



Irish Cruising Club

East and North Coasts of Ireland Sailing Directions

13th edition published January 2020

Amendments to 30 May 2025

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. The amendments below are listed in page order; amendments within the previous 12 months are printed in red, and are dated.

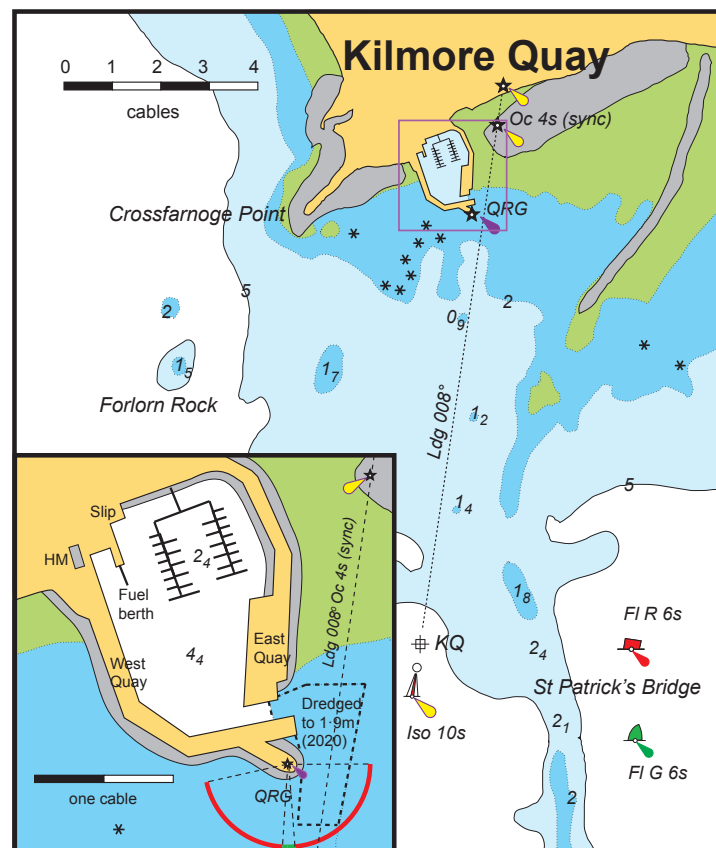
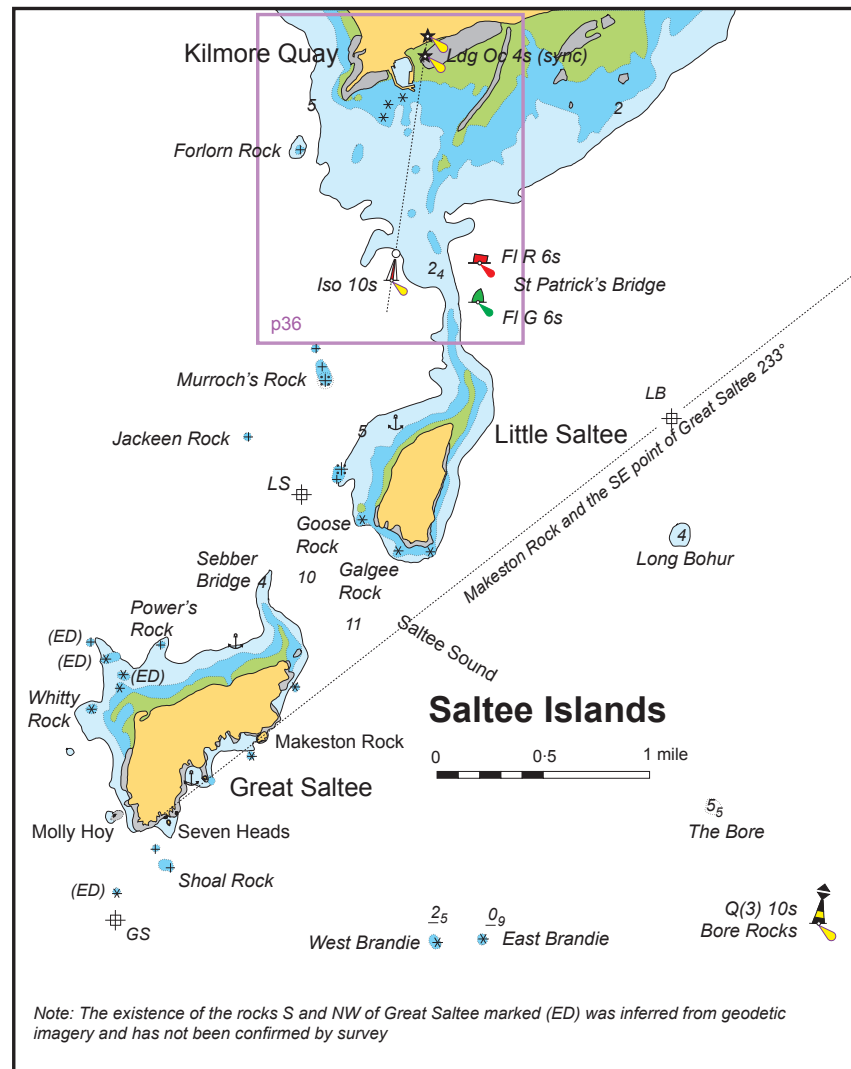
Page 24R line 5: Leisure craft in Northern Ireland are required to use only white diesel for propulsion. White diesel is available at Bangor Marina and Carrickfergus, but the pumps at Ballycastle, Portrush and Coleraine are still on red. There is no objection to red diesel legally purchased in Great Britain by yachts arriving from there.

