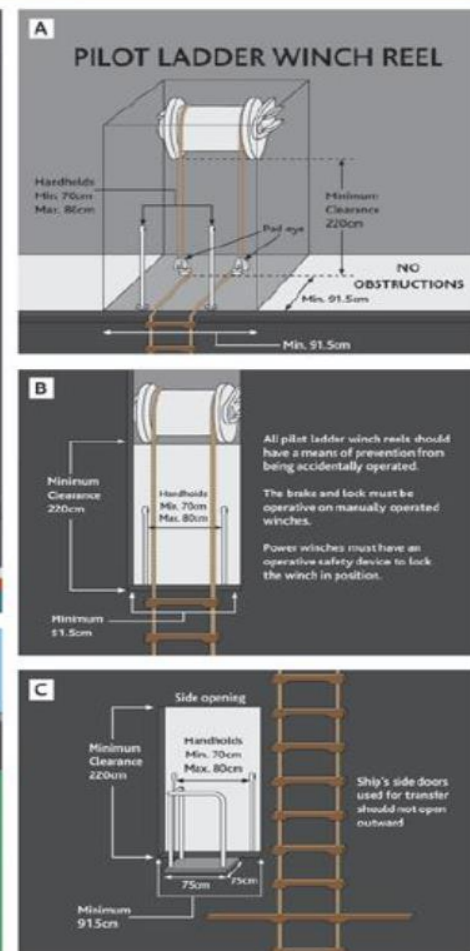
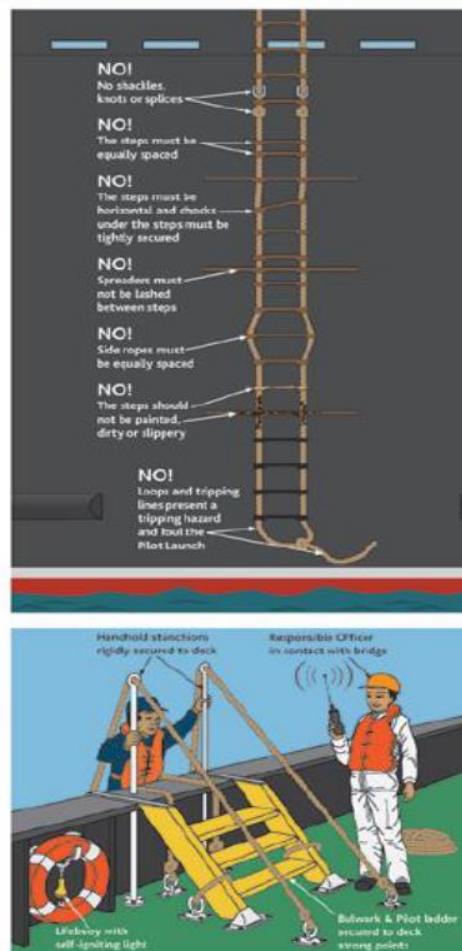
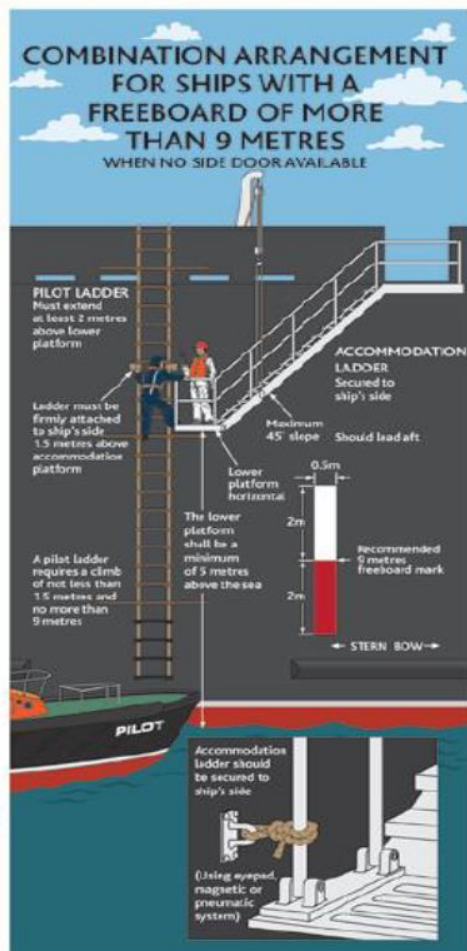
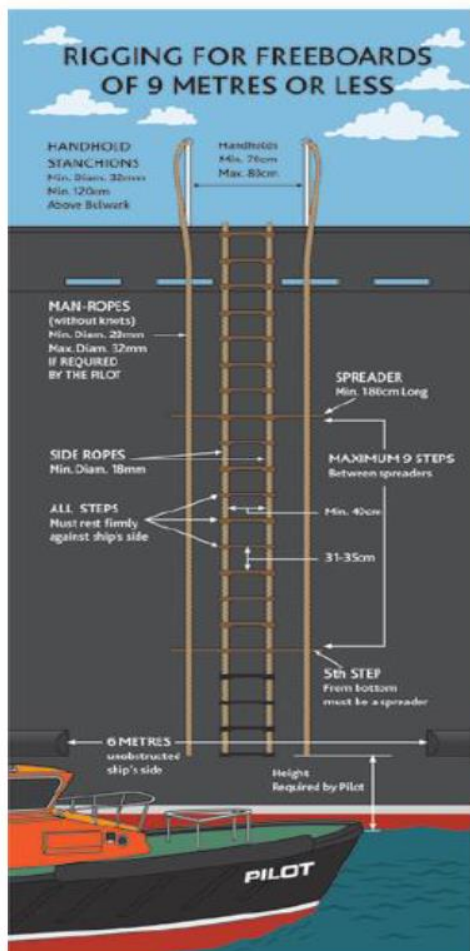
INTERNATIONAL
MARITIME
ORGANIZATION

