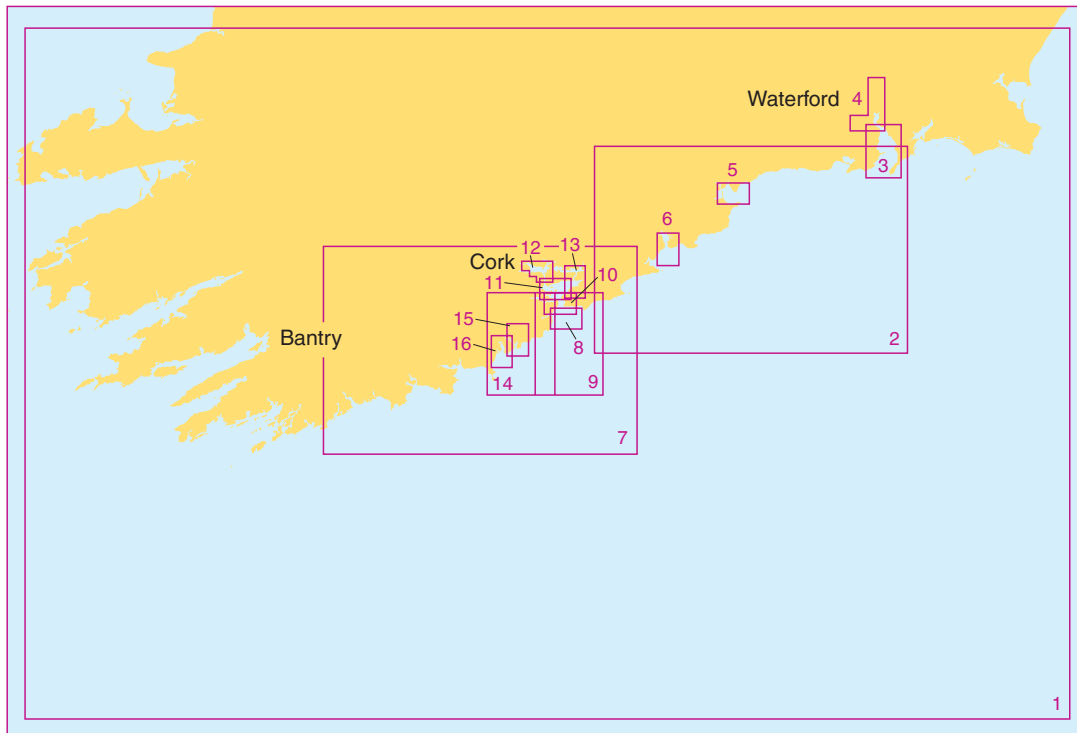




Ireland – South Coast

Coverage Diagram



5622	Chart Title	Natural Scale 1:
1	Tuskar Rock to The Bull	500,000
2	Waterford to Ballycotton Bay	150,000
3A	Entrance to Waterford Harbour	25,000
3B	Dunmore East Harbour	5,000
4A	Passage East to Beacon Quay and Pink Point	25,000
4B	Continuation of River Barrow to New Ross	25,000
4C	Continuation of Queen's Channel to Waterford	25,000
4D	New Ross	10,000
5	Dungarvan Harbour	15,000
6	Youghal	12,500
7	Ballycotton Bay to Glandore Bay	150,000
8	The Sound and Ringabella Bay	12,500
9	Outer Approaches to Cork Harbour	50,000

5622	Chart Title	Natural Scale 1:
10	The Sound to Spike Island	12,500
11	Cobh Road and West Passage	12,500
12A	Upper Harbour West	12,500
12B	Continuation of Upper Harbour West	12,500
13	Upper Harbour East	12,500
14	Morris Head to Old Head of Kinsale	50,000
15	Oyster Haven	12,500
16	Kinsale	12,500

Notes

Positions are referred to the WGS84 compatible datum, European Terrestrial Reference System 1989 Datum.

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.

Heights are in metres. Underlined figures are drying heights above Chart Datum. Overhead clearance heights are above Highest Astronomical Tide. All other heights are above Mean High Water Springs.

