



Irish Cruising Club

## South and West Coasts of Ireland Sailing Directions

14th edition published February 2016  
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.

### Consolidated Amendments to 28 February 2018

Page 30, Dangers: a depth of 2.5m has been measured on Holden's Bed, 5 cables NNE of the West Holdens buoy at **Rosslare**.

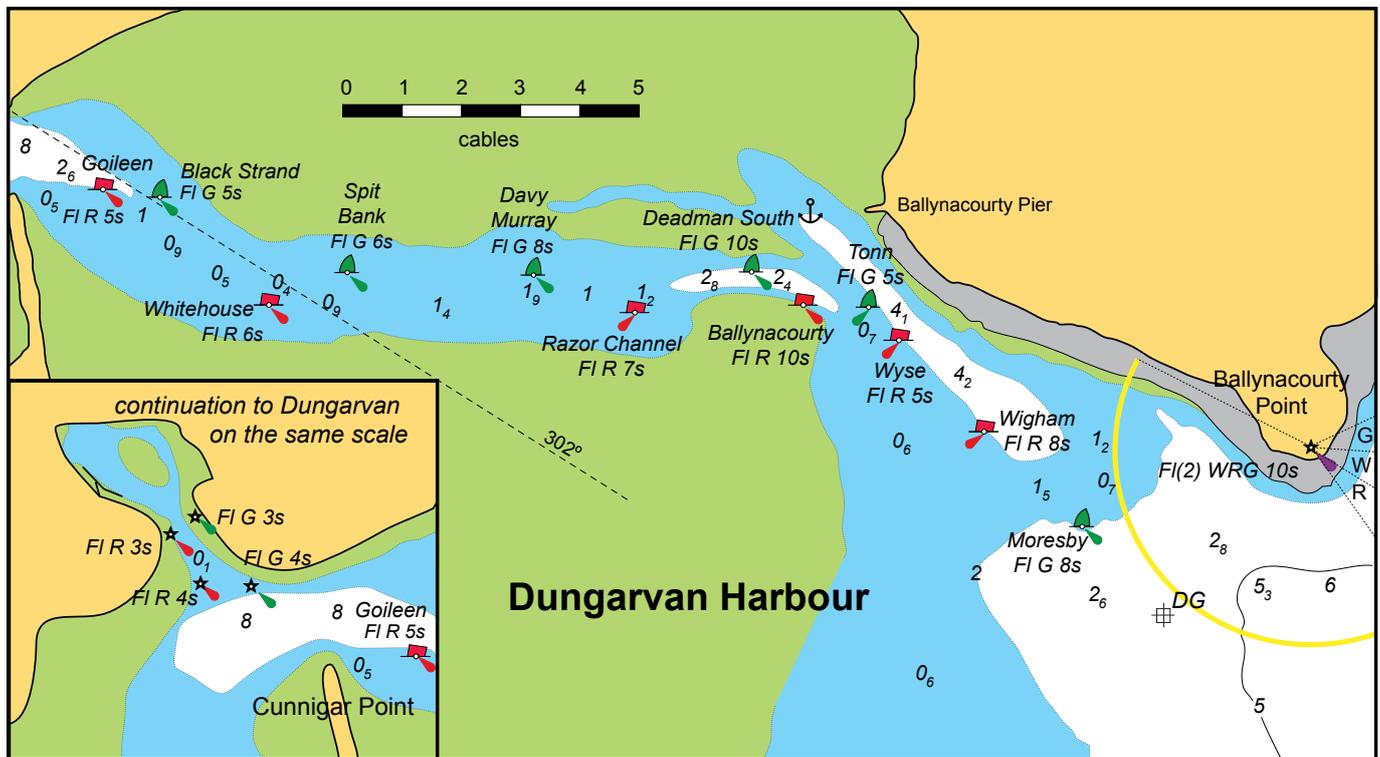
Page 30, Lights & Marks, and plan: the buoys marking the South Shear channel in the approaches to **Rosslare** now flash in sequence, and some characteristics have changed to enable this. South Long buoy (now Fl G 6s) and Splaugh buoy (now Fl R 6s) flash simultaneously, followed a second later by South Holdens (Fl G 3s) and Calmines (Fl R 3s) and two seconds later by West Holdens (now Fl(3) G 9s).