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org

This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>





Notice to Mariners

4 of 2025

**Caution when underway and passed moored vessels at Tom Roes Point terminal,
Premier Periclase, Flogas hydrocarbon terminal and Fishmeal jetty**

**To all Ships Masters, Pilots, Dredger and Workboat Skippers, Fishermen & Ships
Agents**

Ships Masters, Pilots, Dredger & Workboat Skippers and Fishermen are reminded of the effects of ship wash and hydrodynamic action to moored vessels and in particular moored vessels working with a fixed shore side loading conveyor and/or flexible hose. Moored vessels may range on the berth due to the wash from the passing vessel thus making contact with an adjacent moored vessel or contact the fixed loading conveyor. Vessels may also be sucked off the berth stretching flexible hoses used for the transfer of cargo.

Passing vessels should reduce their speed to a safe minimum maneuvering speed while passing moored vessels at the Tom Roes Point terminal, Premier Periclase, Flogas hydrocarbon terminal and Fishmeal jetty (ref: British Admiralty Chart 1431).

Masters of vessels moored and in particular moored at the Tom Roes Point terminal and Flogas hydrocarbon terminal are reminded that other vessels will pass these terminals in both loaded and ballast conditions. Passing vessels must maintain a safe speed to maintain steerage considering the vessels manoeuvring characteristics, weather and tidal conditions. Masters of moored vessels should ensure that the ships moorings are in good condition, are tended to at all times taking account of passing vessels, the falling/rising tides, changes of ships draft due to loading/discharge and should maintain the vessel tight alongside the quay at all times.

Masters of vessels moored may also consider the use of the appropriate signals as prescribed in the International Code of Signals for passing vessels to reduce their speeds.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
01.01.25



Notice to Mariners

5 of 2025

General considerations affecting all types of Emergencies
Drogheda Port Company Emergency Plan – “Appendix 1” - extract:

To: Agents, Operators Masters, Skippers, Pilots, Coxswains, and persons in charge of marine plant

1. Control of Movements of Shipping

THE AUTHORITY RESPONSIBLE FOR THE REGULATION AND CONTROL OF SHIPPING WITHIN THE JURISDICTION OF THE PORT OF DROGHEDA IS THE **DROGHEDA PORT COMPANY**. The Port Office, which is the centre for all communications, is situated at Harbourville, Mornington Road, Drogheda, Co. Meath, A92 K5RN (opposite the Tom Roes Point terminal). It is through this office, which is manned from 0900-1300 & 1400 -1645hrs Monday-Friday and throughout any emergency that shipping movements are programmed, and the requirements of the Harbourmaster will be made known. A listening watch during working hours is maintained on VHF channel 11, telephone 041-9838378 or after hours the Harbourmaster on 0863586672 / 087-2305950.