Navigational marks: IALA Maritime Buoyage System-Region A (Red to port)

DATUM

All the charts are referred to the WGS84 compatible Datum ETRS89. Any positions taken from GPS (referred to WGS84) or from ADMIRALTY Notices to Mariners (referred to ETRS89) can be plotted directly on all charts.

CHART ACCURACY

Owing to the age and quality of the source information, some detail on this chart may not be positioned accurately. Particular caution is advised when navigating in the vicinity of dangers, even when using an electronic position fixing system such as GPS.

OIL AND GAS FIELDS

Production platforms and associated structures, including tanker moorings, storage tankers and platforms on pipelines, generally exhibit Mo(U) lights, aircraft obstruction lights and audible fog signals. Unauthorized navigation is prohibited within 500 metres of all such structures.


MARINE FARMS

Marine farms exist within the area of this chart. They may not all be shown individually and their positions may change frequently. Marine farms may be marked by lit or unlit buoys or beacons. Mariners are advised to avoid these structures and their associated moorings.

OVERHEAD CABLES

Overhead cables may conduct high voltages; contact with or proximity to these poses extreme danger. Sufficient clearance must be allowed

OMISSION OF DETAIL

Within the limit marked  and the coastline, this chart should only be used for planning purposes as features such as depths, platforms, wrecks, pipelines, minor aids to navigation and cables have been omitted. Larger scale ADMIRALTY charts are available for mariners intending to navigate in this area.

VESSEL REPORTING

For details of the Cork Port Operations and Information Service, see ADMIRALTY List of Radio Signals.

WETREP

Tankers of more than 600 dwt carrying heavy crude oil, heavy fuel oil or bitumen and tar and their emulsions are required to participate in the Western European Tanker Reporting System (WETREP). See ADMIRALTY List of Radio Signals for further details.

SHELLFISH BEDS

Vessels should avoid grounding in areas of shellfish beds.

HISTORIC WRECKS

The sites of historic wrecks are protected from unauthorised interference.

SUBMARINE CABLES AND PIPELINES

Mariners should not anchor, trawl or engage in seabed operations in the vicinity of submarine cables and pipelines. Submarine cables support national infrastructure; damage to them may affect critical services and can result in serious consequences, as well as creating a potential hazard to mariners. Wilful or neglectful damage to a cable may result in legal action. Pipelines are not always buried and their presence may significantly reduce the charted depth. They may also span seabed undulations and cause fishing gear to become irrecoverably snagged, putting a vessel in severe danger.

HIGH SPEED CRAFT

High speed craft operate in the area of this chart. Mariners are advised to maintain a good lookout. Some high speed craft generate large waves, which can have a serious impact on small craft and their moorings close to the shoreline and on shallow off-lying banks.

HM Coastguard Services and Safety Information

VHF MARITIME RADIO

Coastguard Maritime Rescue Co-ordination Centres are on constant watch on Channel 16 - the distress, safety and calling channel. Initial calls should normally be on Ch 16.

HM COASTGUARD

BELFAST (MRCC)

Tel: +44 (0)2891 463933
MMSI: 002320021
Email: zone34@hmcg.gov.uk (FAO Belfast Coastguard)

FALMOUTH (MRCC)

Tel: +44 (0)1326 317575
MMSI: 002320014
Email: zone23@hmcg.gov.uk (FAO Falmouth Coastguard)

HOLYHEAD (MRCC)

Tel: +44 (0)1407 762051
MMSI: 002320018
Email: zone31@hmcg.gov.uk (FAO Holyhead Coastguard)

MILFORD HAVEN (MRCC)

Tel: +44 (0)1646 690 909
MMSI: 002320017
Email: zone28@hmcg.gov.uk (FAO Milford Haven Coastguard)

IRISH COASTGUARD

DUBLIN COASTGUARD (MRCC)

Tel: +353 1 6620922
+353 1 6620923
MMSI: 002500300
Email: coastguardnmoc@transport.gov.ie
mrccdublin@irishcoastguard.ie

VALENTIA COASTGUARD (MRSC)

Tel: +353 66 9476109
MMSI: 002500200
Email: mrscvalentia@irishcoastguard.ie
mrscvalentia@transport.gov.ie

Distress and Safety Communication

Distress - Urgency

A Distress or Urgency message has absolute priority.