Page 24R line 20: the fuel pump at **Kilmore Quay** marina has switched to white diesel.

Page 28R lines 4 and 7, page 29L line 7, and plans on pp 29 and 30: The entrance to **Kilmore Quay** has been dredged to 1.9m. On p28R line 7 delete “Recent...LW”. Obstructions with 0.9, 1.3 and 1.4m have been surveyed 3, 5 and 7 cables S of the entrance. Amend text on p29 to read:

“**From the W** the church at Kilmore Quay provides the most prominent landmark, while the leading beacons are initially obscured by the pier. Give the shore at Crossfarnoge Point a berth of 5 cables to clear Forlorn Rock, then identify the fairway buoy, which is on the leading line for Kilmore Quay. Stay strictly on the line of the leading beacons. Be alert for traffic coming out as the entrance is only 20m wide. The channel is subject to strong cross tides. From offshore to the S.....St Patrick’s Bridge, see below.”

Replace the plans on pages 29 and 30 with the ones below. Note that the locating waypoint has been moved to deeper water; on p28, amend lat and long to $\oplus KQ$ 52°09'·3N 6°35'·3W.



Page 33, Lights and Marks: The range of **Tuskar** lighthouse has been reduced to 18 miles.

Page 33, Dangers: A 1·8m patch has been measured 1·5M NW of **Rosslare Harbour** and 0·5M offshore in 52°16'·16N 6°22'·13W.

Page 38, Lights and Marks: **North Long** buoy now has AIS.

Page 42L line 2: A new survey has revealed depths of 3 to 3.2m over an area between **Kilmichael Point** and **Glassgorman Banks**. Amend directions to read:

“...when Tara Hill bears W, stay 5 cables off the shore. When 5 cables from Kilmichael Point, stay 2 cables off the shore until past the point.”

Page 42R line 17: a depth of 1·9m has been measured in mid-channel between the pierheads at **Arklow**. Caution should be exercised when entering.

Page 43L line 6: **Arklow** marina phone number is 087 258 8078.

Page 24, Fuel, and page 47L line 5: **Greystones** marina has diesel and petrol at its fuel dock. An additional 56 pontoon berths have been installed.

Pages 44 and 49, Lights and Marks: The range of **Kish Bank** lighthouse has been reduced to 18 miles

Page 49, Light and Marks, and Plan on page 47: The **Dublin Bay** safe water mark buoy now shows Iso 4s and **Muglins** beacon now has AIS.