- 1.1 All decisions regarding the movements of shipping during an emergency will be made by the Harbourmaster and, where necessary, he will decide the order in which ships are to be moved. In this context the acting Harbourmaster will have the authority to act for the Harbourmaster in the event of his absence or non-availability.

2. Control of Emergency Operations

- 2.1 When an emergency or potential emergency occurs, it is vital that the alarm should be raised immediately.
- 2.2 All reasonable steps should be taken by those on the spot to render whatever aid is immediately available.
- 2.3 The decisions to designate an emergency or potential emergency and implementation of the Drogheda Port Company Emergency Plan will be made by the Harbourmaster.
- 2.4 The Fire Brigade and other Emergency Services may be mobilised before an emergency is declared to deal with a minor incident on a ship or jetty. The Harbourmaster must always be informed immediately of any such incident.

2.5 The Emergency Plan will be activated in whole or in part in all incidents involving fire on board a vessel, however minor. (A copy of the complete Drogheda Port Company Emergency Plan is available by request through your Agents or by request from the Drogheda Port Company office).

3. Raising the Alarm

- 3.1 (a) Dial 999 / 112 and ask for the appropriate emergency service.
(b) Informing a responsible person on the jetty.
(c) Telephoning the Drogheda Port Company office on 041-9838378 (0900-1300 & 1400-1645 Mon-Fri) or after hours the Harbormaster on 0863586672 / 087-2305950 giving a short message stating the name of the vessel, the nature & location of the emergency and any other appropriate information to assist in the immediate emergency response.
(d) Continuous sounding of any fog/signaling apparatus and or other emergency signal.
(e) Mayday on channel 16 VHF.
(f) By exhibiting one or more of the signals prescribed in Annex IV of the I Collision Regulations.
- 3.2 As soon as possible after raising an alarm an amplifying message should be sent giving details:
(a) Fire - what is on fire - extent - possible dangers.
(b) Damage - extent - effect on stability and seaworthiness.
(c) Casualties - number - type of injury - number of stretchers required.
(d) Oil spillage - risk of - extent.

4. Action by the Master.

4.1 Having raised the alarm the Master will be responsible for taking all immediate steps to safeguard his vessel until assistance arrives.

4.2 Overall control of fire fighting will be undertaken by the fire brigade senior attending officer.

A copy of the “**Drogheda Port Company Emergency Plan**” is available upon request to the Agent or direct to the Drogheda Port Company port office.

Capt. Laurence Kirwan
Harbourmaster
01.01.2025



Notice to Mariners

6 of 2025

Bunkering and oil slops transfer operations

To all Ships Masters, Owners, Operators, Ships Agents and fishermen bunkering and transferring oil slops at Drogheda Port.

Drogheda Port hereby gives notice of the following requirement for vessels greater than 50gt when taking bunkers and transferring oil slops at Drogheda Port.

Bunkering operations and the transfer of slops are subject to the consent of the Harbour Master.

Before any transfer of bunkers or slops commences the attached bunker, checklist must be completed by:

- the receiving vessel;
- the transfer road tanker;
- vessel transferring the slops.

Any spillage is to result in the immediate cessation of bunker/slop transfer operations and must be immediately reported to the Drogheda Port Company office 041-9838378 (Mon – Fri 0900 – 1645hrs) out of hours 0863586672/0873836565 and to the vessels agent.

Information to be provided must include:

- The location of the spill;
- The type of oil spilt;
- The approximate quantity;
- Action taken so far to mitigate/resolve.

The resumption of bunker/slop transfer operations will only take place following the Harbourmaster's approval. Completion of the operations may require additional supervision. The cost of supervision and any clean-up cost will be borne by the polluter.