Make a call on VHF Channel 16 and give the following essential information:

Distress Call **MAYDAY MAYDAY MAYDAY**

- Name and Call Sign and MMSI number Position
- Nature of Distress
- Type of assistance required
- Type of boat - number of crew - intentions

Urgency (eg. if you break down in bad weather or a crewman requires medical attention)

Call **PANPAN PANPAN PANPAN** and give:

- Name and Call Sign and MMSI number Position
- Nature of Distress
- Type of assistance required
- Type of boat - number of crew - intentions

Other Distress Signals

Other recognised signals are:

- Red flares (parachute, multi stars or hand held) Orange smoke signal
- The flag signal NC
- The morse signal SOS ... --- ... by light
- An article of clothing on an oar
- Slowly and repeatedly raising and lowering outstretched arms
- A square flag with anything resembling a ball above or below it
- Continuous sounding of a siren or whistle will also be recognised, or smoke and flames from the vessel
- The carriage of an Emergency Position Indicating Radio Beacon (406 EPIRB) will improve your chances of being located if conventional means fail. 406 EPIRBs are detected by satellite, in addition to aircraft, and transmitted to a Coastguard Maritime Rescue Co-ordination Centre.

THE USE OF MOBILE TELEPHONES IN DISTRESS AND SAFETY COMMUNICATIONS

The use of mobile telephones in the marine environment offshore is now well established, with users in all areas of the commercial, fishing and leisure communities.

Incidents have occurred where vessels requiring assistance from rescue services have used the inland emergency service, or alternatively telephoned direct to request assistance. (e.g. Lifeboat services). This procedure through a mobile telephone is strongly discouraged.

Use of mobile telephones by-passes the existing dedicated well-established international marine distress communications systems.

Mobile telephone coverage offshore is limited and does not afford the same extensive safety coverage as VHF Channel 16. Consequently a greater risk exists of communications difficulties or even a complete breakdown if an accident should occur at the edge of a cell coverage area.

Subsequent on-scene communications would be restricted and delayed if mobile telephone communications were exclusively maintained throughout. There is always a risk that elements of vital information could be lost or misinterpreted by the introduction of further relay links in the communication chain. Mobile telephones are also highly susceptible to failure due to water ingress.

It is not possible to communicate direct to another vessel able to render assistance unless that vessel is also fitted with a mobile telephone and the telephone number is known. Requests for assistance cannot be monitored by other vessels in a position to render assistance. Valuable time would be lost whilst the relevant Coastguard Rescue Coordination Centre receives and then re-broadcasts the information to all ships on the appropriate distress channel(s).

In the interests of Safety Of Life At Sea (SOLAS), owners of vessels are urged to carry MARINE communications equipment onboard and to use this medium as the primary means of Distress and Safety communications.

Product Specifications

PRODUCT USAGE CAUTION

This product is specifically designed, in conjunction with other charts and publications, as an aid to the navigation of leisure craft and locally regulated workboats and fishing vessels and therefore should be used by competent (preferably qualified) maritime navigators. Although this product contains the best information available at the time of publication, the user should navigate with caution, particularly in areas of shallow or confined waters where the depth of water is likely to change due to local conditions. The information provided in this product comes from the latest source information held and is updated by Notice to Mariners upon receipt of new information critical to safe navigation. To help maintain this product for all users, users are asked to notify the United Kingdom Hydrographic Office of any differences found between what is depicted and actual conditions encountered.

KEEPING THIS CHART UPDATED

Updates for the charts are published using the Notices to Mariners Service on the ADMIRALTY Notices to Mariners page found on our website at admiralty.co.uk/msi. All updates for the latest edition of the chart are listed and can be quickly and easily downloaded. All the charts are derived from standard ADMIRALTY charts. No updates are applied to the charts by the United Kingdom Hydrographic Office or its agents after printing. For those who do not have internet access, please contact Tel. 01823 484444 for assistance.

