



The Yachtsman's Pilot

SKYE AND NW SCOTLAND

Supplement No.3

March 2007
2nd edition 2002
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This supplement is cumulative. Corrections added since Supplement No. 1 are marked with an asterisk *. Corrections added since Supplement No. 2 are marked by two asterisks **.

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 & 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him.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, in addition to those taken from official sources such as *Notices to Mariners*. The author and publisher would like to thank users of the pilot who have kindly submitted information.

The updating of pilot guides is an ongoing process and the publisher is always pleased 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 Skye and NW Scotland 2nd edition 2002*.

The last input of technical information was March 2007.

Page 1 Introduction

Add: **Access to Land** New access rights relating to open country in Scotland came into effect in February 2005. The Access Code, published by SNH defining the terms and obligations governing access may be downloaded from the internet at www.outdooraccess-scotland.com.

* Page 4 Travel

In second para. for note in brackets substitute: the tolls have been abolished.

LH col. For last telephone no. above Passage making substitute ☎ 01631 566555.

** Page 4 Weather. HM Coastguard Broadcast Times and Frequencies for Maritime Information Broadcasts

RH col. para. 4, for first sentence, line 5, delete all after 'at' and substitute: at, or shortly after the following times:

0110 Schedule B: New Inshore Forecast plus previous Outlook, Gale Warnings.

0410 Repetition as per previous Schedule A or B broadcast plus new SWW.

0710 Schedule A: Full Maritime Safety Information broadcast, including new Inshore Forecast and Outlook, Gale Warnings, Shipping Forecast, WZ Navigation Warnings, SUBFACTS & GUNFACTS where appropriate, 3 Day Fisherman's Forecast when and where appropriate.

1010 Repetition as per previous Schedule A or B broadcast plus new SWW.

1310 Schedule B: New Inshore Forecast plus previous Outlook, Gale Warnings.

1610 Repetition as per previous Schedule A or B broadcast plus new SWW.

1910 Schedule A: As 0710

2210 Repetition as per Schedule Gale Warnings A or B broadcast plus new SWW.

Aerials & Frequencies:

Barra - 10, Melvaig, Forsnaval, Arisaig - 23, Skriag, Clettravel, Portnaguran - 84, Butt of Lewis, Drumfearn, Rodel - 86

MF Butt of Lewis - 1743 kHz

Inshore Forecast / WZ Ardnamurchan Point to Cape Wrath

Shipping / GW Areas Hebrides, Bailey, Rockall, Faeroes, Fair Isle, SE Iceland, Malin

Additional 3 Day Fisherman's Forecast (October - March) - GUNFACTS & SUBFACTS

Page 7 Facilities

LH col. Mobile Banks

Add new para:

ATM located inside the CalMac waiting rooms at the following ferry terminals can be accessed during normal port opening hours.

Mallaig, Uig (Skye), Ullapool

* Page 14 Tides

Add: During and after heavy rain the level of high water may be raised significantly with a significant stand at HW, and a consequent accelerated rise and fall.

Page 19 Plan

The submerged rock (which is 'Bo Tony'), about 1 cable SE of Bogha Stru, should not be shown as being surrounded by drying ground.

* Page 30

RH col. line 3 For 'steer' read 'steer'.

Page 33 Plan of Morar River

Delete light at Rocky ridge south of entrance.

Page 34 Supplies and Services

Add at end: A cash machine located inside the CalMac waiting rooms at the ferry terminal can be accessed during normal port opening hours.

Page 35 Charts

Add OS Explorer map 397.

* *Page 36 Port Mor*

Add Lights

Port Entry light: DirWRG

Port-hand bn Fl(2)R.10s4m3M

Stbd-hand bn Fl.G.5s4m3M

Jetty head 2F.G(vert)7m2M

The two light bns. were destroyed in 2005 by exceptional weather and temporarily replaced by spherical buoys.

Page 37

LH col. Last para. delete last sentence. Add: The ferry terminal, including aids to navigation, has not yet been completed but it is hoped that it will be in the autumn of 2003.

* *Page 38 Isle of Eigg*

Delete last sentence before Tides and substitute 'A causeway and ferry terminal have been built; see plan and new photos.'

* *Page 39 Dangers and Marks*

Add: a PEL (DirFl.WRG.3s9m14-11M) stands on the E end of the ferry terminal, with the centre line bearing 245°. A light column (Fl.G.10s4m3M) stands on the SE side of Flod Sgeir, and a light column Fl.R.10s4m3M) stands on the N side of Garbh Sgeir.

Plan Delete leading lights W of ferry terminal and substitute PEL, and delete perch at E side of Flod Sgeir.

Anchorage para.3, substitute 'A berth drying 1m has been incorporated in the north side of the causeway at the ferry terminal. The approach channel from the east is marked by single unlit red and green perches.'

