



Irish Cruising Club

East and North Coasts of Ireland Sailing Directions

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Final amendments to 5 February 2018

DISCLAIMER

We hope that you will find the information contained in these Amendments helpful. Whilst every care is taken to ensure that the information contained in these Amendments is accurate, we hereby formally disclaim any and all liability for any personal injury, loss and/or damage howsoever caused, whether by reason of any error, inaccuracy, omission or ambiguity in relation to the contents and/or information contained within the Amendments or otherwise. © Irish Cruising Club Publications CLG.

The pages of the book are in two columns, of 55 lines maximum each. Amendments in the main text are shown as L (left) or R (right) referring to column, followed by the line number.

Lights and Marks, pages 38, 44, 67, 92, 117, 169: **North Blackwater, Glassgorman No 2, North Arklow, Moulditch, South India, East Kish, Dunany, Imogene, Bar Pladdy** and **South Briggs** buoys and **Dunree Head** lighthouse now have AIS. Page 44, line 2: delete “and a Mast....turbines”. Page 67: **Drogheda** Port Entry Light: for “F269.5-27.5” read “F269.5-270.5”. Page 117: the range of **Mew Island** lighthouse has been reduced to 18M. Page 126: the range of **East Maiden** lighthouse is now 18M. Page 156: insert **Lisahally** buoy, SHM QG, after Culmore Point buoy.

Page 28R line 9, Page 31R line 3, and Plan on p31: Diesel is now available 24h by hose at **Kilmore Quay** (credit or debit card-operated pump). Following the storms of the winter of 2013-14 the controlling depth in the entrance channel is currently 0.5m, E of the pier head (= 1.1m at LWS). Until further notice deep-draughted vessels should avoid entry around LWS. The silting is entirely of sand.

Page 32R line 30 and page 35R line 16: increased cargo traffic at **Rosslare** has resulted in less availability of berthing for yachts. The harbour should currently be regarded as a temporary or emergency port of refuge.

Pages 33 and 37, Dangers: A depth of 2.5m has been measured on Holden’s Bed, 5 cables NNE of the West Holdens buoy at **Rosslare**.

Page 33, Lights & Marks, and plan on p34: the buoys marking the South Shear channel in the approaches to **Rosslare** now flash in sequence, and some characteristics have changed to enable this. South Long buoy (now Fl G 6s) and Splaugh buoy (now Fl R 6s) flash simultaneously, followed a second later by South Holdens (Fl G 3s) and Calmines (Fl R 3s) and two seconds later by West Holdens (now Fl(3) G 9s).



The new pontoons in the dock at Arklow

managed by the harbour office, phone 0402 32466. On p43L line 18, delete the sentence “Recent silting... dock”.

Page 43, Dangers: A wreck with 0.6m over it has been surveyed on the **Codling Bank** near its shallowest point in 53°07'·5N 5°51'·15W.

Page 46R line 17: Boatyard facilities are now available at **Greystones Harbour Marina**. 25 tonne travelhoist. Contact Graeme Noonan, 086 170 8875.

Page 54R line 30, **Dublin**: The pontoons between the East Link and Samuel Beckett Bridges are in position. These are on the N side of the Liffey and offer convenient access to the city centre but at present there are no security arrangements.

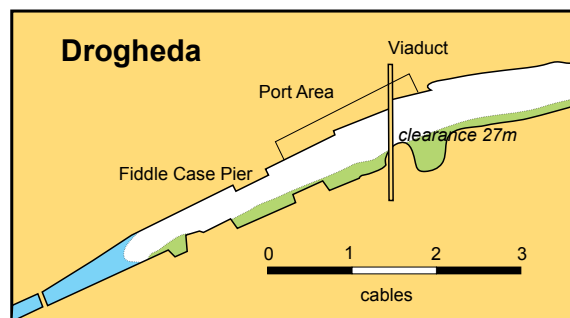
Page 58, Lights and Marks: Three Marine Data Buoys have been placed off **Portmarnock** for a two-year period. The buoys are yellow Special Marks Fl(5) 20s and are positioned in a line E-W, each 6 cables apart, 5 cables N of Ireland’s Eye.

Page 63L and plan of **Rogerstown Inlet**: a patch with 2m has been surveyed, two cables offshore at the north point of the bay.

Page 63R line 4: after “pierhead” insert “A rock with 1.2m has been surveyed 2 cables E of **Loughshinny** pier.”