PROVIDE UPDATED INFORMATION

To help maintain this product users are asked to notify the United Kingdom Hydrographic Office of any differences found between what is depicted and actual conditions encountered. Users can do this by submitting a Hydrographic Note form, found on our website admiralty.co.uk/msi or by downloading our H-Note App. The H-Note App is freely available to download on Android and iOS devices. For more information please see here:



IMPROVEMENTS TO THIS PRODUCT

ADMIRALTY Small Craft Charts are designed for use on leisure craft and locally regulated workboats and fishing vessels, where the smaller format charts fit more conveniently into the limited space available. Users with specific suggestions for the improvement of this product or ideas for the expansion of the series are requested to forward their comments to:

Customer Services, The UK Hydrographic Office,
Admiralty Way, Taunton. +44(0)1823 484444
E-mail customerservices@ukho.gov.uk

To view all ADMIRALTY Products and services, visit admiralty.co.uk

Tidal Stream Information

5622_1

Tidal Streams referred to HW at DOVER

Hours	Geographical Position	A 51°20'0"N 9 30-0W	B 50°48'0"N 7 35-5W	C 52°02'3"N 6 40-0W	D 50°45'0"N 6 27-1W	E 51°34'0"N 6 23-0W	
Before High Water	Directions of streams (degrees)	077	061	055	049	040	-6
	Rates at spring tides (knots)	0.6 0.3	0.5 0.3	0.6 0.3	0.8 0.3	0.6 0.3	
	Rates at neap tides (knots)	0.5 0.3	0.3 0.2	1.3 0.7	0.4 0.2	0.9 0.5	-5
High Water		197	180	069	000	026	-4
		0.2 0.1	0.2 0.1	1.7 0.9	0.0 0.0	1.0 0.5	
After High Water		251	221	081	229	014	-3
		0.4 0.2	0.5 0.3	1.5 0.8	0.5 0.2	0.8 0.4	
		234	229	095	230	354	-2
		0.7 0.4	0.6 0.3	1.0 0.6	0.8 0.3	0.5 0.3	
		253	236	111	232	280	-1
		0.7 0.4	0.6 0.3	0.5 0.3	0.9 0.3	0.2 0.1	
		252	246	215	234	220	0
		0.6 0.4	0.5 0.3	0.3 0.2	0.8 0.3	0.5 0.3	
		271	265	246	237	211	+1
		0.5 0.3	0.4 0.2	1.0 0.6	0.5 0.2	0.9 0.4	
		328	332	250	246	208	+2
		0.4 0.2	0.2 0.1	1.7 0.9	0.1 0.0	1.0 0.5	
		061	042	258	057	201	+3
		0.4 0.2	0.4 0.2	1.9 1.0	0.4 0.1	0.9 0.4	
		076	058	270	058	183	+4
		0.6 0.4	0.5 0.3	1.3 0.7	0.7 0.3	0.5 0.3	
		067	064	284	056	122	+5
		0.7 0.4	0.6 0.3	0.6 0.3	0.9 0.3	0.3 0.1	
		072	063	046	053	049	+6
		0.6 0.4	0.6 0.3	0.3 0.2	0.8 0.3	0.5 0.2	

5622_2

Tidal Streams referred to HW at COBH

A 51°55'4N 07 49-4W	B 52°10'5N 06 56-4W	
233	205	-6
0.1 0.1	0.7 0.4	
280	000	-5
0.3 0.2	0.0 0.0	
292	005	-4
0.6 0.3	0.4 0.2	
295	010	-3
0.7 0.4	0.7 0.4	
299	015	-2
0.9 0.5	0.5 0.3	
324	015	-1
0.6 0.3	0.3 0.2	
022	010	0
0.2 0.1	0.1 0.1	
082	210	+1
0.3 0.2	0.2 0.1	
117	205	+2
0.8 0.4	1.1 0.6	
125	205	+3
1.1 0.6	1.5 0.8	
133	205	+4
0.7 0.4	1.5 0.8	
145	205	+5
0.3 0.2	1.3 0.7	
195	205	+6
0.1 0.1	0.9 0.5	

