

## Introduction

### Contacts:

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The port here was owned by the Dundalk Port Company but in July 2011 passed into the ownership of Dublin Ports. Dundalk is now operated by the Shaun O'Hanlon & Sons Construction Company on behalf of Dublin Ports. The old telephone number listed in other publications issued prior to 2011 is no longer in use and there is no longer a Dundalk Port Company web site. The mobile number we have listed for the HM at Dundalk is still correct (April 2015) It is believed that VHF #14 is manned for known ship movements. For information on ship movements it is advisable to contact the Harbour Master at Dublin (Dave Dingham) on +353 1 8876000 or you could always use the AIS.

### **This is a commercial port and permission to enter it has to be sought from the Dublin Port Company**

Once the Castletown River has been negotiated Dundalk offers a completely safe haven but is not set up to deal with visiting yachtsmen. A drying berth may be found alongside the commercial quays (which could be damaging to your gelcoat) or an anchorage drying to mud beside the channel. It has to be said that the vista here is less than attractive as the main export here was scrap metal which was stockpiled in vast heaps alongside the quays. (Ed Note. That business seems to have declined and the piles of scrap metal are no more) The land around the quayside has been developed into industrial estates which have to be penetrated to get to the main town on the other side of the N5 Bypass.

Having said that, Dundalk is the County town of Louth and, as such, has many amenities and services despite showing a pretty drab face to the sea.

On the other hand if all you need is somewhere to hold for the conditions to enter Carlingford Lough then you'd be much better off at Giles Quay on the NE corner of Dundalk Bay. You can anchor near the end of the pier there or even dry out alongside; it's only 8nm from there to Cranfield Point so if you leave when you float a couple of hours before HW you'd be just right to enter Carlingford lough at the end of the flood. Mind you, you won't find anything in the way of services at Giles Quay apart from the pier, a pub and a small shop at the caravan site.

## Approach

The most obvious mark in the approach is the Dundalk Pile Light,

..... a white lighthouse on top of its green piers which used to be the primary guide on the approach housing a sector light to guide into the channel. This is no longer the case; the NE side of the old channel entrance has become much shallower to the extent that to approach anywhere near the old tower in a deep draft boat is to court danger.

The much smaller No1 Starboard Hand Mark which is a green pile marker, with a **green** light (they had changed the light but hadn't got round to painting the mark but it is now green and has been renumbered as No1) There is an additional yellow "Special" Mark further out indicating the proximity of slightly deeper water on the way in and is unofficially, for the moment, the deepest route over the bar. You should plan to be there about three hours before HW Dublin at the earliest to be sure of sufficient water to allow passage up the channel with favourable streams all the way to Dundalk, a distance of about five miles. **This information was correct in July 2019 (after the winter) but it would be wise to check it with the pilot before proceeding inbound.**

On the chart the depths available look quite daunting but bear in mind that there is a substantial tidal range here and there will be 3.3m of water in the channel from half flood onwards. The main problem is that the training walls which help to maintain the depth in the channel start to become covered as the tide rises and you should keep

inside the line of the channel markers to avoid them.

The piles are numbered and clearly marked both in colour and top-mark shape (square port and diamond starboard) It is strongly recommended that the HM at Dundalk is contacted before entering the channel in order to co-ordinate your passage with any commercial traffic he may have and to take advice on where he can accommodate you on arrival; if you can't raise the harbour on #14 it's safe to assume that there are no shipping movements due.

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## **Berthing**

The most probable location for your stay will be at the Western end of the docks

.... where you'll be with some other local fishing boats.

As has been mentioned there is a temporary anchorage at Giles Quay.

## **Facilities**

There's very little here to make your stay easy; water will have to be carried and you will be unlikely to get a connection for shore power. On the other hand there's a supermarket fairly close to the docks and in the centre of town (about a mile away) there's everything you need.

## **What To Do**

There are some pubs quite close by the docks but the majority of them are in the town. You will also find a number of restaurants, cafes and fast food outlets along with a multiplex cinema and several sports clubs.

If horse or dog racing takes your fancy you may find that there is an evening card at the all-weather Dundalk Stadium which is along the road on the other side of the harbour.

## **History**