Page 67, Dangers: insert after Cardy Rocks entry, “**Wreck** with 1.6m, 2 cables N of Port Oriel Harbour entrance.” On page 70R line 4, delete “Approach on the line of the leading beacons 175” and substitute “The wreck of a fishing vessel, with 1.6m over it, lies 2 cables N of the pier head almost on the leading line. Stay well *off* the line until within a cable of the pier head. The wreck is marked by a blue and yellow buoy.”

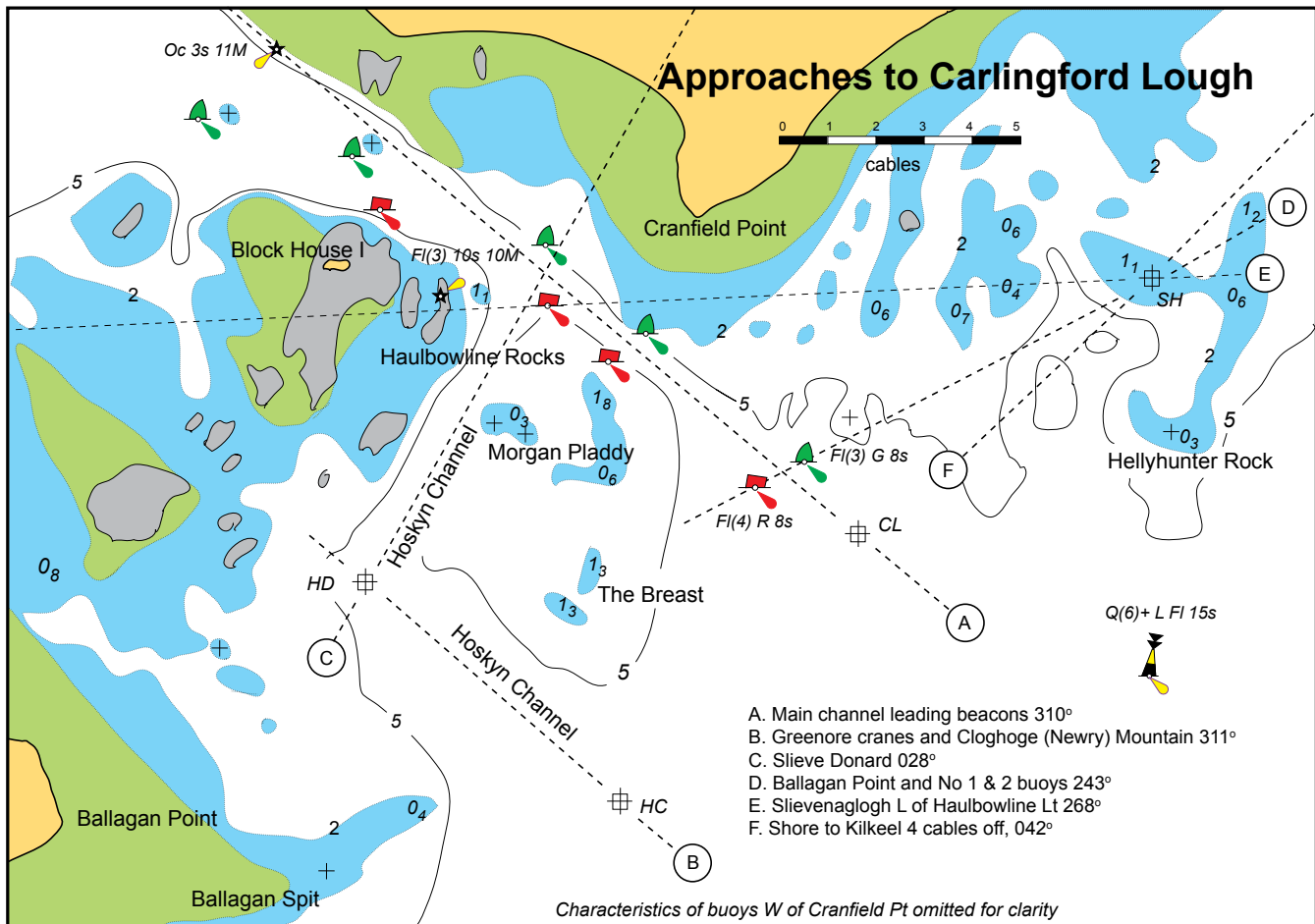
Page 69 and detail plan on p68: a small-craft berthing facility called Fiddle Case Pier has been built at Merchant’s Quay in **Drogheda**. The 40m long piled structure, spanning the site of the former two small jetties, has recessed ladders, and fresh water is available. A long fenderboard is necessary but the nearby harbour yard may be able to lend a suitable plank. There is as yet no security barrier.