Captain Laurence Kirwan
Harbourmaster & Pilotage Superintendent
01.01.2025

BUNKER CHECKLIST

Name of Bunker Supplier:_____ Name of Vessel taking bunkers:_____

Licence Plate:_____ Master's Name:_____

Driver's Name:_____ Date of Transhipment:_____

Time of Transhipment:_____ Place of Transhipment:_____

BUNKER TRUCK	VESSEL TAKING BUNKER																		
1. How much bunker oil will be transhipped? HFO:_____m/tons Gas Oil:_____m/tons Lub Oil:_____m/tons 2. What are the means of communication between the truck and the vessel taking bunkers? _____ 3. Who is responsible for communications with the vessel taking bunkers? Name:_____ Position:_____ 4. Is there an emergency stop facility? Yes/No:_____ Where:_____ 5. Has the emergency stopping procedure been discussed and agreed with the vessel taking bunkers? Yes/No:_____	1. Who measured the contents of the bunker tanks? Name:_____ Position:_____ 2. The measures were: <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 33%; text-align: left;">Tank</th> <th style="width: 33%; text-align: left;">Actual Contents</th> <th style="width: 33%; text-align: left;">Free Space</th> </tr> <tr> <td colspan="3">(Up to 95% filling)</td> </tr> <tr> <td>TK No:_____m/tons</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>TK No:_____m/tons</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>TK No:_____m/tons</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>TK No:_____m/tons</td> <td>_____</td> <td>_____</td> </tr> </table> Free Space (Up to 95% filling) 3. How often will the contents of the bunker tanks be checked during the bunker operations? Every _____minutes 4. How much bunker oil will be transhipped? HFO:_____m/tons Gas Oil:_____m/tons Lub Oil:_____m/tons 5. What are the means of communication between the vessel and the truck pumping the bunkers?	Tank	Actual Contents	Free Space	(Up to 95% filling)			TK No:_____m/tons	_____	_____	TK No:_____m/tons	_____	_____	TK No:_____m/tons	_____	_____	TK No:_____m/tons	_____	_____
Tank	Actual Contents	Free Space																	
(Up to 95% filling)																			
TK No:_____m/tons	_____	_____																	
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TK No:_____m/tons	_____	_____																	

BUNKER TRUCK (CONTD)			VESSEL TAKING BUNKER (CONTD)		
6. Agreed maximum pumping rates and line pressures.			6. Who is in charge of supervising the operation and responding of an emergency/pollution during the transfer?		
Grade	Pumping rate in tons/hr	Line pressure in psi/bar	Name: _____ Position: _____		
_____	_____	_____	7. Agreed maximum pumping rates and line pressures:		
_____	_____	_____	Grade	Pumping rate in tons/hr	Line pressure in psi/bar
_____	_____	_____	_____	_____	_____
I confirm that I shall not exceed the above volume pumping rates and line pressure and that I will remain on duty close to the hose connection in order to oversee the safe bunker operation and will respond to any emergency throughout the delivery.			I confirm that I can receive the above volumes at the pumping rates and line pressures agreed above. I confirm that the vessel is ready to receive bunkers and that I will remain on duty close to the hose connection in order to oversee the safe bunker operation and to respond to any emergency throughout the delivery.		
Truck Driver:			Master/Chief Engineer:		
Time/Date Check list completed: _____			Time/Date Check List completed: _____		

This checklist must be completed prior to commencement of bunkering operations

1. Definition of 'bunkering'

In this Notice "bunkering" is taken to mean the transfer of liquid hydrocarbons intended for the main propulsion and/or operation of the auxiliary machinery of a vessel or a liquid intended for lubricating the vessel's engine or other machinery including slops and bilge waters.

2. Precautions to be taken by all receiving vessels:

The Master of all vessels receiving bunkers shall ensure that:

- (a) Scuppers are firmly closed;
- (b) Vessel is securely moored;
- (c) Any special instructions issued by the Harbourmaster have been complied with;
- (d) Bunker pipes which are not in use are effectively blanked;
- (e) Bunker hoses have sufficient slack and are adequately supported;
- (f) Bunker hose connections have been provided with a good seal;
- (g) There is a well-tightened bolt in every bolt hole in the bunker hose connection flanges;
- (h) There is a sufficiently large overflow container under the bunker hose connection(s);
- (i) Cargo-handling or other operations in progress will not adversely impact the bunker operations or vice-versa;
- (j) There is sufficient ullage in the receiving bunker tanks to receive the anticipated volume M3
- (k) There is an agreed communication system established between the vessel receiving bunkers and the bunkering vehicle.
- (l) In daylight, the vessel will exhibit the International code 'B' flag, during darkness a single all round Red light.