Page 58, Lights and Marks: the Trawler Pier Head light at **Howth** now shows 2FR.

Page 65L line 5: the outer part of **Skerries** pier has been closed off as unsafe. An alongside berth is no longer available.

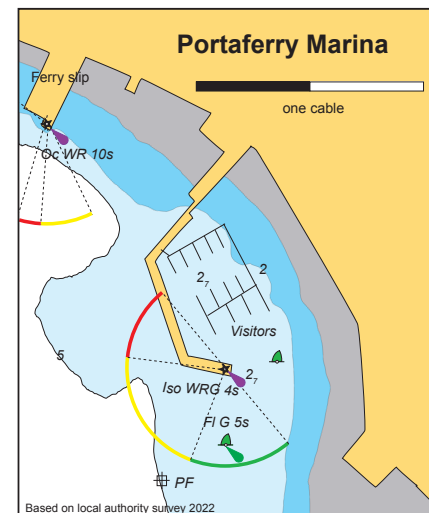
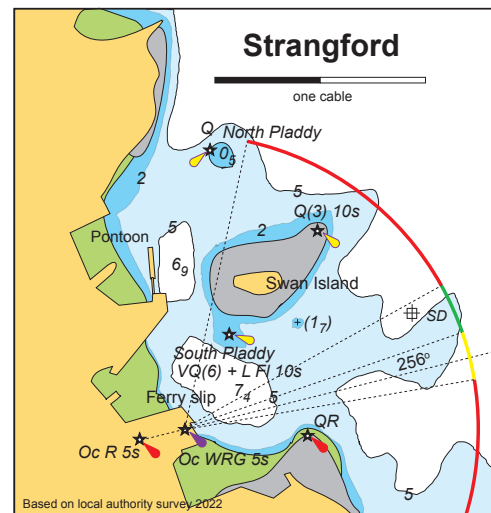
Page 67, Lights and Marks, and Plans on pp 68 and 70: **Cardy Rocks** beacon is now E Card, Q(3) 10s. **Lyons** beacon now shows QR and **Port Oriel** pier head beacon Mo(A) R 9s.

Page 73, Lights and Marks, and Plan on p74: the following changes have taken place in the buoyage at the entrance to **Carlingford Lough**; No 1 buoy now shows Fl(3) G 6s, No 2 Fl(4) R 6s, No 7 Fl(3) G 6s and No 8 Fl(4) R 6s.

Page 91, Plan: the **Skulmartin** buoy has been moved half a mile to the north.

Page 95, bottom picture: the caption should read “Approaching Strangford from the S”.

Pages 96 and 97, Plans of **Strangford** and **Portaferry**: A new survey has been carried out and depths have been revised to reflect this. The survey was done mainly for the benefit of the car ferries and does not show significant changes or new hazards. It shows 4.5m on the E face of the pontoon at Strangford and 2 to 3m in a narrow strip along the W face. Substitute the plans below for the ones in the book.



Pages 102 and 103: a major programme of improvement of the navigation marks in **Strangford Lough** is under way following a consultancy report commissioned by the local authorities. Many of the traditional unlit, locally-maintained poles were missing or ruined, including those on Walter Rock, Verde Rocks, Hadd Rock, Parton Rock, Bradock Rock, the W entrance to Ballydorn (W of Rainey Island), Downey's Rock, Whaup Rock, Michael's Rock, Round Skart Rock, Skartrock Pladdy and Washer Rock, New marks have been established as follows. These are owned and maintained by North Down and Ards Council and will be audited regularly by the Irish Lights.