Fiddle Case Pier, Drogheda

Page 38, Lights & Marks, and plan on p41: **Courtown** harbour entrance is now marked by port- and starboard-hand beacons, Fl R 5s and Fl G 5s.

Page 42R line 10ff: the harbour entrance, river and larger dock at **Arklow** have been dredged and new pontoons have been installed on the SE side of the dock. They are



Pages 67 to 81, and Plan on page 74: A recent survey has identified previously uncharted rocks in the **approaches to Carlingford Lough**, and the charted depths over some known rocks have been reduced. On page 67, Dangers, amend Hellyhunter Rock to 0.3m. On page 72, Dangers, amend depths as follows: Ballagan Spit to 0.4m; Hellyhunter Rock to 0.3m; The Breast to 1.3m and 0.6m; Morgan Pladdy to 0.3m; and Vidal Rock to 1.1m. Haulbowline Rocks, after "...Island" add "and a rock with 1.1m, 1 cable ENE of the lighthouse". Insert "New England Rock, 1.5m, 4 cables NW of Haulbowline lighthouse", and delete the duplicate entry for The Breast. On page 80, Dangers, amend depth over Hellyhunter Rock to 0.3m and add "Rock with 0.4m, 4 cables NW of Hellyhunter Rock". Page 81L line 7ff: For "a least depth of 3m... main channel" read "a least depth of 1.1m, which (given adequate height of tide) helps to avoid some of the overfalls in the main channel". For "From the main channel...6°02'·0W)." read:

"From the main channel at the No.1 and No.2 lateral buoys (in 54°00'·7N) steer 063° with Ballagan Point directly astern, until the summit of Slievenaglogh (on the Cooley peninsula to the W, *see photograph*) is open to the left of Haulbowline lighthouse 268° (at waypoint ⊕SH, 54°01'·2N, 6°01'·9W). Then steer 042° for a point 4 cables S of the entrance to Kilkeel, giving the coast a berth of 4 cables at Crawford's Point, SW of Kilkeel."

On page 74, replace the plan with the one above.

Pages 73, 117, 134 and 141: Marine Conservation Zones have been defined in four locations in Northern Ireland.

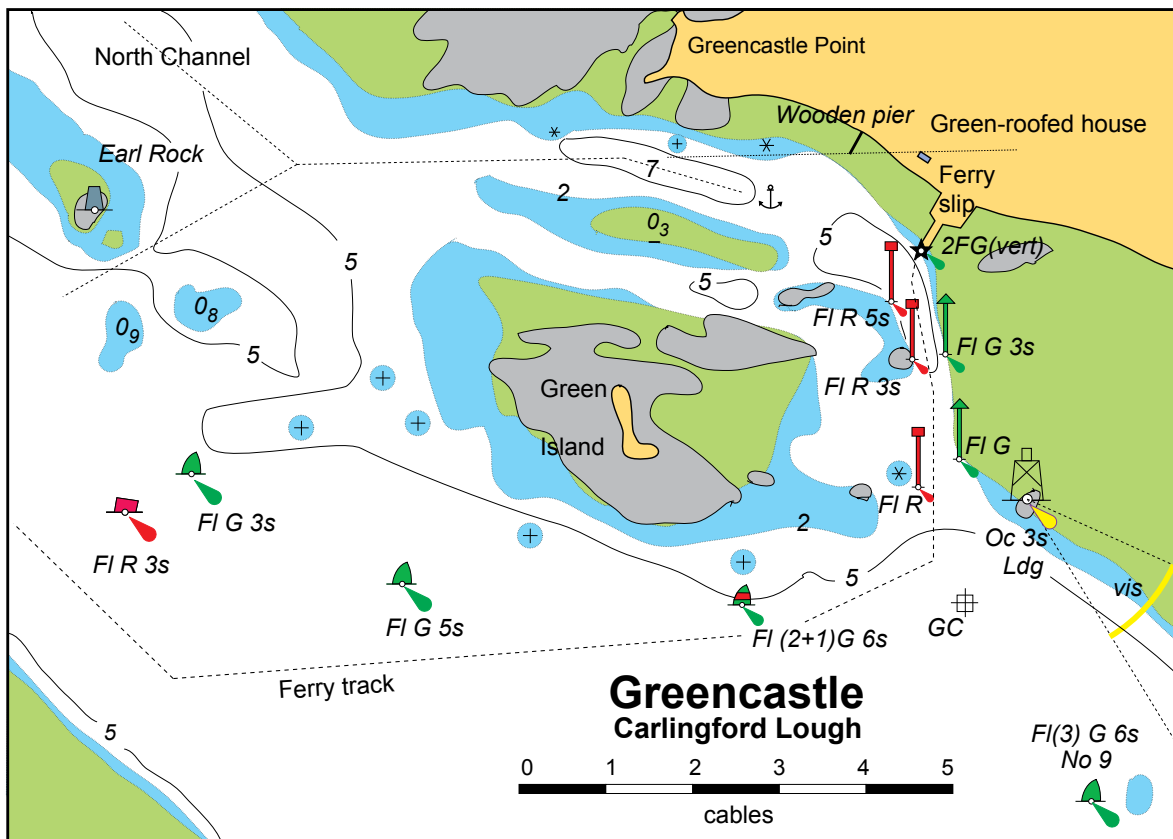
- In **Carlingford Lough**, an area of about a square mile between Rostrevor and the ship channel, for the protection of sea pens (soft corals)
- In **Belfast Lough**, an area of about a square mile, a mile N of the South Briggs buoy, for the protection of quahog clams
- In **Red Bay, (Waterfoot Bay)** most of the bay area out to approximately the 7m depth contour, for the protection of seagrass beds
- Around **Rathlin Island**, an area of about 26 square miles, for the protection of black guillemots, and underwater features to the north of the island.