5622_3

Tidal Streams referred to HW at COBH

A 52°10'5N 6 56-4W	
205	-6
0.7 0.4	
0.0 0.0	-5
005	-4
0.4 0.2	
010	-3
0.7 0.4	
015	-2
0.5 0.3	
015	-1
0.3 0.2	
010	0
0.1 0.1	
210	+1
0.2 0.1	
205	+2
1.1 0.6	
205	+3
1.5 0.8	
205	+4
1.5 0.8	
205	+5
1.3 0.7	
205	+6
0.9 0.5	

5622_6

Tidal Streams referred to HW at COBH

A 51°55'4N 7 49-4W	B 51°57'0N 7 50-4W	
233	168	-6
0.1 0.1	1.4 0.7	
280	168	-5
0.3 0.2	0.4 0.2	
292	343	-4
0.6 0.3	1.8 0.9	
295	341	-3
0.7 0.4	2.6 1.4	
299	340	-2
0.9 0.5	1.8 0.9	
324	340	-1
0.6 0.3	1.2 0.6	
022	330	0
0.2 0.1	0.4 0.2	
082	185	+1
0.3 0.2	0.5 0.3	
117	175	+2
0.8 0.4	2.0 1.1	
125	175	+3
1.1 0.6	2.9 1.5	
133	172	+4
0.7 0.4	2.9 1.5	
145	170	+5
0.3 0.2	2.3 1.2	
195	170	+6
0.1 0.1	1.7 0.9	

5622_7

Tidal Streams referred to HW at COBH

A 51°28'6N 8 47-0W	B 51°21'4N 8 30-8W	C 51°43'0N 8 16-5W	D 51°48'1N 8 15-5W	E 51°37'0N 8 09-0W	
292	262	241	355	252	-6
0.5 0.2	0.4 0.2	0.3 0.2	0.1 0.1	0.3 0.1	
358	310	024	357	280	-5
0.3 0.1	0.1 0.1	0.1 0.0	0.5 0.3	0.1 0.0	
040	032	035	001	028	-4
0.7 0.3	0.3 0.1	0.4 0.2	0.9 0.5	0.2 0.1	
048	049	045	347	050	-3
1.0 0.4	0.5 0.2	0.6 0.3	1.0 0.5	0.3 0.1	
062	055	048	339	058	-2
1.0 0.4	0.6 0.3	0.7 0.4	0.6 0.3	0.5 0.2	
075	064	060	331	063	-1
0.8 0.3	0.6 0.3	0.6 0.3	0.4 0.2	0.5 0.2	
086	079	071	234	066	0
0.5 0.2	0.4 0.2	0.3 0.2	0.2 0.1	0.3 0.1	
162	105	141	176	092	+1
0.3 0.1	0.2 0.1	0.1 0.0	0.7 0.4	0.1 0.1	
213	213	225	161	207	+2
0.7 0.3	0.2 0.1	0.3 0.1	0.9 0.5	0.2 0.1	
230	227	226	157	233	+3
0.8 0.3	0.5 0.2	0.5 0.3	0.9 0.5	0.3 0.1	
241	236	233	167	234	+4
1.0 0.4	0.7 0.3	0.6 0.4	0.6 0.3	0.4 0.2	
243	245	235	167	239	+5
0.9 0.4	0.6 0.3	0.7 0.4	0.2 0.1	0.4 0.2	
276	256	239	161	248	+6
0.5 0.2	0.5 0.2	0.4 0.2	0.1 0.1	0.4 0.1	

5622_8

Tidal Streams referred to HW at COBH

A 51°48'10N 8 15-50W	
355	-6
0.1 0.1	
357	-5
0.5 0.3	
001	-4
0.9 0.5	
347	-3
0.1 0.5	
339	-2
0.6 0.3	
331	-1
0.4 0.2	
234	0
0.2 0.1	
176	+1
0.7 0.4	
161	+2
0.9 0.5	
157	+3
0.9 0.5	
167	+4
0.6 0.3	
167	+5
0.2 0.1	
161	+6
0.1 0.1	