Page 38R, **Dunmore East** harbour: a 60m pontoon for the use of visiting yachts has been installed inside the NE breakwater extension. The pontoon has water and shore power.

Page 48, Lights & Marks, **Dungarvan**: delete the sentence "Changes proposed in 2015 are shown on the plan opposite". Page 49, para "Directions" and Plan: the buoyage scheme for Dungarvan has been finalised. The **Deadman South** buoy is further west, and the **Tonn, Spit Bank** and **Whitehouse** buoys slightly further north



*Dunmore East yacht pontoon (Peter Mason)*



than shown on the plan on page 49. A new port-hand buoy, **Razor Channel**, has been positioned between the Deadman South and Davy Murray buoys. For “The plan shows...positions” read “The plan shows the channel with the buoyage as revised in May 2016”. Delete the sentence “From this position...close to starboard”.

Replace the plan with the one above, which also shows the characteristics of the new buoys.

Page 60L line 9: the mobile phone number for the **Royal Cork YC** marina has changed to 087 289 9190.

Pages 61 and 72, Lights & Marks: **Daunt** buoy has been moved one cable east. For “7 cables” read “8 cables”.

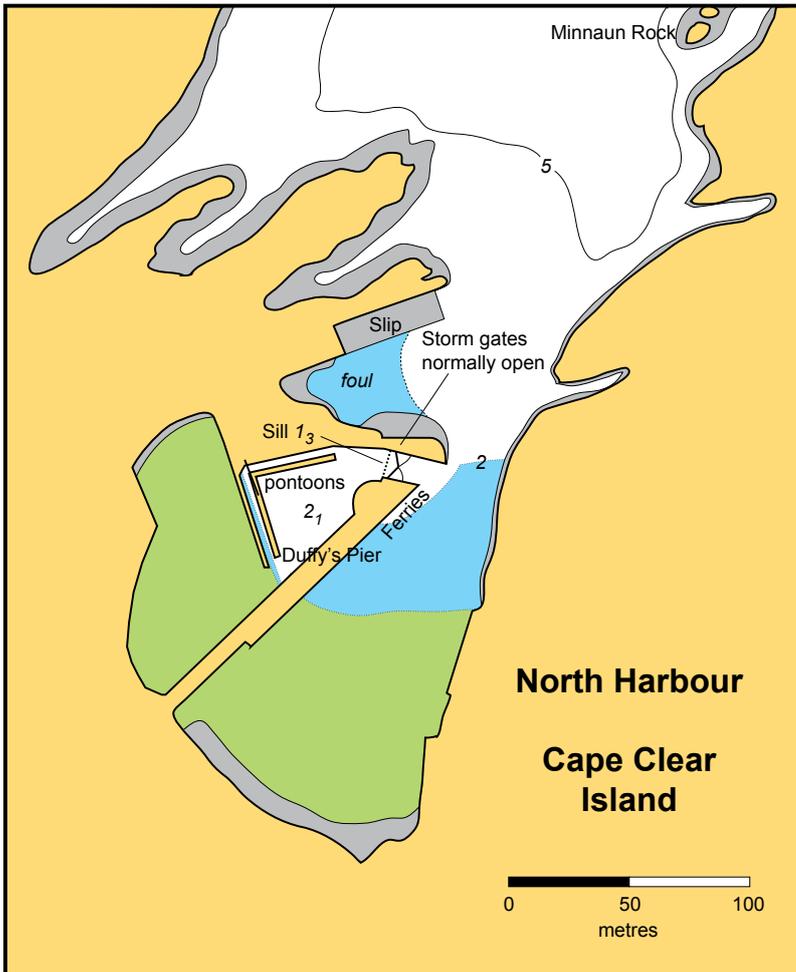
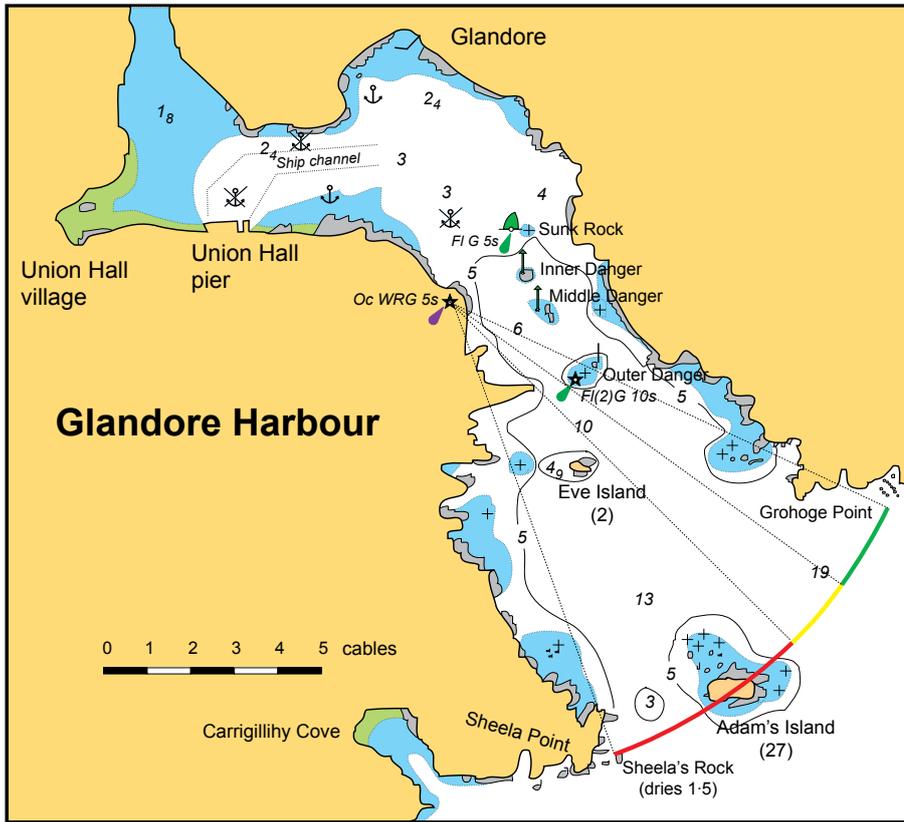
Page 72, Lights and Marks: **Bulman** buoy now has AIS.

