



Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.
SECTOR 2 — CHART INFORMATION

SECTOR 2

EAST COAST OF IRELAND

Plan.—This sector describes the E coast of Ireland between Carnsore Point and Strangford Lough, 129 miles N, and includes Dublin Bay. The sequence of description is from S to N.

General Remarks

2.1 Between Carnsore Point, the SE extremity of Ireland, and Sorrento Point, on the S side of Dublin Bay 66 miles N, the coast is moderately low, but hilly in places and bordered several miles inland by a chain of fairly high rugged mountains rising to elevations in excess of 305m. The Wicklow Mountains, the N extension of this chain, rise to an elevation in excess of 914m at **Lugnaquilla** (52°58'N., 6°28'W.), the highest peak, about 17 miles W of Wicklow Head. Except for cliffs, bluffs, and rocky stretches of shore fronting such promontories as Carnsore Point, Cahore Point, **Wicklow Head** (52°58'N., 6°00'W.), and Bray Head the greater part of the coast is fringed by long stretches of sandy beach.

Between Dublin Bay and Strangford Lough, about 60 miles NNE, the land is fairly low as far N as Dundalk Bay, but predominantly mountainous in the vicinity of Carlingford Lough. **Carlingford Mountain** (54°03'N., 6°13'W.), on the S side of the lough, rises to a 585m high peak about 4.5 miles inland. The Mourne Mountains, forming the N side of the lough, extend about 15 miles NE and terminate abruptly at the head of Dundrum Bay. Several of the peaks have elevations in excess of 610m. **Slieve Donard** (54°11'N., 5°55'W.), the highest, rises to a height of 847m on the E slope of the range bordering the W side of Dundrum Bay. The peak is conspicuous from the offing.

Between Dundrum Bay and the entrance of Strangford Lough to the NE, the coast is of moderate elevation with few conspicuous features.

St. George's Channel (52°20'N., 6°00'W.) is a deep and wide channel between the SE extremity of Ireland and the coast of Wales, leading to the Irish Sea. The channel is entered between Carnsore Point and Saint David's Head, about 42 miles ESE.

Traffic Separation Scheme.—An IMO-adopted traffic separation scheme is established close SE of Tuskar Rock.

Vessels proceeding N enter St. George's Channel through the outer lane and vessels proceeding S leave the channel through the inner lane. Northbound vessels should be aware that vessels, which are outbound from ports on the E side of the Irish Sea, generally head across St. George's Channel in order to enter the S and inner traffic lane.

Caution.—Vessels using the inshore coastal channels W of the main banks may encounter numerous fishing craft.

Visibility offshore of less than 5 miles occurs frequently during the summer months in the vicinity of the SE coast of Ireland.

Several ferries and other high-speed craft cross the Irish Sea and St. George's Channel from ports on the E coast of Ireland. Submarines exercise frequently in the Irish Sea.

Winds—Weather.—The climate on the E coast of Ireland and in the Irish Sea is rather mild, equable, and humid. The summers are usually cloudy and wet and the winters are windy with frequent rain. Snow is quite rare. The annual rainfall is generally heavy and well-distributed. Although winds from any direction may be expected in any month, the winds are usually from the SW and W, and occasionally from the NW. From March to May however, NE winds become frequent and N winds are not uncommon. Gales may occur in any month and are fairly common from October to March. Coastal fog is most frequent on autumn and winter mornings.

Tides—Currents.—The tidal currents set almost simultaneously into and out of the Irish Sea through Saint George's Channel and North Channel. Both currents divide into an E and W branch. The W branches meet S of the channel between the Isle of Man and Ireland; the E branch of the Saint George's Channel current sets E between the Isle of Man and Anglesey toward Morecampe and Liverpool Bays.

The ingoing current begins in both Saint George's Channel and North Channel 6 hours after HW at Dover. The current begins a little earlier at the S end of Saint George's Channel, and a little later at its N end. The ingoing current through Saint George's Channel changes direction from N of a line between South Stack and the Nose of Howth to E of a line between the Skerries (off Holyhead) and Calf of Man, but from the line between South Stack and Nose of Howth, the northgoing current also continues toward the channel between the Isle of Man and Ireland.

The outgoing current sets in directions about opposite to those of the ingoing current and commences on an average at about the time of HW at Dover.

The currents are fairly strong and set at a rate of about 2.5 knots at springs in mid-channel.

Directions.—In thick or hazy weather, Saint George's Channel should be approached with extreme caution and the navigator should be sure of the vessel's position before attempting to enter the channel.

A vessel from W having arrived in the vicinity of the Saltee Islands and not having sighted Coningbeg Light-float, must stay in depths of not less than 56m until certain that the vessel is E of the meridian of Tuskar Rock before turning N.

As the vessel progresses E, the depths will increase to 111m, indicating that The Smalls are being approached. Course should then be altered N and caution observed until the position is ascertained.

Between Coningbeg Light-float and Tuskar Rock, the E going current sets somewhat toward the land and must be allowed for.

Off-lying Dangers

2.2 Carnsore Point to Dublin Bay.—The offshore approaches are partly obstructed by a long, but discontinuous belt of detached shoals which lie parallel to the coast. This chain of shoals includes such dangers as Tuskar Rock, Blackwater Bank, Arklow Bank, Kish and Bray Banks, and many smaller obstructions. This chain lies from less than 2 miles to about 9.5 miles offshore. Some of these large banks are over 5 miles long and contain scattered wrecks, shoal patches, and other dangers to navigation. Depths of less than 1.8m are common on Arklow Bank, and Blackwater Bank has patches that uncover. Because of the length and depth of these banks, large vessels should navigate with caution in their vicinity.

Navigable channels separate the larger banks and provide access to still larger channels that lie between the banks and the coast. A coastal inshore route between Carnsore Point and Dublin Bay leads inside of the offshore banks. The passage is marked by buoys and lighted buoys and presents no difficulty for power-driven vessels. The route has depths generally greater than 20m. Vessels without good local knowledge of the coast are advised to stay E of Blackwater Bank.

Tuskar Rock (52°12'N., 6°12'W.) is the outermost danger, lying 6 miles ENE of Carnsore Point. It is 5m high and is located on a rocky bank with depths of less than 3m around it, except on the E side which is steep-to.

A main light is shown from a conspicuous structure, 33m high, standing on the rock. A racon is situated at the light. A lighted buoy is moored 1.5 miles S of the rock.

On the W side of the rock, the deep water channel is 1.5 miles wide between the dangers W of the rock and The Bailies bank.

The Bailies (52°12'N., 6°15'W.) is a bank of rocks and coarse ground lying midway between Tuskar Rock and the coast. The heavy overfalls caused by currents passing over the bank give it a dangerous appearance, but 9.1m has been the least depth sounded. Deep-draft vessels are advised not to cross the bank because of the possibility of lesser depths.

Holden's Bed, Long Bank, New Ground, and Lucifer Bank lie in the NE approaches to Rosslare Harbor. The banks consist of fine sand which is constantly shifting and the depths over them are subject to frequent change. Passages through the banks are marked by lighted buoys.

Blackwater Bank, with Money-weights Bank at its N end, lies between 3 and 5 miles offshore between **Blackwater Head** (52°26'N., 6°19'W.) and Morris Castle, about 6 miles NE. Rips usually mark the steep-to W side. Shoaling has been reported N of Blackwater and Money-weights Banks, extending into the E side of Rusk Channel. The banks are marked by lighted buoys.

Barham Shoals, with depths of 8.2m, lies about 4.2 miles SE of Blackwater Head.

Rusk Bank lies about 0.5 mile W of the N end of Money-weights Bank.

Arklow Bank lies between 4.2 and 7.3 miles offshore and extends about 12 miles N from a position 13 miles NNE of Money-weights Bank. The depths are subject to change and the bank is marked by overfalls. The N, S, and seaward sides of the bank are marked by lighted buoys. In thick weather, Arklow Bank should not be approached in depths of less than 55m.