5622_9

Tidal Streams referred to HW at COBH

A 51°37'00N 8 09-00W	B 51°43'00N 8 16-50W	C 51°48'10N 8 15-50W	D 51°49'30N 8 15-80W	
252	241	355	040	-6
0.3 0.1	0.3 0.2	0.1 0.1	0.2 0.1	
280	024	357	023	-5
0.1 0.0	0.1 0.0	0.5 0.3	0.6 0.3	
028	035	001	022	-4
0.2 0.1	0.4 0.2	0.9 0.5	1.0 0.5	
050	045	347	013	-3
0.3 0.1	0.6 0.3	1.0 0.5	1.7 0.9	
058	048	339	003	-2
0.5 0.2	0.7 0.4	0.6 0.3	1.4 0.7	
063	060	331	356	-1
0.5 0.2	0.6 0.3	0.4 0.2	0.2 0.1	
066	071	234	184	0
0.3 0.1	0.3 0.2	0.2 0.1	0.3 0.2	
092	141	176	182	+1
0.1 0.1	0.1 0.0	0.7 0.4	0.8 0.4	
207	225	161	192	+2
0.2 0.1	0.3 0.1	0.9 0.5	1.1 0.5	
233	226	157	206	+3
0.3 0.1	0.5 0.3	0.9 0.5	1.2 0.6	
234	167	199	181	+4
0.4 0.2	0.6 0.4	1.0 0.5	0.5 0.3	
239	235	167	142	+5
0.4 0.2	0.7 0.4	0.2 0.1	0.2 0.1	
248	239	161		+6
0.4 0.1	0.4 0.2	0.1 0.1		

5622_10

Tidal Streams referred to HW at COBH

A 51°48'10N 8 15-50W	B 51°49'30N 8 15-80W	
355	040	-6
0.1 0.1	0.2 0.1	
357	023	-5
0.5 0.3	0.6 0.3	
001	022	-4
0.9 0.5	1.0 0.5	
347	013	-3
0.1 0.5	1.7 0.9	
339	003	-2
0.6 0.3	1.4 0.7	
331	356	-1
0.4 0.2	0.2 0.1	
234	184	0
0.2 0.1	0.3 0.2	
176	182	+1
0.7 0.4	0.8 0.4	
161	192	+2
0.9 0.5	1.1 0.5	
157	206	+3
0.9 0.5	1.2 0.6	
167	199	+4
0.6 0.3	1.0 0.5	
167	181	+5
0.2 0.1	0.5 0.3	
161	142	+6
0.1 0.1	0.2 0.1	