The only immediate impact on small craft is a prohibition on anchoring in Red Bay except in emergency. However the anchorages described on page 134, in the S corner of the bay and SW of the pier, are outside the boundary of the MCZ.

Page 76L line 8, and plan: A car ferry service has commenced across Carlingford Lough between Greencastle and Greenore, and new marks have been established in the approaches to **Greencastle**. A “preferred channel to port” buoy, GRG horizontal bands, Fl(2+1) G 6s, is positioned SE of Green Island, and five perches, three port- and two starboard-hand, mark the narrow channel. The old port hand perch, much smaller, is close W of the second new PHM. Amend directions to read:

“From the main channel to the E, leave the No.9 buoy close to starboard and steer to leave the rear (main channel) leading beacon close to starboard. Identify the perches marking the channel to Greencastle and leave them on the proper hand. Once past the ferry slip follow the line of the moorings. Note that there is a drying bank close S of the moorings. Do not obstruct the ferry and do not enter the channel while she is under way.”

Replace the plan with the one below.



Greencastle ferry terminal and new perches, from the S

Page 80R line 45: The developers have withdrawn from the proposed **offshore windfarm** project off the coast of County Down. Delete the paragraph headed “Offshore Windfarm”.

Page 82: **Annalong** harbour has silted up since 2014 and now dries. The pontoon has been removed and damage to the sill door has not been repaired. The harbour is closed to traffic until further notice.

Pages 93 to 96: final plans for the decommissioning of the Seagen turbine at **Strangford** indicate that the tower will remain in position but without the rotors.

Page 95L line 30, and plan on p94, **Strangford** entrance: a rock with 1.2m has been surveyed a cable NW of the Knob and close south of the transit line of Angus tower and Kilclief Church. There is a least depth of 3m on the transit line here, but for an additional margin of safety, half of the church should be kept visible to the right of the Angus tower.

Page 97R line 12: the marina manager’s telephone number at **Portaferry** is 07703 209780

Page 100R line 5, **Quoile**: Insert after “..E Card topmark.” “Near LW, do not pass between the buoy and the pole and give the pole a good berth to the south”.

Page 108, Lights & Marks, and plan on p91: **Skulmartin** buoy is now PHM, Fl(2) R 6s.

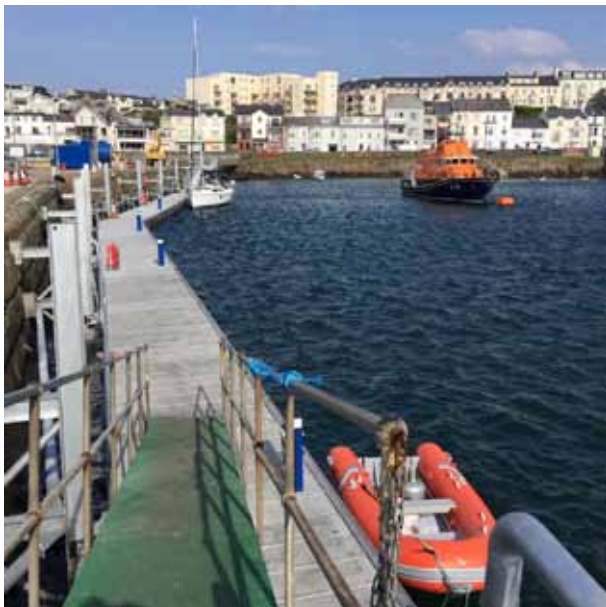
Page 117, Lights & Marks, and plan: **South Briggs** buoy is now N Card, Q

Page 120R line 17, page 123L line 17 and page 124R line 22: the chandleries of BJ Marine in **Bangor**, Jamison & Green in **Belfast** and Caters in **Carrickfergus** have closed.