Arklow Lanby (52°39'N., 5°58'W.) is moored about 2.5 miles SSE of the S extremity of Arklow Bank. It is equipped with a racon.

Glassgorman Banks extend about 6 miles S from a position about 1.5 miles E of Kilmichael Point (52°44'N., 6°08'W.) and are marked on the E side by lighted buoys.

India Bank lies with its S extremity about 5 miles NE of **Wicklow Head** (52°58'N., 6°00'W.) and extends N for about 2.2 miles. It is marked at the N and S extremities by lighted buoys.

Codling Bank (53°07'N., 5°51'W.) is centered about 11 miles NNE of Wicklow Head. The bank lies between 4.5 and 9 miles off the coast and extends in part about 2.5 miles S. It is marked on the E, W, and S sides by lighted buoys. Heavy overfalls occur on the bank during the strength of the current.

Codling Lanby (53°03'N., 5°41'W.) is moored about 12.5 miles ENE of Wicklow Head. It is equipped with a racon.

Bray Bank and Kish Bank together form one continuous long, narrow, steep-to shoal that extends about 9.5 miles N from a position close N of the W end of Codling Bank. The tidal currents disturb and carry large quantities of sand from these and the neighboring banks, especially at springs and during gales. The N extremity and E side of Kish Bank are marked by lighted buoys.

Kish Bank Light (53°19'N., 5°55'W.) is erected about 0.5 mile ENE of the N extremity of Kish Bank. The light is shown from a prominent concrete tower 31m in height. A racon transmits from the light.

Bennet Bank, a narrow ridge of sand and shells, lies about 3.5 miles E of the **Howth Peninsula** (53°23'N., 6°04'W.). A lighted buoy, moored about 1.5 miles N of Kish Bank Light, marks the S extremity of the bank.

Burford Bank, a narrow ridge of hard sand, extends N for 2 miles from a position about 3.5 miles W of Kish Bank Light. It is marked at the N and S extremities by lighted buoys. The bank lies across the entrance to Dublin Bay and the sea breaks heavily over it during E gales.

2.3 Dublin Bay to Strangford Lough.—Between Dublin Bay and the entrance of Strangford Lough, comparatively few dangers are to be found E of a line joining the points of the bays and inlets which indent the coast. The 10m curve follows the direction of the coast between the salient points and nowhere lies more than 3.8 miles seaward of a line joining these points. Rockabill is the only off-lying danger seaward of the 10m curve.

Lambay Island (53°29'N., 6°01'W.) lies about 2.5 miles off the coast, 7 miles NNE of Howth Peninsula. The Nose, the E

extremity of Lambay Island, is 55m high, and Knockbane, the summit, is 123m high. The W side of the island is low and rocky with several off-lying dangers. The channel between Lambay Island and the mainland has a least depth of 9.7m except for Burge Bar, with a least depth of 7.6m, about 0.8 mile W of the W extremity of the island. The channel is safe for vessels of moderate draft provided they keep in the fairway.

Anchorage.—Small vessels may obtain anchorage in Swallow Cove, on the N side of Lambay Island, in 7.3 to 9.1m, in moderate weather with S winds. The anchorage is sheltered from W, through S, to ESE. With E winds, the best roadstead is on the W side of the island abreast a boat harbor, 0.2 mile offshore, in a depth of 9.1m.

In fine weather, vessels may anchor temporarily anywhere between **Howth** (53°23'N., 6°04'W.) and Lambay Island.

Rockabill consists of two steep-to granite rocks rising abruptly from the sea to an elevation of 9m, about 6 miles N of Lambay Island. A main light is shown from a prominent tower, 32m high, standing on the S rock. The storehouses and dwellings at the base of the tower are also prominent.

Ardglass Bank, on which lies a wreck with a depth of 14.6m, is located 2.5 miles off the coast, about 5 miles S of the W entrance point of Strangford Lough.

Numerous wrecks lie in the vicinity of the banks and may be seen on the chart.

2.4 Fundale Rock (52°11'N., 6°20'W.), about 1 mile NE of Carnsore Point, dries and is marked by a lighted buoy close ESE.

Crossfintan Point lies about 1.2 miles NNE of Carnsore Point. Collough Rock, with a depth of 0.9m and steep-to, lies about 0.6 mile E of Crossfintan Point. Whilkeen Rock, which dries about 2.5m, lies at the outer end of a reef which partly dries, extending 0.4 mile offshore from a position 1 mile N of Crossfintan Point. Foul ground extends 0.2 mile NE and E of Collough Rock.

Anchorage.—Good anchorage may be obtained by small vessels in Saint Margaret's Bay, between Collough Rock and Whilkeen Rock, with the latter bearing 012°, distant 0.2 to 0.3 mile, in 5.5 to 7.3m, sand. With the wind S of W, a heavy swell rolls in.

Anchorage may be obtained in 9.1 to 11m, in Ballytrent Bay, which indents the coast close N of Whilkeen Rock, sheltered from winds from N, through W to SW.

Greenore Point (52°14'N., 6°19'W.), about 3.2 miles NNE of Crossfintan Point, may be distinguished from Carnsore Point by its clay cliffs, 18m high, and by a ruined windmill and other buildings on the point. Splaugh Rock lies about 0.7 mile ESE of the point. A boat harbor, protected by a short pier, lies 0.7 mile SSW of the point. Carrick Rock, marked by a perch, lies about 0.3 mile ENE of the point. There are heavy overfalls off the point caused by the rocky uneven bottom in the vicinity.

Rosslare (52°15'N., 6°20'W.)

World Port Index No. 34420

2.5 Rosslare, about 5 miles N of Carnsore Point, is a small artificial harbor on the S side of Rosslare Bay, which is formed by a breakwater connected to the shore by an open viaduct.

The port is the W terminus of the ro-ro ferries which run to Wales and France.

Tides—Currents.—A considerable scend is felt at HWS during SE gales. The range of tide is about 1.9m at springs.

In South Shear Channel, the currents set in about the directions of the channel. The NW current commences about 6 hours after HW at Dun Laoghaire and sets for about 3 hours at a velocity of 1 knot. The SE current begins about 3 hours 30 minutes before HW at Dun Laoghaire and sets for about 9 hours 30 minutes at a velocity of 2 knots.

Outside Rosslare Bay, the currents set in a general N-S direction at velocities of 2.5 to 3 knots. An eddy sets within the bay and in South Shear Channel during the latter half of the N current. Within the bay, the currents are weak.

Depths—Limitations.—Rosslare Harbor is entered through South and North Shear Channels. South Shear Channel passes S of the extensive shoal which contains Holden's Bed and Long Bank, and North Shear Channel passes N and W of it.

South Shear Channel has a controlling depth of 6.7m at the entrance decreasing to 3.9 to 4.5m off the head of the breakwater. North Shear Channel has depths in excess of 11m to within 1.8 miles of the breakwater.

The least depth in the harbor is 5m. The deepest alongside depth at the berths is 7.2m. The ro-ro berths are situated on the inner side of the breakwater and at a ferry pier at the SW corner of the harbor. Vessels of up to 160m in length, with drafts of up to 5.2m, can be accommodated in the port.

Aspect.—The shores of Rosslare Bay are cliffy to about 2 miles NW of Rosslare Harbor, then gradually slope down to a strip of sandhills which form the E side of Wexford Harbor. A large flat-roofed hotel building, with a tower close SSE, stands about 2 miles NW of the harbor and is conspicuous.

The approach channels are marked by lighted buoys and a light is shown from the breakwater head. Range lights lead to the ro-ro berths in the harbor.

Pilotage.—Pilotage for Rosslare Harbor is not compulsory. A pilot can be obtained locally. The port should be contacted on VHF before entering the harbor.

Regulations.—Regularly scheduled ferry traffic has priority over other vessels.

The ETA for passing Breakwater Light should be passed to Rosslare Harbor on VHF channel 12 about 1.5 hours prior to arrival. Vessels should not approach within 0.5 mile of the breakwater light when awaiting clearance to proceed to the berth.

All vessels passing abeam of Tuskar Rock Light should report to Rosslare Harbor on VHF channel 12 and establish clearance to proceed to the berth.