3. Precautions to be taken by road tanker:

The driver of a road tanker is not to begin bunkering unless it has been ensured that:

- (a) The ship's scuppers are firmly closed;
- (b) Any special instructions issued by the Harbourmaster have been complied with;
- (c) The bunker hoses are properly maintained and in good condition;
- (d) The bunker hoses have sufficient slack;
- (e) The bunker connection has been provided with a good seal;
- (f) There is a tightened bolt in every bolt hole of the bunker hose joining flanges and the vessel's manifold;
- (g) The pipelines and valves to tanks and pump are correctly set; and
- (h) There is an agreed communication system established with the vessel being bunkered.
- (i) Has confirmed that the vessel's tanks have the ullage to receive the anticipated volume m3.

4. General precautions and guidelines

The Master of a vessel involved in receiving bunkers shall ensure that the conditions described in paragraphs 2 and 3 remain fulfilled during the entire bunkering procedure. The Master of the vessel involved in receiving bunkers and the driver of a road tanker providing bunkers shall ensure that a constant visual watch is maintained throughout the whole transfer operation.

Both the Master of the vessel involved in receiving bunkers and the driver of a road tanker shall ensure that all scuppers are closed and that sufficient absorbent materials are available in case of an accidental spillage.

If it cannot be ensured during the whole bunkering operation that the requirements laid down in this Notice are fulfilled, bunkering operations are to be immediately suspended.



Notice to Mariners

7 of 2025

Air draft restrictions when passing under the river Boyne Viaduct at Drogheda Port Company Town Quays

To: Owners, Operators, Managers, Masters, Pilots, Agents and Stevedores

Attention is drawn to vessels Masters bound to and from Drogheda Port Company town quays of the need to allow sufficient air draft to pass safely under the River Boyne Viaduct.

Masters are reminded that the River Boyne Viaduct has a vertical clearance height of **26m referenced to Highest Astronomical Tide**.

Details in respect of the River Boyne Viaduct are noted on British Admiralty Chart 1431, plan 'B'.

Masters should note that the Drogheda Port Company Tidal Predictions (depths at High Water) for any given tide may be affected by weather conditions which may impact on air draft calculations:

- Northerly winds may reduce tidal height while southerly winds may increase tidal height
- High barometric pressure may reduce tidal height, low barometric pressure may increase tidal height
- High freshwater flows on the River Boyne may increase tidal height.

Masters can observe the under-bridge clearance of the River Boyne Viaduct at the air draft gauge located at the Drogheda Port Company town quays, ref: British Admiralty Chart 1431 for location of the air draft gauge.

It is strongly recommended that a **minimum of one metre** under bridge clearance should be allowed when calculating a minimum safe air draft for passing under the River Boyne Viaduct.

Capt. Laurence Kirwan
Harbourmaster
01.01.2025



Notice to Mariners

8 of 2025

Gangways provided to vessels at Drogheda Port Tom Roes Point Terminal

Vessel Masters are reminded that certified shore gangways are available for use at this terminal.

Masters are always responsible to ensure that any gangway used by a vessel has safety nets rigged, lifebuoy in place, lighting is adequate, and a crew member is always stationed at the gangway.

This Notice to Mariners should be read in conjunction with S.I. 108 of 1988 "Means of Access Regulations" and Department of Transport Marine Notice 38 of 2000.

Attention is also drawn to section 9.10.2 of the Health & Safety Authority Code of Practice for Health & Safety in Dock Work.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
01.01.2025



Notice to Mariners

9 of 2025

Fouled Anchorage - Lost Anchor and Chain

To: Owners, Operators, Managers, Masters, Pilots, Agents and Stevedores

Mariners are advised that the anchorage at the following location is fouled by a lost anchor and approximately six (6) shackles of chain:

Position:

- Latitude: 53° 44.03' N
- Longitude: 006° 11.20' W

Advisory:

- Vessels are strongly advised to navigate with caution when maneuvering or anchoring close to the above position.
- Anchorage within a safe distance of the above position is required, taking into account swinging radius and prevailing weather conditions, until further notice.

Action Required:

- All mariners in the vicinity should remain vigilant and comply with HM office instructions.

This notice remains in effect until further updates are provided.

Capt. Laurence Kirwan
Harbourmaster & Pilotage Superintendent
06.01.25