In the main channel of the lough:

SHM buoys marking Slave, South and Michael's Rocks and Downey's Pladdy

PHM buoys marking Hadd and Blackdog rocks

WCM buoys marking West Rock and Rig Pladdy

In the channel to Kircubbin from the W:

NCM buoys marking Skartrock Pladdy and Dullisk Rock

SCM buoys marking Round Skart Rock and Whitebank Pladdy

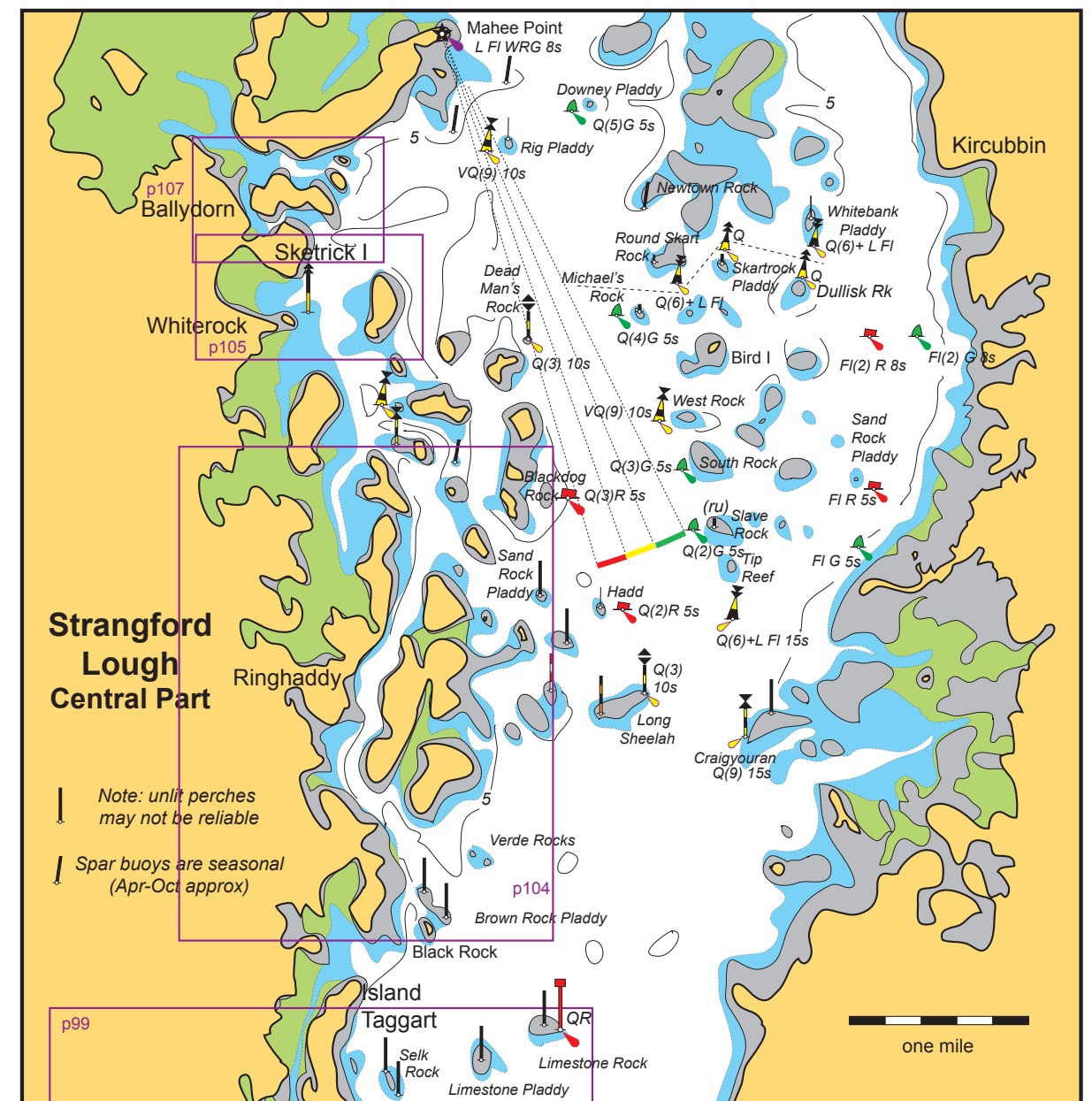
All the above are conventionally lit.

In addition there are a WCM pole on Parton Island and a WCM buoy west of Roe Island, a NCM pole on Bradock Rock, and at Ballydorn two PHM and one SHM buoys in the main entrance and a PHM pole W of Rainey Island. These are all unlit. Note that the PHM pole should be left to port when entering Ballydorn from the N.