When approaching the port, all vessels should maintain a continuous listening watch on VHF channel 12 and should

contact Rosslare Harbor on VHF channel 12 prior to entering the port.

For landing explosives, the harbor authorities must be consulted with regard to the Explosives Act.

Anchorage.—Rosslare Bay affords good shelter in all W winds from S, through W, to N, but with onshore winds it is an unsafe anchorage, though the sea is somewhat broken by the off-lying banks.

Good anchorage may be obtained by small vessels, in 7.3m, sand over clay, with the light on the end of the breakwater bearing about 180° and the old Coast Guard tower bearing 270°, or in a greater depth near Holden's Bed about 1 mile E.

Prohibited anchorage.—Vessels are not permitted to anchor on the line of Rosslare Harbor breakwater (52°15'N., 6°20'W.) out to a distance of 0.45 mile NW, and also SE, as it interferes with ferry traffic. The area, extends 0.2 mile to either side of the breakwater.

Anchorage is not permitted inside the breakwater.

Directions.—From a position about 1.7 miles N of Tuskar Rock, a WNW course leads to the fairway through South Shear Channel which is marked on either side by lighted buoys.

Approach from the N may be made by passing through Rusk Channel W of Blackwater Bank or passing between the N end of Lucifer Bank and the S end of Blackwater Bank. A course then steered for the light structure on the head of the breakwater bearing 195°, leads through North Shear Channel to the harbor.

Caution.—Shoals, with depths of less than 4.5m, extend about 0.5 mile ESE from the head of the breakwater, and a 4.9m patch lies 0.3 mile ENE of the head of the breakwater.

A shoal, with a depth of 5.5m, extends 165m N of the breakwater; an extensive stony flat, with depths of 4 to 5.5m, lies about 0.3 mile farther NW. Several patches, with depths of 5.5 to 5.8m, lie between the flat and the shoal.

2.6 Wexford Harbor (52°20'N., 6°27'W.), formed by the estuary of the River Slaney, is fronted by a bar and is almost silted up. Because of silting no vessels other than fishing vessels and small craft now use the harbor. The least depth over the bar was reported (1982) to be about 1.5m. Wharves front the town and two conspicuous church spires stand on the W bank of the river.

Coastal Features

2.7 The Raven Point (52°21'N., 6°21'W.) lies about 7 miles NNW of Greenore Point. North Bay lies immediately N of The Raven Point, the bottom being sand, shoaling gradually toward the shore. Vessels may obtain anchorage in the bay, in 8.2m, about 1 mile offshore.

Blackwater Head (52°26'N., 6°19'W.), about 5 miles NNE of The Raven Point, may easily be identified by the abrupt SW termination of clay cliffs and the ruins of a house on its summit. Between The Raven Point and Blackwater Head, the coast is backed by undulating hills. Ballyrean, 99m in elevation, stands about 2.5 miles SW of the head and is most prominent.

Morris Castle, 5.7 miles NNE of Blackwater Head, is identified by a conspicuous group of white houses.

Cahore Point (52°34'N., 6°12'W.) has a conspicuous white house on its summit. Ballygarret Roman Catholic Chapel, about 1.5 miles NW of the point, is also easy to identify. Anchorage can be taken in a depth of 10m about 0.5 mile N of Cahore Point with the point bearing 183°.

Currents between The Raven Point and Cahore Point follow the direction of the coast, setting NNE and SSW. The current setting NNE begins about 4 hours before HW at Dun Laoghaire and the opposite current about 4 hours 30 minutes after HW at Dun Laoghaire. The former current attains a velocity of about 2 knots and the latter about 1.7 knots. The offshore currents commence later and set across the banks at a velocity of 3.5 knots, creating rips and overfalls.

The Ram is a spit extending S from Cahore Point. The Sluice is a small channel between the extremity of The Ram and the N end of Rusk Bank. There is a least charted depth of 4.7m in the small channel, but less water was reported in 1980.

Rusk Channel (52°30'N., 6°10'W.), about 0.5 mile wide, lies between the E side of Rusk Bank and the W side of Money-weights Bank. It is marked by buoys and has depths of 12.8 to 14.6m. The channel is part of the inshore coastal route.

Polduff Harbor is a small boat harbor protected by a pier maintained primarily for small craft. The harbor lies about 0.5 mile NW of Cahore Point.

Roney Point lies about 2.5 miles N of Cahore Point. In SW gales, the best sheltered anchorage will be found off Roney Point and N of Roney Rock, which lies close off the point, in depths of 7.3 to 9.1m, about 0.5 mile offshore.

Courtown Harbor, about 5 miles N of Cahore Point, nearly dries. Vessels may obtain anchorage off Courtown, about 1 mile offshore, in depths of 9.4 to 11m, sand.

Kilmichael Point, low and rocky, lies about 10 miles NNE of Cahore Point. The coast between is moderately high. Tara Hill rises abruptly to an elevation of 251m about 3.5 miles SW of Kilmichael Point, and is very prominent.

An inshore channel runs between the W side of Glassgorman Banks and the coastal bank off Kilmichael Point.

A depth of 3.6m was reported (1986) to lie about 0.8 mile SSE of the point.

Arklow Head is located 2.2 miles N of Kilmichael Point. Arklow Rock, a conspicuous hill, 123m high, rises close SW of the head. The hill is being reduced by quarrying.

2.8 Arklow (52°48'N., 6°09'W.) (World Port Index No. 34440) is a small port on the S bank of the Avoca River about 1.2 miles N of Arklow Head. A large fishing fleet is based in the port.

Tides—Currents.—The average rise of tide is about 1.2m.

Depths—Limitations.—The least depth charted in the entrance channel was 3.2m (1982). The harbor is liable to silt, particularly after a continuous SW wind and dry weather. The entrance is maintained by dredging. There are berths on the N

and S sides of the river; the deepest berth having a depth of 3.8m alongside.

Vessels of up to 2,600 dwt, 82m in length, and 4.3m draft, can be accommodated in the harbor.

Roadstone Jetty, protected by a breakwater close S, extends about 230m from the coast about 1 mile S of the harbor entrance. It is a private jetty used for the loading of stone from nearby quarries. Vessels up to 3,500 dwt can be accommodated alongside. Lights are shown from the breakwater and the jetty.

Aspect.—The harbor is entered between two parallel piers about 55m apart. A turning basin, 122m long and 107m wide, is situated 0.3 mile above the entrance and the river shoals immediately NW of it.

A factory, with a 44m high chimney, is situated close NW of the entrance. A light is shown from a framework tower on the S pierhead.

Pilotage.—Pilotage is not compulsory, but is recommended as local knowledge is required to enter the harbor. Pilots may be requested on VHF channel 16 during daylight hours only. The pilot boards about 0.5 mile E of the harbor entrance.

Anchorage.—Anchorage may be taken, in depths of 11 to 12.8m, 0.5 mile offshore, SE of Arklow. There is no shelter with onshore winds, and it is advisable to leave when the wind is S of SW.

Caution.—A submarine pipeline extends about 10 miles from the coast at a point about 0.2 mile N of the harbor entrance.

2.9 Wicklow Head (52°58'N., 6°00'W.), about 12 miles NNE of Arklow, is a bold projecting headland, 71m high. It may easily be identified by two old lighthouses on its summit, and by the white walls and buildings on the seaward slope near the present lighthouse. Wicklow Head has been reported to be a good radar target at a distance of 22 miles. A main light is shown from a prominent white tower.

Off Wicklow Head, the bottom is foul, with depths of 7.6 to 9.1m, lying within 1.2 miles of it. Bray Head, bearing 345° and open E of the land S of it, leads E of the dangers.

Horseshoe is a bank of gravel and stone with depths of less than 1m. The bank extends about 1.5 miles S from the head and is marked at its S end by a lighted buoy.

Wolf Rock, which dries and has foul ground in the vicinity, lies about 0.5 mile offshore, 3 miles SSW of Wicklow Head.