Page 80L line 20 and plan on page 21: the channel in **Courtmacsherry** harbour has been subject to reduction in width. Once past the No.9 buoy (FI G 15s) stay close to the S side. The W end of the pontoon has 1.6m at LAT and the E end 0.9m. There is no longer room to anchor upstream of the No.7 buoy (QG).

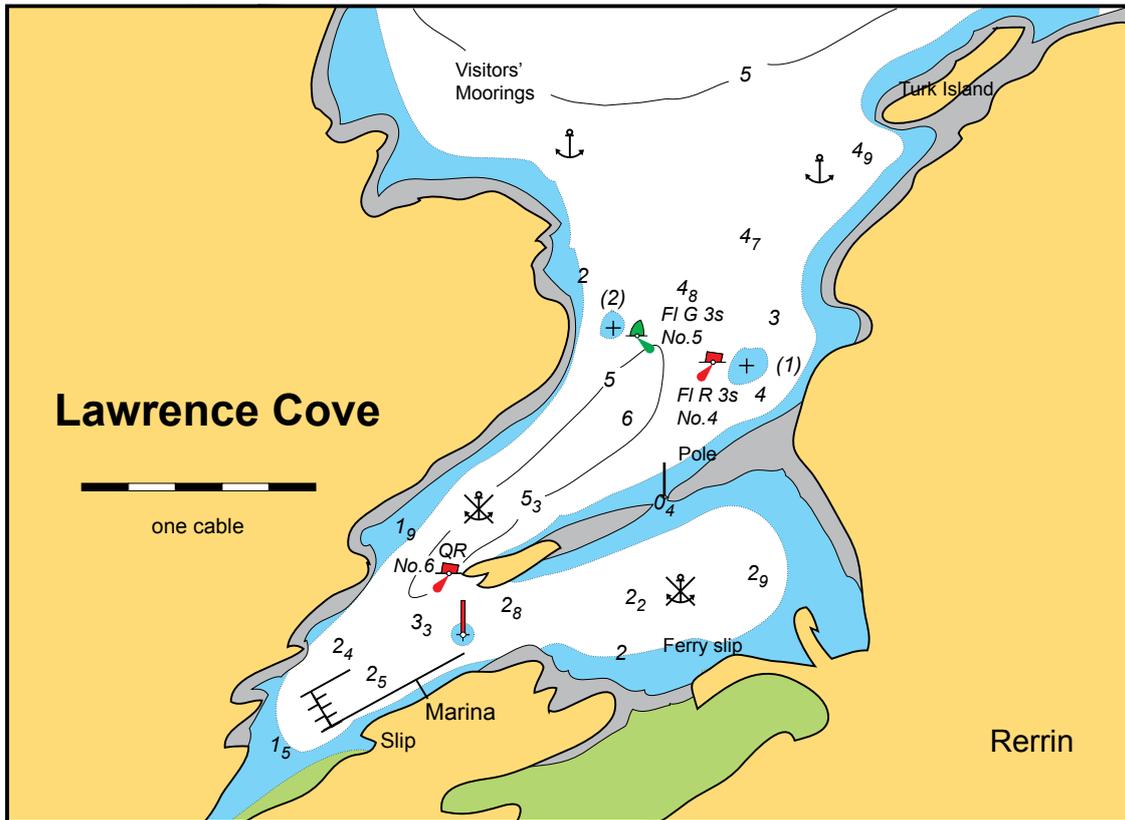
Page 82, Lights and Marks, and page 83L line 22: the channel in **Clonakilty Harbour** between Wine Rock (at the entrance) and the pier at South Ring (on the R in the aerial photograph on page 83) has been marked by two starboard-hand perches and two buoys, one port- and one starboard-hand. These marks are lit but the perch on Wine Rock remains unlit.