In the southern half of the Lough, Newry, Mourne and Down Council has funding for new marks in its area of responsibility. Note that the (now unmarked) Verde Rocks are now a significant hazard to navigation in the S entrance to Ringhaddy Sound.

Replace the plan on page 102 with the one opposite (30 May 2025)

Page 103, Lights and Marks: **Craigyouuran** beacon shows Q(9) 15s. (29 April 2025)



The new pontoon at Glenarm (A.J.Liddle)

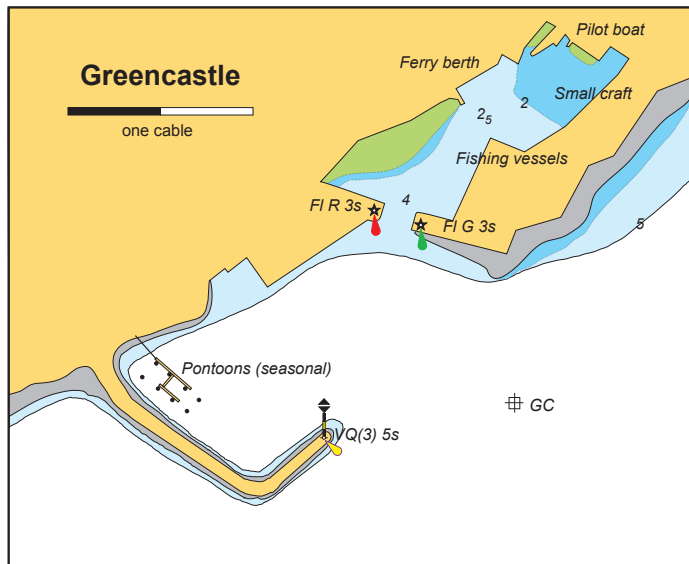
Page 120L line 13: **Bangor** marina phone number is 028 9145 3297.

Page 132, plan and aerial photograph: a new visitors' pontoon at **Glenarm** marina extends from the root of the main gangway parallel to the S wall of the basin.

Page 137, Lights and Marks: The ranges of **Altacarry Head** and **Rathlin West** lighthouses are now both 18M.

Page 149, Lights and Marks, and Plan on p154: An East Cardinal buoy, Q(3) 10s, has been established 2 cables W of Magilligan Point. (28 Sept 2024)

Page 155L line 1, and Plan: The SW breakwater



*The extended breakwater at Greencastle
(Brendan Diver)*

at **Greencastle** (Donegal) has been extended. Replace the plan with the one above. Amend the text to read:

[line 1] “The outer breakwater to the SW was extended in 2024 and now provides better shelter to the pontoons than formerly. Greencastle is pilot boats.”

[line 14] “The pontoons are a seasonal facility and now offer good shelter except in strong winds between NE and E. In September 2024 they were badly damaged by a NE gale. In these conditions, use the inner harbour in preference, or avoid Greencastle. Larger vessels should contact the HM 087 250 2231, preferably in advance, for instructions.” (28 Sept 2024)

Page 174R line 23: **Fahan** marina: delete the sentence “The sand accumulation.....aerial photograph.”.

Page 208, Coastguard Radio Stations; front cover flap, and Plans on pp 209 and 224: Irish Coast Guard Radio VHF working channels have changed as follows: Wicklow Head and Cork to 02, Dublin, Mine Head, Clifden and Glen Head to 03, Rosslare and Bantry to 05, Valentia to 62, Belmullet to 63, Shannon to 64 and Malin Head to 05 and 85 (the transmitter at Malin Head itself uses Ch 05, while the one on Scalp Mountain, NW of Derry, uses Ch 85). Working channels for Carlingford (04), Mizen Head (04), Galway (04) and Donegal Bay (02) have not changed. Replace the plans on pp 209 and 224 with the one below.