The currents inshore between Cahore Point and Wicklow Head set parallel with the coast. The northgoing current commences about 3 hours 45 minutes after HW at Dun Laoghaire and has a spring velocity of about 3 knots. The opposite current commences about 1 hour 15 minutes before HW and has a velocity of 1 knot. Close inshore off Arklow, the current has a velocity of about 1 knot. The offshore currents are stronger and begin later.

The currents set strongly off Wicklow Head at a velocity of about 4 knots in both directions. The northgoing current off the headland forms a weak countercurrent between the headland and Wicklow Harbor.

Wicklow Harbor (52°59'N., 6°02'W.) (World Port Index No. 34450) is a small port lying at the mouth of the Leitrim River about 0.5 mile NW of Wicklow Head.

Depths—Limitations.—The maximum depths alongside the berths are 4.9 to 5.2m at HW. Vessels can lie safely aground at LW on sand and mud bottom. The least charted depth in the entrance channel is 3.2m. Vessels of up to 4,500 dwt, 100m in length, 5.2m draft can be accommodated in the harbor.

Aspect.—The harbor is protected by two piers which form an entrance 120m wide. A dredged channel leads into the harbor.

Pilotage.—Pilotage is not compulsory, but is strongly recommended.

Anchorage.—Application may be made for a mooring in the outer harbor, or craft can berth temporarily alongside East Pier or Packet Quay, but should not be left unattended. Fertilizer often blows off the quays.

It is recommended by the harbor authority that anchorage be obtained about 0.2 mile NE of East Pier head in depths of 7.5m.

Caution.—A heavy swell runs into the harbor when NE and E gales occur.

An outfall pipeline has been laid extending NE for about 0.7 mile from a position that may best be seen from the chart.

The Breaches (53°05'N., 6°02'W.), about 6.5 miles N of Wicklow, are several openings in the coast leading to a tidal inlet. A conspicuous dark red railway bridge spans the openings.

Breaches Shoal, with a depth of 5m, lies about 1.5 miles ENE of The Breaches and is marked by a lighted buoy.

Greystones, about 4 miles WNW of The Breaches, is a resort town fronted by a shallow boat harbor.

Moulditch Bank, with a least depth of 3.8m, lies about 1.2 miles SE of Greystones and is marked by a lighted buoy.

Bray Head (53°11'N., 6°05'W.), about 2.5 miles N of Greystones, is a remarkable headland, 237m high, fronted by bold precipitous cliffs along the face of which runs a railway. The resort town of Bray, fronted by a small boat harbor which dries, is situated about 1.2 miles NNW of the head. The terraces and buildings of the town are prominent from seaward.

Great Sugar Loaf, with a conical peak 500m high, and Carrickgollogan, 274m high, with a chimney 0.5 mile NNW of the summit, are conspicuous and are located in the vicinity of Bray Head.

Caution.—A submarine pipeline extends about 1 mile E from a point on the shore 3.5 miles NNW of Bray Head. The seaward end of the pipeline is marked by a lighted buoy.

Dublin Bay

2.10 Dublin Bay is entered between Sorrento Point, about 5 miles N of Bray Head, and Baily, the SE extremity of Ben of Howth peninsula, 5.8 miles NNE.

The port of Dun Laoghaire lies on the S side of the bay about 2 miles NW of Sorrento Point. The River Liffey flows into the head of the bay and the city and port of Dublin are situated at the mouth of the river.

Burford Bank lies across the approaches to the bay. (See off-lying dangers).

On the S side of the bay the coast is comparatively low and backed by hills which rise to a height of 500m within 5 miles of the shore.

Dalkey Island (53°16'N., 6°05'W.), 24m high, lies 0.2 mile E of Sorrento Point. Foul ground, drying rocks, and shoals extend up to about 0.5 mile NNW of the island. A channel, about 230m wide, leads between the island and the mainland. The least depth in the channel is 8m and it is used by small craft.

Muglins, a rock, 6m high, lies about 0.3 mile NE of Dalkey Island. A light is shown from the rock. A channel, about 270m wide between the dangers on each side, runs between the rock and Dalkey Island. When the tidal stream is strong through the channel between Dalkey Island and the mainland, small craft may use this outer channel.

Frazer Bank, with a least depth of 5.3m, extends S about 1 mile from a position 0.5 mile S of Muglins.

Bullock Harbor, 1 mile NW of Sorrento Point, is a small boat harbor which dries and is used by yachts.

Ben of Howth is a peninsula dominating the NE side of the bay. Baily, the SE extremity of the peninsula, is a bold projecting point with steep sides. A main light is shown from Baily.

Rosbeg Bank, with depths of less than 5m, lies about 0.7 mile SSW of Baily. The edge of the bank is marked by a lighted buoy moored 1.5 miles SSW of Baily.

Tides—Currents

The currents set N at a maximum velocity of 3.2 knots just outside of Dublin Bay from about 6 hours before HW at Dun Laoghaire to the time of HW at that place, and S at a similar velocity from about HW to 6 hours after HW.

The N current sets around Dalkey Island, circles the bay, and flows N between Rosbeg Bank and Ben of Howth. The S current sets past Ben of Howth and forms an eddy in the N part of Dublin Bay. This current also sets across the bay toward Dun Laoghaire and SE along the shore to Dalkey Island.

In the S part of Dublin Bay, the NW current begins about 6 hours after HW at Dun Laoghaire and the SE current begins about 30 minutes before HW. In the N part of the bay, and between Rosbeg Bank and Ben of Howth, the NE current begins about 3 hours after HW at Dun Laoghaire and sets for

about 9 hours 30 minutes. The SW current begins at about HW at Dun Laoghaire and sets for 3 hours. There is very little current in the middle of the bay.

The currents set N and S across the entrance of the River Liffey. The currents are not strong, but the ebb may attain a velocity of 3.5 knots at springs between Poolbeg and North Bull Lighthouse.

The currents in Dublin Harbor are weak, but the freshets after heavy rains may overcome the flood currents.

Aspect

The Mapas Obelisk and ruined signal tower, 0.8 mile WSW and 0.5 mile W, respectively, of Sorrento Point, and the martello tower on Dalkey Island are conspicuous on the S side of the bay.

Black Linn, 168m high, is the summit of Ben of Howth and is conspicuous from the N side of the bay.



Photograph Courtesy of Donald W. Carter

Bailey Light

Baily Light, a granite tower, 13m high, is also conspicuous from the SE point of Howth Peninsula.

Pilotage

Pilotage is compulsory within the Dublin pilotage district for vessels carrying passengers, petroleum, gas, chemical or explosive cargo and for those over 200 grt.

The limits of the Dublin pilotage district are the waters of River Liffey below **Butt Bridge** (53°20'N., 6°15'E.) and the sea W of the meridian 6°W that lies between the parallels passing through Bailey Light, on the N, and through Sorrento Point on the S, including all bays, creeks and harbors, and all tidal and closed docks within such area.

Pilots board incoming vessels, for the ports within Dublin Bay, as follows:

1. Eastern Approach—1.5 miles NE of Dublin Bay Lighted Buoy.
2. Southeastern Approach—0.7 mile E of Dublin Bay Lighted Buoy.

The station and pilot boats are equipped with VHF. Vessels should make contact on channel 12 when approaching the port. Vessel's ETA should be sent 12 hours before arrival and corrections may be made up to 2 hours before the time originally given. The 12 hour message should contain the following information:

1. Vessel name, call sign, and nationality.
2. Date and time of arrival and departure.
3. Last port of call.
4. Cargo (use International Maritime Dangerous Goods Code).
5. Draft.
6. Any defects.

Vessels outward bound, or shifting berth, should give as much notice as possible of their time of sailing to ensure the services of a pilot. The pilot station is situated on Dublin E breakwater.

Regulations

A Traffic Separation Scheme has been established in Dublin Bay along the E limits of the Dublin Pilotage District. The International Regulations for Preventing Collisions at Sea (1972) apply to navigation within this area.

Inbound Reporting Point "A" at the SE end of the inbound traffic lane of the SE approach.