Page 85, Lights and Marks, and Plan on page 83: A new sectored light has been established at **Glandore Harbour**. Add “**Glandore**, steel tower Oc WRG 5s 37m 7M, G 294°– 304°, W 304°– 312°, R 312°– 342°, shows white over the approach from the SE, red over Adam’s Island and Eve Island and green over the Outer Danger.” Replace the plan with the one at right.

Pages 97 and 100: the first basin inside the storm gates at **North Harbour, Cape Clear** has been dredged to 2.1 metres at LAT, and pontoons have been installed along its W and N walls. On p97R line 6, for “The deep part of the harbour is very constricted, but”, read “The harbour was dredged in 2017 and now offers ample deep-water accommodation for visiting yachts.” On p101L delete from “The best berth” to “...should be left free” and substitute “The first basin beyond the gates was dredged in 2017 to 2.1m at LAT, but the sill at the gates has 1.3m (1.8m at MLWS). The entrance between the open storm gates is 12m wide.”



*North Harbour, Cape Clear, in November 2017, with new pontoons in place (photos Inland & Coastal Marinas)*



Page 129, Lights and Marks, and page 130: Six buoys (three each SHM and PHM) have been established in the approaches to **Lawrence Cove**. The outermost PHM marks the 1.8m rock N of Turk Island. On page 130R line 15, for “SW of Turk Island....behind the skyline” read:



“SW of Turk Island, rocks on either side of the channel are marked by a pair of buoys. The low island in the centre of the cove to the SW has the remains of a pier on its W end, and is joined to the E shore by a reef which almost entirely dries. (The gap in the reef, with 0.4m at LAT, is marked by a slim pole.) Enter the cove in mid-channel between Turk Island and the W shore, and follow the buoys.”



*New buoyage at Lawrence Cove (Brian and Eleanor Cudmore)*

On page 129, add to list of Lights and Marks:

Lawrence Cove: **No.1** buoy, SHM FI G 2s, N of Ardagh Point; **No 2** buoy, PHM FI R 4s, NW of Turk Island; **No.3** buoy, SHM FI G 4s, E of Ardagh Point (*these two synchronised*); **No.4** buoy, PHM FI R 3s, **No.5** buoy, SHM FI G 3s (*these two synchronised*); **No.6** buoy, PHM QR.

Replace the plan on page 130 with the one above.

Page 132, Lights & Marks: add **Carrigavaddra** buoy, E Card VQ(3) 5s, 2.5 cables ENE of the rock, and amend Carrigavaddra beacon to read “Disestablished former S Card perch”. On page 132R line 12, amend

to read “Do not attempt to pass between the old Carrigavaddra beacon and Lonehort Point.” The topmark shown in the photograph of the perch has been removed.