LH col. before **Poll nam Partan**. Add note from the Eigg community:

The main anchorage is to the northeast of the pier at Galmisdale point. There is always depth in the channel but the bay to the west mostly dries at spring low tide. There are four private moorings which leaves limited space for anchoring so a tripping line is not a bad idea. The spring tide sets quite strongly through this channel. When approaching from the northeast, keep open water between Castle Island and the point at the pier. This will keep you in the deepest part of the channel, which is at its shallowest just south of the perch rock which you leave to starboard. If you are coming from south, keep clear of the southwest shore of Castle island, as a reef extends some way offshore. If the wind is in the north to east sector, it is quite safe

to anchor in the south bay behind the pier point.

Work started in 2002 on the new ferry terminal at Eigg. This work will create lots of noise and disruption over the next two seasons, and we ask for your forbearance! There will be a 50-metre vertical wall on the inside face of the causeway specifically for yachts. This will have a firm smooth bottom for drying out, mooring bollards, access ladders, lighting etc.

Photographs of the completed ferry terminal together with their captions are on page 4.

Page 39 Supplies and Services

Add Restaurant.

* *Page 41 Loch Scresort*

In second para. lines 2-3, for 'port-hand light beacon' substitute 'N card spar light buoy, Q'.

RH col. line 3; after Scresort add Lt. 2F.G(vert).

LH col. last para. For 'port-hand light beacon' substitute 'light buoy'. Add: The ferry terminal, including aids to navigation, has not yet been completed but it is hoped that it will be in the autumn of 2003.

** *Page 41*

LH col. delete note from previous corrections 'The Ferry ... 2003'.

RH col. line 3, at previous correction, for 2F.G substitute 2FR

Canna Harbour RH col. penultimate para. Last sentence, delete all after 'is planned' and substitute 'has been built'.

** *Page 42 Lights*

Delete last sentence; Leading lights are established on Sanday bearing 233° (front Q, rear Iso 4s), a R can light buoy at Sgeir a'Phuirt, Fl.R 2s, and a light Fl.G 3s at Rubha Carrinis. Lights are to be established at the pier, 2FG (vert), although not yet operational at the time of this correction.

Page 46 Charts

For OS Leisure Map, etc. substitute OS Explorer maps 412 for Sleat Peninsula and Loch Eishort, and 411 for Loch Slapin to Loch Eynort.

Page 51 Charts

Add OS Explorer map 410.

** *Page 51 Southwest Coast of Skye... Neist Point*

add: A Traffic Separation Scheme has been introduced off Neist Point, in accordance with the attached plan, from 1 July 2007, with related recommended tracks at the northeast end of the Little Minch.

Page 52 Caption for upper photo

For 'is just showing' substitute 'stands _ cable'.

Loch Harport

Waypoint should read 57°18'·6N 6°29'·8W.

Page 53 Caption for upper photo

At end, for 'rig' read 'right'.

**** Page 54 Northwest Coast of Skye ... Hunish add:** A Traffic Separation Scheme has been introduced off Neist Point, in accordance with the attached plan, from 1 July 2007, with related Recommended Tracks at the northeast end of the Little Minch. A light has been established on An t-Iasgair (see RH col.), Fl.6s.23m.9M and a S. Card. light buoy, Q(6) + L.Fl.15s, S of Eugenie Rock, 2 miles NNW of Fladda-chuain, in place of Sgeir Graidach unlit beacon, which was destroyed. Comet Rock, on the NW side of the NE-bound track, is marked by a port-hand light buoy. 1½M NW of En. Trodday.

Page 55 Charts

Add OS Explorer map 417

RH col. para.4 For 'northwest' read 'northeast'.

*** Page 57 Loch Bay**

Dangers and marks

Amend 3rd para to: To clear Sgeir a'Chuain, keep a mobile? mast on Beinn na Mointeach bearing <085° leads clear of Isay reef.

Supplies Add: water; ask at Lochbay Restaurant, next to Stein Inn.

Charts

Add OS Explorer map 408.

Page 58 Supplies

Add at end: A cash machine located inside the CalMac waiting rooms at the ferry terminal can be accessed during normal port opening hours.

Charts

Add OS Explorer maps 390, for Ardnamurchan, and 398, for Sound of Arisaig northward.

Page 60 Charts

Add OS Explorer map 413.

*** Page 62**

RH col. **Inverie** The new ferry terminal is now under construction. Visitors' moorings are available by arrangement with either the pub or Pier House.

Services and supplies Post office 3 days per week at ferry times only. Note: there are no facilities for rubbish disposal.

**** Page 62 RH col. Inverie;** delete last para. And substitute: The old pier has been demolished and a new pier, with a ferry ramp and steps, built about 1½ cables NW, with lights at its head 2FR (vert.)

*** Page 67 Anchorage**

visitors' moorings lie NE of the old jetty and not as on the plan. Contributions are invited for their upkeep at the pontoon on the inner side of the old pier (£10/ night).