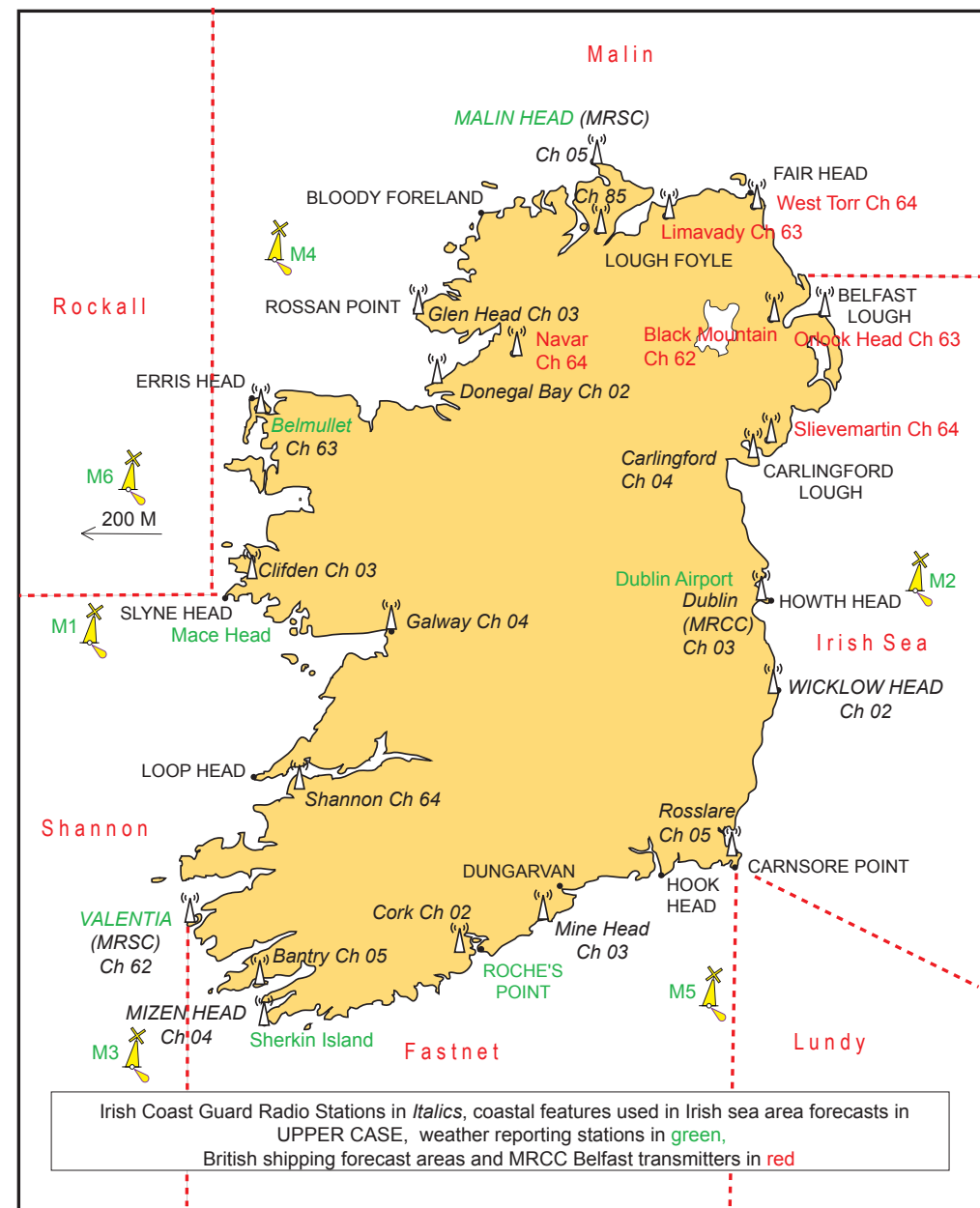
Page 219, Appendix 7, **Customs and Immigration Requirements:** The consequences of the UK’s departure from the EU are now clearer. Replace the section with the following.

Republic of Ireland

Yachts arriving from other countries of the European Union normally do not have to report to Customs unless they have on board persons who do not have right of residence in the EU. Yachts arriving from the United Kingdom (including Northern Ireland and the Isle of Man) do not have to report unless they have on board persons who do not have right of residence in either the EU or the UK. Yachts arriving from other countries outside the European Union must report to Customs on arrival.