Radio reporting points, for contacting Dublin Port Radio, VHF channel 12, are established in the following positions:

1. Outbound Reporting Point "B" at the SE end of the outbound traffic lane of the SE approach.
2. Inbound Reporting Point "C" at the E end of the inbound traffic lane of the NE approach.
3. Outbound Reporting Point "D" at the E end of the outbound traffic lane of the NE approach.
4. Reporting Point "I" (53°20.3'N., 6°06.0'W.) for inbound and outbound traffic approaching the E end of the dredged channel to the port.

An inshore traffic zone is established between Baily Point and the N limit of the N Traffic Separation Scheme. The S

inshore traffic zone lies between Dalkey Island and the S limit of the S Traffic Separation Scheme.

The Area to Be Avoided is established in the vicinity and direction of Burford Bank and lies between the N and S Traffic Separation Schemes.

A circular anchorage area lies centered on 53°18.8'N 6°04.9'W with a radius of 0.5 mile. The four quadrants of the anchorage are designated No. 1 in the NW sector, No. 2 in the NE sector, No. 3 in the SW sector, and No. 4 in the SE sector.

Directions

For vessels arriving from the N, the recommended track to the N pilot boarding position leads SSW, passing E of Ben of Howth and Bailey Light, W of North Burford Lighted Buoy, and E of Rosberg East Lighted Buoy.

For vessels arriving from the E, or via the offshore route from the S, the recommended track to the N pilot boarding position leads WNW, passing N of Kish Bank Light, S of Bennett Bank Lighted Buoy, and N of North Burford Lighted Buoy. The track then leads WSW to the pilot boarding position, passing SE of Rosberg East Lighted Buoy.

For vessels arriving from the S, from a position E of Dalkey Island, the recommended track to the S pilot boarding position leads N, passing E of Muglins, and W of South Burford Lighted Buoy and Burford Bank.

Dun Laoghaire (53°18'N., 6°08'W.)

World Port Index No. 34470

2.11 The port of Dun Laoghaire on the S side of Dublin Bay is the Irish terminal for vehicle ferries from Holyhead, Wales. It is also a major yachting center and is used by fishing boats.

Tides—Currents.—Spring tides rise about 3.7m and neap tides about 3.1m.

Depths—Limitations.—The harbor is protected by two breakwaters which form an entrance 232m wide with depths of 6 to 8m. Fairway No. 1, dredged to a depth of 5m, extends from the entrance to the ferry and ro-ro terminals in the SE part of the harbor. The ferry and mailboat berths are dredged to a depth of 5m. St. Michael's Pier (car ferry pier) can accommodate vessels of up to 142m in length and 17m beam. Carlisle Pier (mailboat pier), the deepest berth, has an alongside depth of 5.4m on its E side, and can accommodate vessels of up to 139m in length and 22m beam.

Fairway No. 2 extends from the entrance to the Old Quay and Trader's Wharf, situated in the SW part of the harbor. The berths have depths of 1.5 to 3.2m alongside and are used mainly by small craft and fishing vessels.

Aspect.—The spires of St. Michael's Church and Mariner's Church, situated in the town, are conspicuous.

Dun Laoghaire E breakwater light, a granite tower, 12m high, is also conspicuous.



Photograph Courtesy of Donald W. Carter

Dun Laoghaire W Breakwater Light

Anchorage.—Vessels of such deep draft as cannot enter the harbor may anchor in fine weather, in depths of 12 to 18m about 1.5 miles E of the harbor entrance. The bottom, which is stiff marl with a covering of sand, affords excellent holding ground, but it is a very exposed anchorage.

Vessels are recommended not to anchor here except in cases of necessity, and must be prepared to leave on the first appearance of a change of wind E.

In order to stay clear of the numerous yacht moorings, vessels may anchor in the harbor only within the designated triangular area which lies about 0.3 mile SW of the entrance and may be seen on the inset of the chart.

Caution.—Vessels must keep clear of the entrance and Fairway No. 1 when ferries are entering the port. The International Code of Signals flag hoist "MB3" is flown from St. Michael's Pier flagstaff and a high intensity, quick flashing yellow light, situated on the roof of a red turret on the pier close to the flagstaff, is activated when ferry traffic is imminent.

Ferries normally leave their berths stern first and turn to face seaward in Fairway No. 1; three short blasts from the vessel's whistle are sounded when getting underway. Vessels leaving berth ship's bow first are required to sound one prolonged blast

when getting underway. Power driven vessels, other than fishing or pleasure craft, are required to sound one prolonged blast when approaching the harbor entrance on arrival and departure.

From April to October numerous yacht racing marker buoys are moored in the vicinity of the approaches to the harbor.

Directions.—See "Dublin Bay—Directions" for further information.

Dublin (53°21'N., 6°15'W.)

World Port Index No. 34480

2.12 The major seaport of Dublin lies along both banks of the River Liffey at the head of Dublin Bay. The river is navigable by oceangoing vessels up to about 3.5 miles W of the entrance. Dublin is the capital and largest city in the Irish Republic. The port is a terminal for vehicle and passenger ferries from United Kingdom ports. There are facilities for tanker, bulk, container and ro-ro vessels and repair services including a graving dock.

Tides—Currents

Tides rise about 4.1m at springs and 3.4m at neaps. Strong S winds of long duration raise the water level in Dublin Bay and the River Liffey; North winds have an opposite effect.

Depths—Limitations

The approach channel to Dublin is dredged to a depth of 7.8m.

Above the Ringsend Toll Bridge there are general berths along both banks of the river with dredged depths of 4.5 to 6.5m alongside.



Photograph Courtesy of USCGC CAMPBELL

Dublin Port Radio/Radar Station

Below the bridge, the principal berths on the N side of the river include Western Oil Jetty and Eastern Oil Jetty, having four berths with depths alongside of 6.5 to 10.7m; four ro-ro berths of up to 244m in length with dredged depths of 5.9 to 11m alongside; a bulk jetty with berths of up to 230m in length

and dredged depths of up to 11m alongside; and general berths including facilities for containers with dredged depths of 5.9 to 10.3m alongside.

Below the bridge, the principal berths on the S side of the river include a ro-ro berth, 564m in length, with a dredged depth of 7.7m alongside; a bulk berth, 357m in length with a dredged depth of 11m alongside, Ringsend power station berth, 213m in length with a dredged depth of 8.7m; and Poolbeg Oil Jetty with a berth 198m in length and a dredged depth of 11.3m alongside.

Vessels of up to 35,000 dwt can be accommodated in the port. Vessels with drafts of up to 10.8m may enter the port at MHWS and up to 10.2m at MHWN. Vessels with drafts of up to 7m can enter at any state of the tide.

Tankers approaching maximum draft are advised to arrive off Dublin harbor about 1 hour before HW.

Aspect

The harbor is protected by two breakwaters. An approach channel leads from the pilot boarding area over the bar and through the entrance. The channel which is about 215m wide and dredged to a depth of 7.8m, follows the river for 3.5 miles within the harbor entrance.



Photograph Courtesy of USCGC CAMPBELL

Ringsend Toll Bridge

Ringsend Toll Bridge spans the river about 2.7 miles W of the harbor entrance. It has a central lift span, 30m wide, which has no vertical limit when open. The channel width through the open span is 31.5m.

Conspicuous landmarks within the harbor include two chimneys, 210m high, standing close together in the vicinity of the electricity generating station on the S bank about 1.5 miles above the harbor entrance. Red aeronautical lights are shown from the top of the chimneys at a height of 85m.

Two chimneys, 78m high, are conspicuous in the vicinity of the power station on the S bank, about 2 miles above the harbor entrance.

A gasometer tank, 70m high, may be seen on the S bank about 3.2 miles above the harbor entrance.



Photograph Courtesy of USCGC CAMPBELL

Poolbeg Light



Photograph Courtesy of USCGC CAMPBELL

North Bull Light

Prominent landmarks in the harbor include Poolbeg Light, 20m high, at the head of the S breakwater.

North Bull Light, 15m high, at the head of the N breakwater is conspicuous.