Page 123R line 4: Robert Craig & Sons are now at Knockmore Hill Industrial Estate, Lisburn, phone 028 9266 8500.

Page 137, Lights & Marks, p143L line 8, and photograph on p147: the **Storks** beacon, E of Portrush, was destroyed by heavy weather in mid-December 2016. Pending a decision on a permanent solution, the rock has been temporarily marked by a lighted north cardinal buoy.

Page 141R line 10, and plan on page 141: Several drying and underwater obstructions have been found within 50m to E and W of the W breakwater and NE of the E breakwater, at **Rathlin** harbour. Give the breakwaters a good berth.



Page 147L line 3, and photograph on page 148: The pontoon at **Portrush** has been replaced and berthing space more than doubled. Water and shore power are available on the new pontoon.

The new pontoon at Portrush (Tony Weston)



Bunagee in winter condition, February 2016, with only one of the pontoons in position and the gangway swung ashore. The cardinal beacon, R, and the SHM, centre. The PHM is on the other pontoon section, beached for repair.

Page 157L line 15: payment of berth charges at **Foyle Marina** is now made on line.

Page 158R line 32, Lights and Marks, page 158, and photographs on page 159: the north pier at **Bunagee**, in Culdaff Bay, has been extended by a short rock breakwater, and pontoons have been installed between the south pier and the shore. Access is however very restricted, and the facility cannot be recommended to a visiting yacht. Navigational aids have been provided for entry, as follows: Breakwater Bn, S Card VQ(6) + L Fl 10s; Port Bn, on the breakwater pontoon, PHM Fl R 5s, Starboard Bn, on the N pier, SHM Fl G 5s. The pontoons do not, however, restrict access to either pier.

Page 164R and plan: less water is reported alongside the pier at **Portmore, Inishtrahull**. Extra caution should be exercised in the area. Weed has been reported to be a problem in the anchorage at Portmore, Extra care should be taken to make sure anchors are firmly set.

Page 165L line 11, **Malin Head**: for “see photo on p130” read “...p136”.

Pages 177 and 189, Dangers: the depth over **Limeburner Rock** has been resurveyed at 3·5m.

Page 178L, fourth photograph: amend caption to read “...approach to Mulroy Bar (transit C, plan opposite)”

Page 178R line 34: **Ballyhiernan Rock**, in Ballyhiernan Bay 6 cables E of Rinboy Point, has had its depth reassessed from 3·4m to 1·7m, and should be guarded against if taking the passage inside Frenchman’s Rock.

Page 181, Lights & Marks, page 180R line 17, and photograph on page 178: the concrete beacon on the Bar Rocks in the entrance to **Mulroy Bay**, destroyed in heavy weather, has been replaced by a stayed perch. The characteristic Fl G 2s is unchanged.

Page 184R line 13: a least depth of 1·3m has been reported in the entrance to **Bullogfeme Bay**.



Bar Rocks new beacon, from the E (Donegal County Council)

Page 185L line 18, **Mulroy Bay**: the latest edition of AC2699 shows a rock drying 2·1m, 1·5 cables E of Deegagh Point. Delete “From Pan Bay, keep the W shore close aboard” and substitute “Give Deegagh Point a berth of 2 cables”.

Page 189L line 11: Diesel is no longer available by hose at **Downings**.

Page 190L line 17 and Plan on page 191: Less water is reported at Bath Point in Ards Bay, **Sheep Haven**. Move the anchor symbol on the plan to between the 5·2m and 4m soundings.

Page 207, Maritime Safety Information: Delete reference to **Liverpool Coastguard** (p207R lines 3 and 25). For “four Marine Rescue Co-ordination Centres” read “three Coastguard Operations Centres”.

Page 207, Maritime Safety Information, and plans on pages 208 and 224: As from September 2017 the UK Maritime and Coastguard Agency will change their VHF working channels as follows: 23 to 62, 84 to 63 and 86 to 64. This applies to Northern Ireland but the Irish Coast Guard has no plans to change working channels in the Republic.