Yachts from anywhere with goods to declare, or carrying restricted items such as firearms, must also report. The report should be made via the harbourmaster at the port of arrival.

There are Customs offices at Rosslare 05391 61310, Waterford 051 862145 or 087 642 6753, Cork 021 602 7700, Bantry 027 53210, Tralee 066 716 1000, Limerick 061 488000, Galway 091 536000, Sligo



071 914 8600 and Letterkenny 07491 69400. In the event of difficulty the report may be made at the nearest Garda station or by telephoning 1800 295 295.

Under Temporary Importation provisions a boat from Great Britain may be kept in the Republic of Ireland for up to 18 months. Normally there are no Revenue formalities at importation or exportation, but it is advisable to keep a log and receipts for marina charges, fuel etc, to support dates in the event of a random check.

Northern Ireland

The UK Border Force has revised the C1331 procedure for arrivals in the UK and the form is now available as an Excel spreadsheet which should be emailed to them. See “Notice 8: sailing your pleasure craft to and from the UK” on the Internet, for full details. This states that the form must be submitted by craft arriving from the Republic of Ireland. The UK has introduced a “Single Pleasure Craft Report” (spcr. homeoffice.gov.uk) which will run alongside the existing e-C1331 system. Yachts arriving directly into Northern Ireland from elsewhere must phone the National Yachtline on 0300 123 2012, and complete Part 2 of Customs form C1331. Flag Q should be flown until the phonecall is made. Details are in Customs

Notice No.8. There are no customs formalities at the border between the two jurisdictions, except for vessels carrying restricted items.

See the advice below about dogs and cats.

Both jurisdictions

Special requirements now apply to dogs and cats brought into Ireland from Great Britain. This involves a specific tapeworm treatment and certification. The relevant Government website (search for “Bringing your pet to Ireland by private transport”) says:

“The Department of Agriculture, Food and the Marine may facilitate the landing of pets into Ireland by private transport, where possible. Cats, dogs and ferrets must comply with the rules for pet travel as outlined in sections above.

“...advance notice of your intention to bring a pet into Ireland must be emailed to livetrade@agriculture.gov.ie at least one working day in advance of travel, but ideally during the week preceding the intended arrival date, to see if this can be arranged. Please complete the advance notice form.

“Alternatively please provide us with the details required within the form in the main body of your email to livetrade@agriculture.gov.ie.”

Northern Ireland has the same rules as the Republic concerning veterinary matters but also has provision for private transport of pets from GB. Search for “Bringing your pet to Northern Ireland by private transport”.

It seemed likely that this would result in rather pointless permission to bring a yacht into a prohibited commercial harbour. However in September 2021, a statement was issued from DAERA (the Department of Agriculture, Environment and Rural Affairs of Northern Ireland) announcing that all pet checks on the border between Great Britain and Northern Ireland would be suspended until further notice. A recent statement from DAERA, reported in <https://www.passpets.co.uk/taking-a-dog-to-ireland>, includes the following:

“A risk-based approach is taken with regards to the level of compliance checks on pets travelling between Northern Ireland and the Republic of Ireland. DAERA and the Department of Agriculture Food & Marine (DAFM) reserve the right to carry out checks should there be a suspicion of illegal activity or welfare concerns.”

It seems reasonable to assume that a “risk-based approach” also applies to those arriving direct into the Republic of Ireland from Great Britain on yachts.

Under international law, the Customs authorities of a state have the right to examine any yacht within the territorial waters of the state, and in exceptional circumstances (such as suspicion of illegal goods on board) in international waters as well.

Yachts owned by EU and UK residents should carry proof of VAT-paid status at all times. For further information see www.revenue.ie and www.gov.uk.”

On page 14L line 5, delete “At the time of writing...speculation”. See details of border formalities above.

On page 26, paragraph headed Customs and Immigration, delete the last sentence, “At the time.... leaves the EU.”