North Bank Light, marking the N side of the channel, is situated 0.9 mile W of the entrance.

The container transporter cranes situated at the container terminal on the N side of the channel, about 1.2 miles above the entrance, are conspicuous.

The approach channel is marked by lighted buoys. (See Dublin Bay for the approaches.)

Regulations

All vessels navigating in the dredged channel across the bar between Poolbeg Lighthouse and No. 1 Buoy should exercise special care to avoid a passing situation between Nos. 3 and 4 buoys. Vessels approaching from opposite directions should establish the point at which they are likely to pass, in order that action appropriate to the circumstances might be taken to avoid a passing situation between Buoys Nos. 3 and 4.

Anchorage

The general anchorage in use within Dublin Bay is located in depths of 9 to 17m, E of Dun Laoghaire harbor entrance, but this anchorage is exposed.

Directions

See paragraph 2.10 "Dublin Bay—Directions" for further information.

Caution

The channel inside the breakwaters can accommodate only one larger vessel at a time. Due to silting, buoys are adjusted periodically to mark the position of the channel and may not match the charted positions.

Many yacht racing buoys, which are small and difficult to see, are located near the harbor entrance.

Visibility in the harbor may be decreased by morning or evening fog.

Coastal Features

2.13 Ireland's Eye (53°24'N., 6°04'W.) is a conspicuous small reef-fringed island lying about 1 mile N of the N coast of Ben of Howth. The island rises steeply on its N side to an elevation of 99m and has a high rock lying off its NE extremity.

A prominent martello tower stands at the NW extremity of the island.

Anchorage can be taken by small vessels during offshore winds, off the NW end of Ireland's Eye, in 7.3m, with the martello tower bearing about 148°.

Howth Harbor (53°23'N., 6°04'W.), situated on the N side of Ben of Howth peninsula, is a fishing port protected by breakwaters. There are also extensive facilities for small craft and yachts. There are depths of 3.9 to 4.8m alongside the berths and a depth of 2.6m in the marina area.

The harbor can be approached from E by a passage lying between the N coast of Ben of Howth and the shoals extending S from Ireland's Eye, or from N through Howth Sound which lies between the W side of Ireland's Eye and a spit extending from the mainland. The shoals extending S from Ireland's Eye are marked by lighted buoys. There is a least charted depth of 4m in the entrance and 3.4m in the harbor.

The coast between Howth Harbor and Shenicks Point, about 10 miles N, is of moderate elevation fronted by sand dunes and a sandy beach broken by the entrances to several inlets.

Baldoyle Creek, Malahide Inlet, Rogerstown Inlet, and Rush Harbor are located about 2 miles W, 4 miles NW, 7 miles NNW, and 8 miles N, respectively, of Howth Harbor, are all used by small craft and yachts.

A conspicuous hotel building stands on the S side of Malahide Inlet. A prominent chapel spire, 50m high, stands close W of the hotel and a square towered castle and the red roofs of several houses closeby, stands about 0.7 mile SE of the hotel.

A conspicuous hospital, consisting of a group of red buildings with an illuminated clock tower, stands on the S side of Rogerstown Inlet. A prominent tower, 34m high, stands at an elevation of 60m close E of the hospital.

Several martello towers stand along the coast and are shown on the chart.



Photograph Courtesy of Donald W. Carter

Howth Breakwater Light

An aeronautical lighted is situated at the airport about 4.5 miles WSW of the entrance to Malahide Inlet, and can be seen from seaward.

Lambay Deep lies with its S end in the position (53°26'N., 5°48'W.). By continuous sounding, this deep might give warning of approach to the coast, the depths W being less than 50m.

Red Island (53°35'N., 6°06'W.), a former islet now joined to the mainland, is located 1.7 miles NNW of Shenicks Point. A small boat harbor formed by a pier, lies on the W side of Red Island.

Skerries Islands (54°14'N., 4°42'W.) consists of three islets. Colt Island, 11m high, St. Patrick's Island, 14m high, and Schenick's Island, 10m high, lie about 0.5 mile E, 1 mile E, and 1 mile SE respectively, of Red Island. There is a narrow passage between St. Patrick's Island and Colt Island which is used by small craft and has a least depth of 3m. The prominent ruins of a church stand near the SW end of St. Patrick's Island. Foul ground lies between Schenick's Island and the mainland.

Lambay Island and Rockabill are described with off-lying dangers.

The currents in the vicinity of the Skerries Islands are irregular, but follow the directions of the channel between Saint Patrick's Island and Rockabill. The current setting NNW begins about 6 hours 15 minutes after HW at Dun Laoghaire and the opposite current at about the time of HW. The spring velocity in both directions varies from 1 knot to 1.5 knots.

The currents between the Skerries Islands and Carlingford Lough, about 25 miles N, follow the direction of the coast, but are weak, especially in Dundalk Bay, although a velocity of about 1 knot may be attained off the salient points. The times at which they begin probably vary considerably, but in general, the current starts to set from the Skerries Islands toward Carlingford Lough about 1 hour after HW at Dun Laoghaire and in the opposite direction about 15 minutes before HW at Dun Laoghaire.

The coast N of the Skerries Islands is of moderate elevation and must be approached with caution. Deep-draft vessels should not approach in depths of less than 18m in clear weather or 47m in poor visibility.

Balbriggan Harbor (53°37'N., 6°08'W.), about 3.2 miles NW of Red Island, is a small fishing boat and small craft harbor. Cardy Rocks, which dry, are located 0.5 mile offshore about 1.2 miles N of Balbriggan and are marked by a beacon.

A conspicuous water tower on pillars stands on the S side of the River Nanny, about 4.2 miles NNW of Balbriggan.

An aeronautical light is shown from a chimney, 107m high, standing about 8.5 miles NW of Balbriggan.

2.14 Drogheda Harbor (53°43'N., 6°21'W.) (World Port Index No. 34540) is a small port situated on the River Boyne about 3 miles above the mouth.

Tides—Currents.—At Drogheda, spring tides rise 3.6m and neap tides rise 3m. North winds decrease predicted heights and S winds increase them.

The currents in the river are weak, but the ebb may set fairly strongly after heavy rains.

Depths—Limitations.—There are depths of 1.4 to 2.4m alongside the town berths at MLWS. All vessels ground on soft

level mud at LW. There is a dolphin petroleum berth situated on the S bank of the river, 0.4 mile E of Boyne Viaduct.

Vessels of up to 3,200 dwt, with a maximum length of 95m, can enter the River Boyne at spring tides.

The depth over the bar on the leading line is 0.6m.

Aspect.—The river is entered over a bar between North Bull and South Bull which are drying sandbanks extending seaward. The channel is about 0.1 mile wide, but narrows to almost half that width about 0.5 mile within the entrance.

A conspicuous castellated tower, known as Maiden Tower, stands on the S side of the river. A small obelisk known as Lady's Finger stands close W of the tower. Two conspicuous chimneys, 78m high, stand at a cement factory on the N side of the river about 0.5 mile E of the town. Smoke from the chimneys is often visible from a considerable distance seaward.

Range lights, situated on the S side of the river, indicate the approach over the bar to the entrance. The channel in the river is marked by lighted beacons and perches.

Pilotage.—Pilotage is compulsory. A lookout is kept at the pilot station near North Light when vessels are expected, from 3 hours before until 1 hour after HW. The pilot can be contacted by VHF channels 11 and 16. Pilots board 1 mile ENE of Aleria Light.

The vessel's ETA should be sent 24 and 12 hours in advance, with any amendments being forwarded.

Signals.—Three shapes by day or three red lights at night, displayed vertically, indicate it is unsafe to cross the bar and the port is closed.

Anchorage.—Vessels awaiting the tide will find good anchorage in depths of 7 to 9m, blue clay, about 1.5 miles seaward of the bar.

Caution.—Vessels are cautioned against approaching the shore in the vicinity of Aleria Light closer than 1.5 miles, particularly in weather conditions involving onshore winds.

Works are in progress (1999) at the new port facility at Tom Roe's Point.