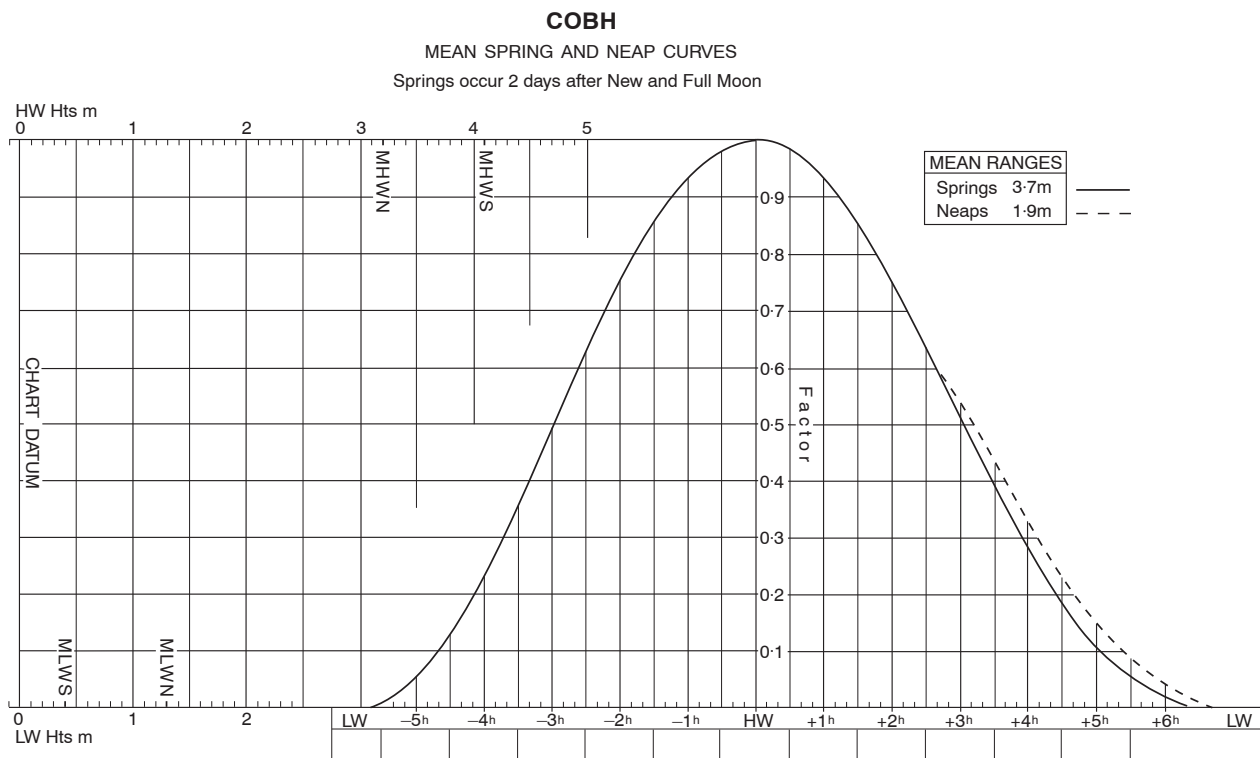
TIME & HEIGHT DIFFERENCES FOR PREDICTING THE TIDE AT SECONDARY PORTS

PLACE	Lat. N	Long. W	TIME DIFFERENCES				HEIGHT DIFFERENCES (IN METRES)			
			High Water Zone UT(GMT)		Low Water		MHWS	MHWN	MLWN	MLWS
COBH.....	51 51	8 18	0500 and 1700	1100 and 2300	0500 and 1700	1100 and 2300	4.1	3.2	1.3	0.4
Castletownshend	51 32	9 10	-0020	-0030	-0020	-0050	-0.4	-0.2	+0.1	+0.3
Clonakilty Bay	51 35	8 50	-0033	-0011	-0019	-0041	-0.3	-0.2	⊙	⊙
Courtmacsherry	51 38	8 43	-0025	-0008	-0008	-0015	-0.1	-0.1	0.0	+0.1
Kinsale	51 42	8 31	-0019	-0005	-0009	-0023	-0.2	0.0	+0.1	+0.2
Roberts Cove	51 45	8 19	-0005	-0005	-0005	-0005	-0.1	0.0	0.0	+0.1
Cork Harbour										
Ringaskiddy	51 50	8 19	+0005	+0020	+0007	+0013	+0.1	+0.1	+0.1	+0.1
Marino Point	51 53	8 20	0000	+0010	0000	+0010	+0.1	+0.1	0.0	0.0
Cork City	51 54	8 27	+0005	+0010	+0020	+0010	+0.4	+0.4	+0.3	+0.2
Ballycotton	51 50	8 01	-0011	+0001	+0003	-0009	0.0	0.0	-0.1	0.0
Youghal	51 57	7 51	0000	+0010	+0010	0000	-0.2	-0.1	-0.1	-0.1
Dungarvan Harbour	52 05	7 34	+0004	+0012	+0007	-0001	0.0	+0.1	-0.2	0.0
Waterford Harbour										
Dunmore East	52 09	6 59	+0008	+0003	+0000	+0000	+0.1	0.0	+0.1	+0.2
Cheekpoint	52 16	7 00	+0026	+0021	+0019	+0022	+0.5	+0.4	+0.3	+0.2
KILMOKEA POINT	52 17	7 00	STANDARD PORT				See Table of NON-REFERENCE STANDARD PORTS			
Waterford	52 16	7 06	+0053	+0032	+0015	+0100	+0.6	+0.6	+0.4	+0.2
New Ross	52 24	6 57	+0100	+0030	+0055	+0130	+0.3	+0.4	+0.3	+0.4
⊙ No Data										

⊙ No Data

Table of NON-REFERENCE STANDARD PORTS				
STANDARD PORT	MHWS	MHWN	MLWN	MLWS
KILMOKEA POINT	4.3	3.3	1.4	0.5

Tidal Curve Diagrams



For guidance on the use of Standard Curve Diagrams, see ADMIRALTY Tide Tables NP 201.