Page 135, Lights and Marks, and Plan on p137: The characteristics of the buoys at **Glengarriff** have been changed to Fl G 4s and Fl R 3s.

Page 136L line 25: a restricted area has been established around the disused oil terminal structure at **Whiddy Island**. Give the structure a berth of at least a cable.

Page 140, and Plan on page 141: a 40-berth marina has been built to the east of the Town Pier in **Bantry**. There is a least depth of 3m at the pontoons. See [www.bantrybayport.com](http://www.bantrybayport.com). Showers and toilets; water and shore power on the pontoons. Phone 027 53277.

Page 174L line 3 line 6, **Knightstown**: delete “There are visitors’ moorings”. Under “Facilities” delete PO and filling station. Diesel is best obtained at Cahersiveen.

Page 177, photograph: the beacon on **Kay Rock** has been replaced (but collapsed again in 2018, see below).

Page 179, plan of Valentia to Kerry Head: for “Ballybunnion Bay” read “Ballyheige Bay”.

Page 179, Lights and Marks, and plans on pages 179 and 180: the characteristics of the lights at the entrance to **Dingle** harbour have been changed. The NE side now shows a sectored light Fl WRG 3s 20m 6M, G 310°-328°, W 328°-360°, R 000°-024°, and the SW side Fl(2) 5s 6m 3M.

Page 181L line 4: the dredged channel in **Dingle** Harbour is steep-sided and care should be taken not to stray out of it. Line 20, note that shower tokens should be obtained from the marina office, open 9 to 5.

Page 196R line 16, and Plan on page 197: the channel to **Kilrush Marina** has been dredged to 1·5m.

Page 218R line 45, **Ballyvaughan**: the chart sounding at the pool is now 3·7m.

Page 219L line 3: **Carrickadda** is now charted as drying 2·6m.

Page 219L line 47, approaches to **Kinvara**: amend to read “...the Admiralty survey of 1844-50, for the bay



*View NE over Bantry Harbour showing the new marina, the extensions to the Town Pier and the reclaimed land opposite (Bantry Bay Port Company)*

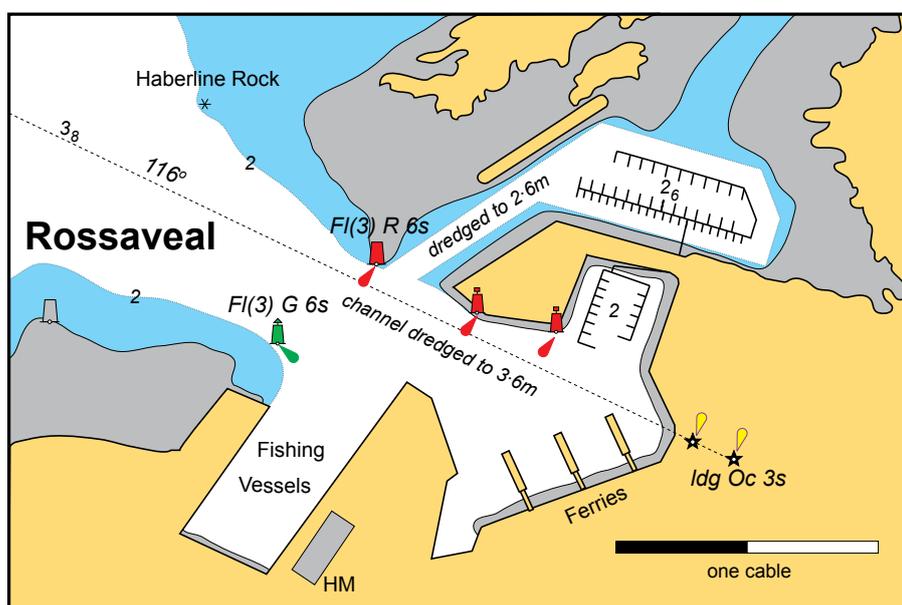
south of Parkmore Quay, is still accurate. There are no marks to clear **Goragh Rock** (dries 1·8m) on the S side of Doorus Strait or **Madrallan Rock** (dries 0·8m) on the N side. Steer to pass midway between Fiddoun Island and Doorus Point, along 53°11'·00N.”

Page 221L line 4: **Black Rock** (New Harbour) is now charted drying 4·6m.