*** Armadale**

Water supply at the north pier is metered and locked; key from Sleat Marine during working hours. The access is easy from the pontoon, and a fill cost around £2 in 2004. Sleat Marine are reported to provide a floating service for fuel and water to the moorings. There is also a water supply from a stand pipe, and skips for gash, at the ferry bus park on the south side of the bay.

**** Page 69 Supplies** delete 'petrol'.

Page 71 Charts

Add OS Explorer map 413.

Page 79 Charts

Add OS Explorer map 428.

*** Page 80 Plockton**

RH col. Hawk Rock: A very small green conical buoy had been laid just NE of Hawk Rock.

**** Page 81 RH col. first line,** after 'tide' add 'marked by a metal column with a red rectangular topmark,' before **Directions**, add new para.

Lights

At head of new pontoon Fl.G 3s

Plockton Rocks Fl.R 3s

After **Anchorage** add new para: A pontoon has been established at the stone slipway at the north end of the village. Pay as below.

Page 83 Charts

Add OS Explorer map 428.

Page 84

RH col. last line delete '(reported destroyed 2002)', and on page 85, delete note on plan '(dest)'

*** Page 85 Plan**

Two reefs in the entrance to Poll Creadha lie approximately north – south. Perches are reported to have been added at each end of the more westerly reef, some of them painted to correspond to the lateral colours for the '123°' channel. A new perch has been installed on the rock marked 'Perch (nearly covers)' as well as on the rock west of Ard Ban. Four perches, as well as the perch on the rock north of the figure 123, are lit, and the perch on the north end of Eilean nan Naomh is lit, white. There is also a new unlit perch on the north end of the more easterly reef at Poll Creadha. These perches have not been approved by NLB, and may not all have survived the storms of January.

Page 88 Charts

Delete *Outdoor Leisure Map*, add OS Explorer maps 428 for SW side of Loch Torridon, 433 for rest of Loch.

Page 91 Charts

Add OS Explorer map 433.



Above Eigg, new ferry terminal
Below Eigg, yacht berth on north side of ferry terminal



* **Page 92 Gairloch Pier and Loch Shildaig plan**
A heavy chain lies in a line from the SE point of the inner island to just inshore of the anchor symbol in a roughly ENE direction.
** **Page 93 RH col. Gairloch Pier**, line 3 to read pontoon has been installed, with; line 4, add at end light 2FG (vert.)

Page 94 Charts

Delete *Outdoor Leisure Map*, add *OS Explorer maps* 412 for south side of Inner Sound, 409 for rest of Inner Sound.

** **Page 96 RH col.** last two lines, delete all after 'Sligachan' and substitute: which dries 0.2m.

Page 102 Charts

Add *OS Explorer map* 409.

** **Page 105 LH col.** before heading **Northeast Skye** add new para: North cardinal light-buoy, Q, has been established north of Na Gamhnachain.

Page 107 Charts

Add *OS Explorer maps* 434, 435, 439, 442.

Page 109 Charts

Add *OS Explorer map* 439 in both entries.

** **Page 109 Little Loch Broom:** the entrance is now marked by lights, Fl.R 5s2M at Scoraig, and Fl.G 5s2M on the south shore.

Page 111 Supplies

Add at end: An ATM located inside the CalMac waiting rooms at the ferry terminal can be accessed during normal port opening hours.

** **Page 111 LH col.** before **Annat Bay** add new para: A pontoon has been established in the bight on the east side of Isle Martin, with a light Fl.G 8s on its end.

Page 113 Charts

Add *OS Explorer map* 442.

Page 116 Lochinver Harbour

The anchorage between the breakwater and the Finger Jetty is very foul with abandoned wire rope.

Page 118 Charts

Add *OS Explorer maps* 445, 446.

Page 124 North Ferry Bay

In para. 2, delete all from 'there are' and substitute: the bottom is very foul with the remains of old Admiralty moorings. A tripping line is strongly recommended.

Camas na Cusgaig delete last para. and substitute: The bottom is very foul with old moorings, and a tripping line is strongly recommended. The concrete fishing pier although empty in the middle of the day is in constant use by the local fishing boats and should not be used by visiting yachts other than for a short visit for watering. Dinghy steps at the SW corner of the pier.

Loch Beag

Add at end: The holding is very poor in deep soft silt, and strong williwaws slam down from all directions in winds above F5.

Good holding can be found between the 5 and 10 metre contours about 1 cable north of Eilean Ard.

* Page 134

LH col. Amend entry for Kelvin Hughes Glasgow to:
St. Lukes Business Estate, St. Lukes Place, Glasgow
G5 ☎ +44 141 429 6462

At end of page add: Many early charts can be viewed
on screen at

<http://www.nls.uk/maps/early/coasts.html>

* Page 135

RH col. Before *Pilotage Books* insert *Almanacs: The
Cruising Almanac 2007-2008* (Imrays)

