



Irish Cruising Club

East and North Coasts of Ireland Sailing Directions

12th edition Revised with Amendments published February 2018

Amendments to 15 March 2019

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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** 0400 to 0600 and 2000 to 2200, 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 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 channel has shifted, and 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 mark the bar 6 cables to seaward of the Pile Light, which is now a cable NE of the channel. The Special Mark should be passed closely on either hand on entry. *(13 Dec 2018)*

Page 25L line 17: 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. The Department of Finance has accepted the decision as final in respect of the Republic of Ireland, and from 1 January 2020 it will be illegal to supply and purchase green diesel for leisure vessels. It is likely that the marinas at Malahide, Howth and Dun Laoghaire will then convert their pumps to unmarked diesel. Carlingford marina has stated that they will not switch, Kilmore Quay marina is unlikely to switch, and the situation at other places is as yet undecided. Other sources of fuel listed in the text, particularly tankers, are likely to be unavailable from 2020. The current arrangements for supply of marked diesel will however remain legal in the Republic of Ireland throughout 2019. In Northern Ireland, the situation remains uncertain pending the exit of the UK from the European Union. *(21 Jan 2019)*

Page 137, Lights and Marks: **Rue Point** lighthouse now has AIS. *(14 Feb 2019)*

Lights and Marks: the following aids to navigation have AIS: **Splaugh** buoy (p33), **Arklow Bank** turbines Nos 1 and 7 (p38), **Baily** lighthouse (p49) and **Dunany** buoy (p67). *(18 Feb 2019)*