Pages 217 and 223, Dangers: **Black Rock** (WSW of Mutton Island) is now charted drying 1·4m and **Margaretta Shoal** has a least charted depth of 2·2m.

Page 223R line 6, and Lights and Marks panel: the wave energy test area SE of **Spiddle** has been decommissioned and the four cardinal buoys have been removed. A Special Mark buoy is now at the location. **Margaretta Shoal** and **Black Rock** buoys are now synchronised Fl G and Fl R both 3s.

Page 225, **Rossaveal**: a new marina basin has been constructed to the NE of the existing one. The basin and access channel are dredged to 2·6m at LAT. The facility is to be managed by the Harbour. Further details will be published as soon as available. Replace the plan with the one below.



*Rossaveal, with the new marina basin and pontoon layout*



*Rossaveal from the N in November 2018 (photo Ros an Mhíl FHC Harbourmaster)*

Page 275, **Clare Island**, page 280, **Newport**, and page 284, **Achill Sound**: a series of 24 lighted Special Marks have been placed between Clare Island and the mainland shores to NE and SE, and in the approaches to Newport. These are data collection buoys in connection with research on salmon migration. They may be passed closely.

Page 279L line 9, **Mayo Sailing Club**: add taxi, 087 777 0812.

Page 294, and Plans on pp 291 and 299: **Eagle Island** lighthouse now shows Fl(3) 15s. The range remains at 18M.

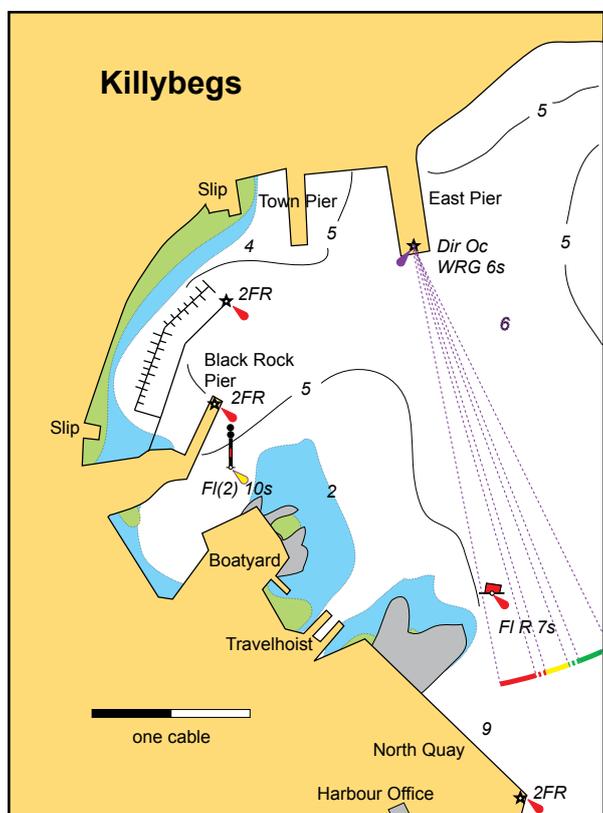
Page 296, third photo caption: amend to read “Frenchport entrance, looking NW from the S shore towards Eagle Island...”

Page 301L line 15, **Belmullet**: replace taxi number with 087 315 2051.

Page 310R line 5: delete the mobile phone number 086 089 0767 for the HM at **Sligo**.



*Killybegs marina  
(Paul Scannell)*



Page 317: a 63-berth marina has been installed at Black Rock Pier in **Killybegs**. The facility comprises a floating breakwater pontoon and a single long gangway pontoon with fingers. It is owned and managed by the Fishery Harbour and the contact is the HM. Four T-head berths with 5m at LAT are available for visiting yachts. Amend the HM phone number to 086 048 4175. Shore power is available but but note that the sockets are 32A. For most yachts a 16 to 32A adaptor will be required. Water is metered at 50 cents for 200 litres. Replace the plan with the one below.

Page 318R: a short pontoon has been installed alongside the main (west) pier at **Teelin** (summer only). Priority for its use should be given to the sea angling and sightseeing boats. The pontoon does not restrict access to the rest of the pier.

Page 326, Lights and Marks, and plan on page 323: the range of the principal light on **Aranmore** lighthouse is now 18 miles. The range of the auxiliary (red) light is unchanged.