2.15 Clogher Head (53°48'N., 6°13'W.) is a bold rocky promontory. Two Coast Guard huts are prominent E of Clogher Head.

Port Oriel (53°48'N., 6°13'W.) is a small cove, which dries, and is protected by a breakwater lying on the N side of Clogher Head. It is used by fishing boats and small craft.

Dunany Point (53°52'N., 6°15'W.), about 4 miles N of Clogher Head, is of moderate height, and a small lookout hut at the top of the cliff above the point is conspicuous from seaward. An isolated tower 2 miles inland, about midway between Clogher Head and the point, is conspicuous. Prominent landmarks include a spire surrounded by trees about 1.7 miles NE of the tower and a church on the summit of the rising ground, about 0.7 mile WSW of the point.

A drying rock lies about 0.5 miles ENE of the point. Dunany Shoals, with a least depth of 1.8m, lies N of the point and extends to Dundalk Patch which is marked by a lighted buoy moored about 3.5 miles NE of the point.

Dundalk Bay is entered between Dunany Point and Cooley Point about 8 miles NE. It is mostly foul and shallow with an

irregular bottom. Several rocks lie off Cooley Point including a pinnacle with a depth of 0.3m, which is marked by a lighted buoy moored 1.7 miles SE of the point.

The S and W sides of the bay are flat, but the N side rises to heights of over 600m close inland.

2.16 Dundalk (54°00'N., 6°24'W.) (World Port Index No. 34550) is a small port lying on the Castletown River at the head of Dundalk Bay. The quays are situated on the S bank of the river.

Tides—Currents.—Spring tides rise about 5m and neap tides about 4m.

Depths—Limitations.—The channel through the river is confined for most of its distance by training walls which cover at HW. A stretch of the channel close E of the town is only 60m wide and has charted depths in places of 0.2m. Navigation is restricted to the period around HW and vessels lie alongside the quays partly waterborne at LW.

Vessels of up to 3,000 dwt with lengths of up to 98m and drafts of up to 5m can be accommodated in the port at springs; vessels with drafts of up to 4m may enter the port at neaps.

Aspect.—The tall spire of Dundalk church is conspicuous.

Pile Light is shown from a prominent structure consisting of a white house on red piles at the entrance to the river on the E side. Leading marks for the entrance to the river are displayed from the superstructure of the light and a directional light is shown below the main light.

The entrance to the river and channel are marked by lighted buoys, lighted beacons, and beacons.

Pilotage.—Pilotage is compulsory. The pilot boards about 1 mile S of the entrance to the river and can be contacted by VHF.

Anchorage.—Anchorage may be taken in depths of 7 to 8m about 2 miles SE of Pile Light.

Carlingford Lough (54°03'N., 6°08'W.)

2.17 Carlingford Lough is located about 5 miles N of Dundalk Bay and extends inland for about 8 miles. It is entered between **Ballagan Point** (54°00'N., 6°06'W.) and Cranfield Point, 2 miles NE. In clear weather, the lough can be easily identified by its low entrance framed between mountains on each side.

The entrance is almost entirely blocked by rocks and shoals extending across the mouth of the lough.

Hellyhunter Rock (54°01'N., 6°02'W.), with a least depth of 1.5m, lies about 1.2 miles SE of Cranfield Point and on the outer part of the foul ground which extends from that point. These dangers are marked by a lighted buoy moored about 1.5 miles SE of Cranfield Point.

Ballagan Spit, most of which dries, extends about 1 mile E from Ballagan Point.

Limestone Rocks extend about 1.2 miles NE from the W shore of the lough about 0.5 mile within the entrance. Some of

the rocks dry 2.1m and others at LW forming a natural breakwater to the anchorage N of them.

Haulbowline Rocks (54°01'N., 6°05'W.), which dry nearly 1.2m, form the W side of the entrance channel and lie about 0.5 mile WSW of Cranfield Point. A main light is shown from a granite tower on the E rock.

The Breast, with a least depth of 1.8m, and Morgan Pladdy, with a depth of 1.3m, lie on an extensive shoal in the middle of the entrance, about 0.6 mile and 0.3 mile, respectively, SSE of Haulbowline Rock Light.

Block House Island, with a ruined house on it, lies on an extensive rocky flat which dries, about 0.3 mile WNW of Haulbowline Rocks.

Soldiers Point (54°02'N., 6°05'W.) is located about 0.7 mile NW of Cranfield Point. A gravel spit, which dries, extends about 0.3 mile SE from the point.

Greencastle Point (54°02'N., 6°06'W.) is located about 1 mile NW of Soldiers Point. The shore between is fronted by a flat which dries out to a distance of about 0.3 mile and is steep-to. A prominent ruined castle stands at the point.

New England Rock, with a depth of 2.3m, and Vidal Rock, with a depth of 1.7m, lie about 0.2 mile S and 0.4 mile SW of Soldiers Point.

Green Island, 2.7m high, lies about 90m within the S extremity of some rocky ledges, which dry in places, lying up to 0.5 mile S of Green Castle Point. The island is a bird sanctuary, with dense colonies of terns in the mating season.

Carlingford Cut, the main entrance channel, lies between the foul ground off Cranfield Point and the shoals surrounding Limestone Rocks. A fairway through the cut is dredged to a depth of 6.3m. It is marked by lighted buoys on each side and indicated by range lights. A lighted buoy, moored about 3 miles SSE of Cranfield Point, marks the approach to the cut.

It is reported that the leading marks are not easily visible from seaward until the Hellyhunter lighted buoy has been passed.

Hoskyn Channel is entered about 1 mile SW of Carlingford Cut between Ballagan Spit and The Breast. The channel then leads between Haulbowline Rocks and Morgan Pladdy and joins the main entrance fairway. The fairway through Hoskyn Channel is 0.1 mile wide at its narrowest part and has a least depth of 5.6m. This channel is not buoyed and is used only by small craft.

Greenore Point is located about 2.5 miles NW of Ballagan Point. The tower of a disused light, 12m high, is prominent.

The channel within the lough passes through deep water for about 1 mile from the inner entrance of Carlingford Cut to the outer entrance of a fairway which leads past Greenore Point. This fairway passes over a bar between numerous rocks and shoals and is marked by lighted buoys; it is dredged to a depth of 4.8m over a width of 80m and is tortuous. From the inner end of the fairway, about 1 mile NW of Greenore Point, the

channel continues NW for about 2 miles through deep water between the sandbanks extending from both shores to the outer entrance of the dredged fairway leading to Warrenpoint.

Winds—Weather.—The mountains in the vicinity of Carlingford Lough subject the lough to sudden gusts of wind, especially those from between W and NW.

Tides—Currents.—At Cranfield Point, the tide rises about 4.8m at MHWS and 4.3m at MHWN.

The currents are barely perceptible about 1 mile outside the entrance of the lough. In the entrance, the flood begins about 5 hours 30 minutes before HW at Dun Laoghaire and the ebb shortly before HW at Dun Laoghaire. The spring velocity in both directions in Carlingford Cut is about 3.5 knots.

The spring velocity in the entrance and outer part of Hoskyn Channel is about 2.5 knots in both directions, increasing to about 4.5 knots S of Haulbowline Rocks. This latter velocity is also attained E of Haulbowline Rocks above the junction of Hoskyn Channel and Carlingford Cut.

The currents follow the direction of Carlingford Cut, but set across Hoskyn Channel.

The currents off Greenore Point begin at about the same times as those in the entrance, but become gradually later farther N in the lough. The currents attain a velocity of 5 knots off Greenore Point decreasing to about 1.5 knots off Carlingford and 1 knot at the head of the lough.

Pilotage.—Pilotage is compulsory in Carlingford Lough. Vessels should send a request for pilotage 24 hours in advance. Vessels bound for Warrenpoint should report on passing Hellyhunter Buoy and Buoy No. 23. Pilots maintain a listening watch on VHF channel 12. Pilots board at Hellyhunter Buoy. This station also supplies pilots for Greenore.

