



# ISLE OF MULL Supplement No.1

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## Caution

Every effort has been made to ensure the accuracy of this supplement. It contains selected information and thus is not definitive and does not include all known information on the subject in hand; this is particularly relevant to the plans, which should not be used for navigation. The author and Imray Laurie Norie and Wilson Ltd believe that its selection is a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him.

This supplement contains amendments and corrections sent in by cruising yachtsmen and women. The updating of cruising guides is an ongoing process and the publisher is always glad to receive information, sketch charts or photographs for incorporation in future supplements or new editions.

Page references are made to *The Yachtsman's Pilot to the West Coast of Scotland - Isle of Mull* 2nd Edition, 2004.

The last input of technical information was March 2007.

Page 3, Submarines para.: for Oban read Clyde, delete 'on Ch 67', after 'forecasts' add 'below'.

Page 4 Visitors' moorings at the end of the section add 'for current information go to <http://homepages.rya-online.net/whisca/moorings.htm>;

Page 21 RH col. Second para. Eilean Dubh. At end of second para delete last sentence and substitute: An anchorage area for visiting yachts is marked by lateral buoys between the entrance and the NW shore.

LH col. Approach - for second sentence substitute: A floating breakwater 90m long has been installed, extending SW from En. Inshaig. The green buoy has been removed, and the following lights installed: SW end of breakwater Fl.G 3s and ra. refl.; red buoy at SW side of passage Fl.R 3s and ra. refl.; on breakwater 2x Fl. amber 4s.

On last two lines of LH col. the first part of phone nos. should be '01852'.

Page 24 LH col. first para. Ardnair: The W beacon of the pair has been destroyed.

Page 33 LH col. delete first para. Cullipool approach: delete second para.

Page 35 RH col. Dangers and Marks fifth para. add at end: Bo an t' Sagairt is now marked by a W car. light buoy Q(9)15s.

Page 41 Supplies and services: delete hotel and restaurant.

Ardencaple Bay: (first para.) Rubha Garbh Airde is the NW point of Seil (not NE). There is usually a fish cage just inside the point, but still room for small vessels to anchor there.

Page 44 LH col. first para. from north, last line: for port read starboard

Page 47 Heather Is: para. 4, last line, at end add: 'known as the Soldier's Rock.'

Page 49 on plan: at Ardantrive the note 'wreck' refers to the wreck symbol to SW of the detached rock. If only the wreck is visible, note that a covered rock lies NE of it.

The Oban Harbour limit mentioned in Rule 6 of the Voluntary Code of Practice on Page 46 extends approx. 190° from Dunollie Lt Bn. to a point W of 'Pulpit Hill'

Page 51 LH col. Railway Quay: note that the backwash makes it very uncomfortable with NW wind;

Page 57 Charts add: A new Admiralty chart 2388 covers the whole of Loch Etive, with a large-scale plan of Dunstaffnage Bay.

Page 59 photo: The yacht haven is to the right, not left

Page 60 photo is from SE, not NE. Several more rows of pontoons have been added since this photo was taken.

Light at Connel Bridge on south tower  
LH col. At end of first para. add: Two stbd-hand light-buoys, Fl(2)G.6s, Fl(4)G.10s, are established NE of the moorings at Dunstaffnage Marina. These should both be left to stbd before turning to approach the marina.

Page 61 RH col. before last para. insert: A F.R. light is established at the south tower of Connel Bridge.

Page 66 A Marine Special Area of Conservation (mSAC) has been established in Loch Creran, and boat owners are asked to anchor only in designated anchorages, to avoid disturbing unique features on the bottom.

Page 76 Corran Narrows, Dangers and Marks, line 4: note that both port-hand buoys are lit.

Page 78 Corpach A port hand light-buoy, Fl.R 6s, is established E of the smaller islet S of the entrance to the canal.

Page 82 Craignure Bay: delete visitors' moorings.

Sound of Mull: at beginning add para: A listening watch should be kept on VHF ch 16 for information about very large ships passing through the Sound to or from Glensanda - when laden they draw 14m.

Page 84 RH col. Tides: amend MHWN to 3.2;  
Charts: A new edition of chart 2390 includes a plan of Loch Aline. In 2006 there were no fish farms within the loch.

Page 87 RH col. Supplies and Services before 'Restaurants' add 'Whitehouse' and delete final 's'.  
Add ☎ 01967 421777.  
See [www.whitehouserestaurant.co.uk](http://www.whitehouserestaurant.co.uk)

Page 88 RH col: Tobermory: para. beginning 'A fairway' for northwest read northeast.

Visitors' pontoons are established beside the landing stage.

Page 91 para. 4 beginning 'Visitors' moorings': Lines 1-4 delete first sentence. ☎ 01972 510222

Page 93 In 2006 the fish farm had migrated to the S side of Drumbuie

Page 99 LH col. at end of second para. add: The east beacon has been destroyed and a patch of small plastic buoys indicates the position of the reef.

Page 110 sketch views: captions transposed; Page 112 on plan: Carraig 'Cormdi' should be 'Corrach'.

Page 114 picture caption: for NW read NE.

Page 116 LH col. 2nd para/sentence: bearing should be 100°

RH col. after third para. add note 'Do not anchor among any moorings, or pick one up unless invited by a local boat owner to do so.

Page 122 LH col. Fifth para. and Page 123 on plan, Bogha nam Ramfhear is now marked on its north side by a N card. light buoy, Q.

RH col. Fourth para. and Page 123 on plan, Bogha hun a Chuhoil is now marked on its SW side by a S card. light buoy, Q(6)+L.Fl.15s 1c SW of Bogha hun a Chuhoil.