Pages 354 and 368, chart of radio stations: The UK Coastguard working channels have been changed from 23, 84 and 86 to 62, 63 and 64 respectively. The Navar transmitter now uses Ch 64. The Irish Coast Guard has no plans to change working channels in the Republic.

## Amendments from 1 March 2018

Page 30, Lights and Marks: delete the AIS beacon on the **South Rock** (Co.Wexford) buoy. *(1 March 2018)*

Page 197L line 13: the lock at **Kilrush** is now automated and can be opened 24h. On-call assistance is available if required. *(1 March 2018)*

Page 63, Lights and Marks: **Roche's Point** lighthouse now has AIS. *(22 March 2018)*

Page 62, **Crosshaven**: for “Water and shore power...Salve Marina” read “Water, shore power and diesel at all marinas”. *(25 March 2018)*

Page 213L line 43: Pontoons have been installed along the NW wall of **Kilronan** harbour. *(5 April 2018)*



*Kilronan harbour pontoons (photo Galway County Council)*

Page 212, Lights and Marks: **Eeragh** lighthouse now has AIS. *(6 April 2018)*

Page 195, Lights and Marks, and Plan on p194: **Corlis Point** leading lights now show Iso 4s, the two synchronised. *(10 May 2018)*

Page 177, Lights and Marks: **Kay Rock** beacon, renewed in 2016, has collapsed. *(22 May 2018)*

Page 180R line 41: the channel leading N-S in **Dingle** Harbour is being dredged to 60m width and 3.1m depth at LAT. A wider turning basin is also being dredged between the piers. The marina can now accommodate vessels of up to 4.7m draft. *(22 May 2018)*

Page 98, Lights and Marks, and Plan: the range of the **Fastnet** lighthouse has been reduced to 18 miles and the height of the light is now 54m (the new LED light is positioned on top of the lantern cap). *(27 July 2018)*

Page 217, Lights and Marks, and Plan on p221: two pairs of lateral buoys have been established to mark the channel between the Leverets tower and the entrance to **Galway** harbour. The first pair show Fl R 3s and Fl G 3s, synchronised, and the second pair Fl R 2s and Fl G 2s, synchronised. *(31 July 2018)*

Page 38, Lights and Marks, and Plan on p39: the lateral beacons at the entrance to **Dunmore East** harbour now show Fl(3) R 10s and Fl(3) G 10s. *(16 Sept 2018)*

Page 111L line 21: new and more substantial landing pontoons have been established on the NW shore opposite the pier at **Schull**. *(16 Sept 2018)*

Page 216L line 7: note the underwater power cable coming ashore at the North Strand at **Inisheer**. (16 Sept 2018)

Page 223, Lights and Marks, and p223R line 6: the wave energy test area SE of **Spiddle**, with its four cardinal marks, has been re-established. (16 Sept 2018)

Page 274L line 3: eight visitors' moorings have been established at Leenaun in **Killary Harbour**. (16 Sept 2018)

Page 125, Lights and Marks, and lower photograph on p127: **Castletownbere** No 3 beacon has been destroyed in heavy weather and has been replaced by a buoy with the same characteristic, Fl G 5s. Major works are in progress to extend the quays along the NW shore of Dinish Island near this location. (16 Sept 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, and in due course it will be illegal to supply and use marked fuel in 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 Kilmore Quay, Crosshaven (RCYC) and Kinsale (Castlepark) will convert their pumps to unmarked diesel when required. Lawrence Cove and Fenit marinas have stated that they will not switch, and the situation at Kilrush is as yet undecided. Other sources of fuel listed in the text, particularly tankers, are then likely to be unavailable. Until alternative arrangements are provided, there may be no quayside supplies of diesel between Kinsale and Bloody Foreland (nor from there to Coleraine). (22 Oct 2018)

Page 46L line 22: at Pink Point five miles above the railway bridge the **River Barrow** is now crossed by a new bridge with a clearance of 30m. This carries the New Ross bypass and is the longest bridge span in Ireland. (26 Oct 2018)

Page 68R line 24: Union Chandlery have moved from Penrose Quay to Doughcloyne Industrial Estate on the south side of Cork. Their phone number is unchanged. (4 Dec 2018)