Anchorage.—About 1.5 miles within the entrance of Carlingford Lough, and NW of Sheep Rock, protected from the effects of S gales by Limestone Rocks, is a clear open space affording secure anchorage to large vessels. The tidal currents here are weak, running at a velocity of about 1.5 knots. The holding ground is good, and although with S gales a little swell may be experienced at HW, it quickly subsides with the falling tide.

A good berth is with Block House Island in range with Haulbowline Light, bearing 110°, and Green Island in range with Greencastle Point, bearing 002°, in about 12.8m, sand and shells; or nearer Greenore Point, in Firemount Road, in 18.3 to 21.9m, but here a vessel would tend to obstruct vessels passing in or out. This is the quarantine anchorage.

Small vessels can obtain good anchorage, in a depth of 6.4m, about 0.1 mile offshore in the narrow channel between the ledges N of Green Island and Greencastle Point. As there are several dangers in the approach to this anchorage, it should only be used by those with local knowledge.

There is anchorage for small vessels NNW of Greenore Point, in 7.3 to 11m, with Greenore Light bearing about 160°, and Green Island showing between Carlingford Cut range

lights, bearing about 104°. The bottom is rocky and foul, and the tide rips keep a vessel continually swinging at anchor.

Vessels that can ground without injury may anchor anywhere in Rostrevor Bay, or off Warren Point, and lie on a bottom of soft mud, partly waterborne.

In the deep channel of the lough extending up to Killowen Point, there is room for a large number of vessels to lie at anchor, in 7.3 to 21.8m, with excellent holding ground. Vessels of moderate draft can only get here near the time of HW, having to pass over the bar between Watson Rocks and Stalka Rock.

Directions.—In clear weather, Carlingford Lough can be readily recognized by the mountains in the vicinity and Haulbowline Lighthouse situated prominently in the entrance. It is recommended that vessels from seaward approach by way of the sea buoy. In poor visibility, vessels should not approach within a depth of 25m until certain of their position.

From the vicinity of the sea buoy, a range on the NE side of the entrance to the lough, leads through Carlingford Cut. On entering the red turning sector of Haulbowline Light, the fairway leads WNW between the lighted buoys and into the inner channel.

2.18 Greenore Harbor (54°02'N., 6°08'W.) (World Port Index No. 34560) lies on the S side of the lough, close W of Greenore Point. The harbor consists of a quay facing NW protected by a detached breakwater lying about 105m NW of it. The port is privately owned and can be contacted by VHF. A regular container ferry service uses the port.

There are three berths which can accommodate vessels of up to 3,000 dwt. Larger vessels may be accommodated, grounding as necessary. The maximum charted depth alongside the quay is 4.3m.

Carlingford (54°02'N., 6°11'W.) (World Port Index No. 34570) is situated on the SW side of the lough about 2 miles NW of Greenore Point. It is approached from N over Carlingford Bank. The ruins of an old castle at the N end of town are prominent.

The harbor, which is enclosed by piers forming an entrance 180m wide, dries and is mainly used by small craft and pleasure boats. Depths alongside the quays are 2.7 to 3.4m at MHWS. A marina lies 0.5 mile NNW of the harbor.

Warrenpoint (54°06'N., 6°15'W.) (World Port Index No. 33680) is a small port situated at the mouth of the Newry River at the head of Carlingford Lough. The entrance channel, which is marked by lighted buoys and indicated by a range, is dredged to a depth of 4.8m.

Tides rise about 5.1m at MHWS and 4.3m at MHWN. The harbor is subject to sudden gusts of wind when there are strong winds from WNW owing to the effect of mountains on each side of the upper lough.

There is a total of 750m of berthing space at the quays at the New Port. There are eight berths dredged to a depth of 4.8m alongside, consisting of four general cargo berths, a coal berth, a ro-ro berth and two container berths.

The port can be contacted by VHF.

Coastal Features

2.19 The coast between Cranfield Point and Dundrum Bay about 13 miles NE, should not be approached within 2 miles or into depths of less than 15m. It is backed by the imposing summits of the Mourne Mountains; Eagle Mountain, 631m high, is prominent and rises about 7 miles N of Cranfield Point. Slieve Donard, 848m high, is the highest and most conspicuous peak and stands about 6.7 miles ENE of Eagle Mountain.

A radio mast, 482m high, on the summit of Slievemartin, about 6.5 miles NW of Cranfield Point, is reported to be conspicuous from seaward. A television mast on Aughrin Hill, 0.7 mile NE of Knockree, is reported to be prominent.

Kilkeel Harbor (54°04'N., 5°59'W.) is a small fishing port lying 3.2 miles NE of Cranfield Point. The harbor is protected by breakwaters which form an entrance about 400m wide with a dredged depth of 1.0m.

Tides rise about 5.3m at MHWS. The harbor has facilities for fishing vessels and affords excellent shelter for small craft, but is liable to silt.

A light is shown from the head of the S breakwater and a tower standing on the E side of the harbor about 240m NW of the light is prominent from seaward.

Annalong (54°06'N., 5°54'W.), about 4.5 miles NE of Kilkeel, is a small harbor protected by a breakwater. The harbor dries and is used by small craft and fishing boats. A light is shown from the head of the E breakwater.

Dundrum Bay lies about 6 miles NE of Annalong. The W side of the bay is bordered by steep slopes which rise to a height of over 800m within 1.5 miles of the coast. **Slieve Croob** (54°20'N., 5°58'W.), 531m in elevation, is prominent from all parts of the bay.

Newcastle (54°12'N., 5°53'W.), lying on the W side of the bay, is a small harbor which dries and is protected by breakwaters; it is used by only small craft. A hotel building in the town is conspicuous.

Dundrum (54°15'N., 5°50'W.) is a small tidal harbor lying at the head of the bay. It is reported (1988) that the port is no longer used commercially.

Caution.—The transshipment of cargo between petroleum vessels occasionally takes place in the bay.

Ballykinlar firing range area, marked by buoys, is situated in the N part of the bay.

Saint John's Point (54°13'N., 5°40'W.), a low promontory, is the E entrance point of Dundrum Bay. A main light is shown from a prominent tower, 40m high, standing on the SE side of the point.

A wreck, with a depth of 14.6m, lies about 3 miles ENE of Saint John's Point on the N part of Ardglass Bank.

Killough Bay lies about 1.5 miles NE of Saint John's Point. The former fishing harbor of Killough, now derelict, lies in the bay. A prominent conical hill, on which stands a tower, is located on the promontory between Killough Bay and Ardglass Harbor about 1.5 miles NE.

2.20 Ardglass Harbor (54°16'N., 5°37'W.) (World Port Index No. 33690), a busy fishing port, is situated about 3 miles NE of Saint John's Point. The harbor is situated in a rocky inlet, sheltered by South Pier, a breakwater which extends NE from the S entrance point and has a high wall and quays on its inner side.

The entrance, about 100m wide with a depth of 7.3m, lies between the head of the breakwater and the foul ground marked by a beacon, extending SW from Phennick Point. North Pier, a broad quay, extends from the W side of the inner harbor near the head and forms a tidal basin which dries and is used by small craft.

Depths—Limitations.—There are three fish quays up to 70m in length. Fishmarket Quay has an alongside depth of 3m.

Aspect.—A light is shown from the head of the outer breakwater and a sector light situated at the head of the inner pier indicates the passage through the entrance.

A fish shed, consisting of a large gray building with a prominent white roof, can be seen from a considerable distance seaward.

Pilotage.—Pilots may be obtained locally and the harbor can be contacted by VHF. Local knowledge is required at night.

Anchorage.—Anchorage may be taken close outside the harbor in depths of 11 to 17m.

Guns Island (54°18'N., 5°33'W.) lies 0.5 mile offshore about 2.7 miles NE of Ardglass. A square obelisk, 7m high, stands on the S end of the island.

A conspicuous water tower, 24m high, stands on the mainland coast about 0.8 mile W of Guns Island.

Killard Point, the S entrance point of Strangford Lough, is located about 1.2 miles NE of Guns Island.