



Irish Cruising Club

East and North Coasts of Ireland Sailing Directions

12th edition Revised with Amendments published February 2018

Amendments to 13 December 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.

Page 33, Lights and Marks: delete the AIS beacon on the **South Rock** buoy. *(26 February 2018)*

Page 67, Dangers: delete the wreck 2 cables N of **Port Oriel** harbour (it was removed by ILV *Granuaile* in March 2018). Page 70R line 4, delete “The wreck....pier head”. *(11 April 2018)*

Page 63L line 10, and Plan of **Rogerstown**: A patch drying 1m has been surveyed close inshore of the 2m patch off the Martello tower. *(16 April 2018)*

Page 36R line 14, and Page 40L line 23: Visitors’ moorings have been established at **Rosslare Strand** (2M NW of the harbour) and at **Wexford**, opposite the Town Quays. *(23 May 2018)*

Page 53R line 4: The **Dublin Bay** Guidance Notes have been amended to require leisure craft to stay on the S side of the channel all the way between Poolbeg lighthouse and the Tom Clarke Bridge. Note that depths reduce rapidly outside the dredged channel here, and a patch drying 0.1m has been surveyed about a cable NE of the E end of the oil jetty at Poolbeg. Stay close to, but not within, the dredged channel in this area. Bottom photo caption on p53, delete “At this point...S side”. *(27 July 2018)*

Page 146R line 20: The **Storks** N Cardinal buoy is now permanent. *(27 July 2018)*

Page 147L line 9: A shallow patch with 0.7m extends almost 2 cables N from the end of the S breakwater at **Portrush**. *(27 July 2018)*

Page 54L line 14: Opening hours for the **Tom Clarke Bridge** are 1000 to 1500 and 2000 to 0630 Monday to Friday and at any time Saturday and Sunday subject to road traffic (2 hours' notice); and for the **Samuel Beckett Bridge** 1000 to 1500 and 2000 to 0630, seven days (24 hours' notice). *(31 July 2018)*

Page 48, Lights and Marks, and Plan, and page 49L line 7: Add **Leac Buidhe buoy**, PHM Fl(4) R 6s, seasonal April to October. The buoy is positioned close NE of the rock. *(31 July 2018)*

Page 58R line 20, and Plan on p59: A recent survey has revealed significant depth reductions in **Howth** marina and approaches. Least depth abreast the entrance to the trawler dock is now 0.5m at LAT, and depths in the marina basin are 1.2 to 1.3m. *(16 Sept 2018)*

Page 44, Lights and Marks: **Wicklow Head** lighthouse now has AIS. *(16 Sept 2018)*

Page 148R line 6: there is now a (free) laundry facility at **Portrush** harbour . *(16 Sept 2018)*

Page 24R line 12: the European Court of Justice has ruled that the current arrangements in the UK and Ireland for the supply of diesel fuel to leisure craft do not comply with European law. This decision has been accepted as final by the Department of Finance in Dublin, and it will in due course be illegal to supply or use marked fuel for leisure vessels. The timescale for implementation is uncertain and consultations with other Departments, and users, will continue in 2019. It appears likely that the marinas at Dun Laoghaire, Howth and Malahide will convert their pumps to unmarked diesel when required. Other sources of fuel listed in the text, particularly tankers, are then likely to be unavailable. Marina and quayside sources in Northern Ireland may be able to keep supplying red diesel after the UK leaves the European Union, but the situation is uncertain. *(22 Oct 2018)*

Page 178R line 34: a dangerous wreck 4 cables N of **Ballyhoorisky Point** is marked by a buoy. *(29 Oct 2018)*

Page 87L line 9, and Plan on p86: the second port-hand buoy at **Ardglass** marina (N of the inner breakwater) is in shallow water. Stay close to the starboard-hand buoys when negotiating the channel to the pontoons. *(3 Nov 2018)*

Page 71, Plan of **Dundalk**: the first lateral beacon now shows Fl G 5s and should be left to starboard. A new Special Mark beacon, Fl Y 2.5s, has been established to seaward of the Pile Light.. *(13 Dec 2018)*