

Carlingford Lough Boat Trail



LOUGHS AGENCY

EARNING A WELCOME

1. Please be friendly and polite to local residents and other water users.
2. Drive with care and consideration and park sensibly.
3. Change clothing discreetly (preferably out of public view).
4. Gain permission before going on to private property.
5. Minimise your impact on the natural environment and use recognised access points. There are many unofficial access points which could be used with the owner's consent.
6. Be sensitive to wildlife and other users regarding the level of noise you create.
7. Observe wildlife from a distance and be aware of sensitive locations such as bird nest sites, bird roosts, seals on land and wintering wildfowl and wader concentrations.
8. Follow the principles of 'Leave No Trace'.
For more information visit:- www.leavenotraceireland.org
9. Keep the numbers in your party consistent with safety, the nature of the water conditions and the impact on your surroundings.
10. Biosecurity: sailors must help stop the spread of invasive species threatening our waterways and coasts! Wash and thoroughly dry boats, trailers and all other kit after a trip. Desiccation is effective against most invasive species, countering their serious environmental and economic impacts.

WILDLIFE

Carlingford Lough is frequented by otters and seals. In 2016, a bow head whale was spotted off the mouth of the lough and basking shark and dolphin have been reported.

Boat fishing for Tope (a shark) and other species is popular in the area.

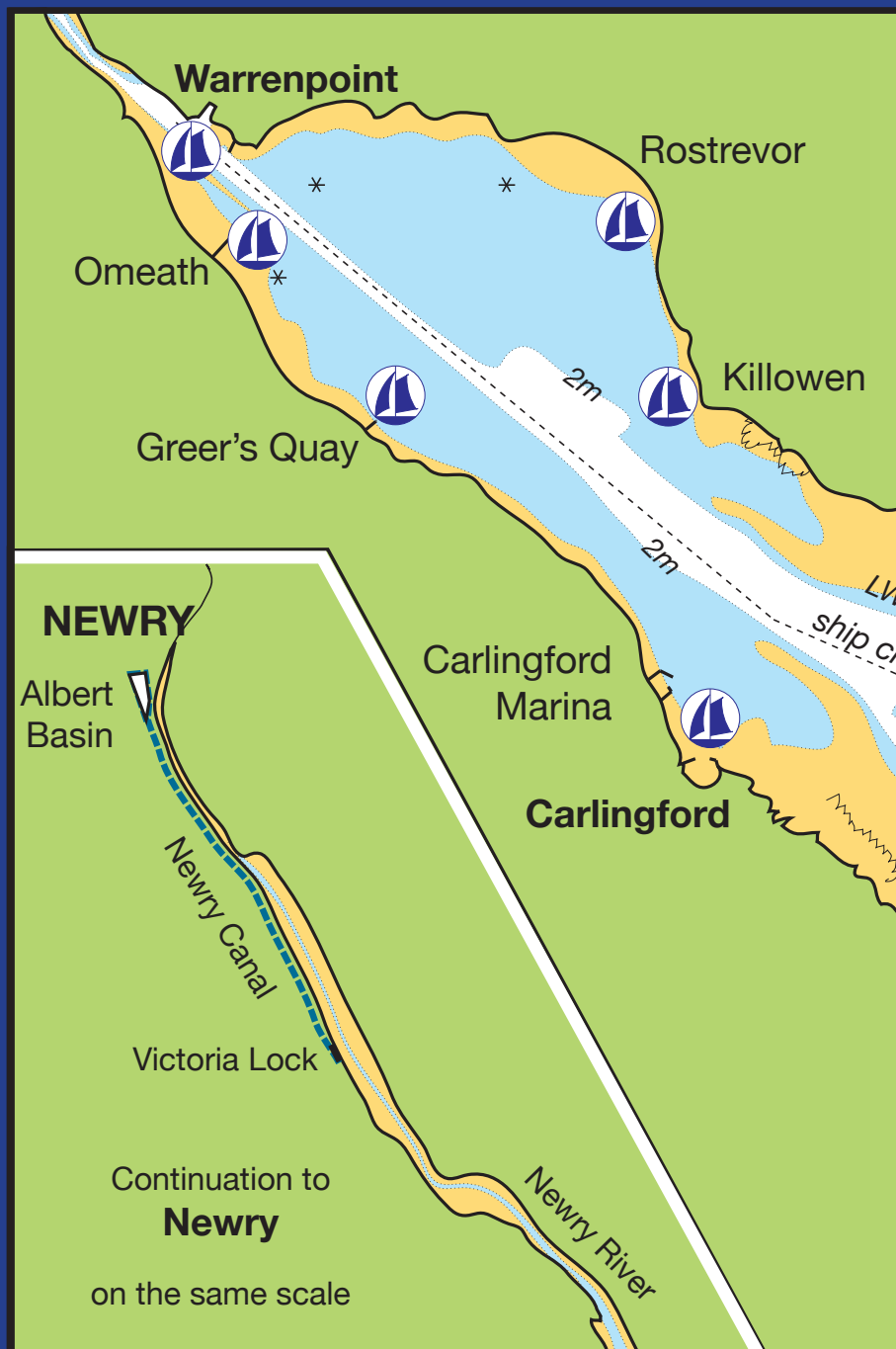
Waders and wildfowl (often breeding in the arctic) winter here, feeding on mudflats as the tide recedes. Mill Bay and the shore seawards of Carlingford harbour have particular concentrations.

PLACE NAMES MARITIME

- Beg - small
- Bun - foot of a stream or river (where it runs into the sea or meets a larger river)
- Carrick or carraig or craig – rock or crag
- Dun or doon – fort
- Ford – fiord, being a feature formed by glacial erosion
- Inish or inch - island/peninsula/headland/isle/meadow
- Ken or Kin – from Ceann, being point, headland, promontory, cape
- Long - ship (some believe that this indicates a Norse or Viking link)
- Mara - of the sea
- Mor - big or expansive
- Port - sheltered body of water, bank of river
- Rinn – corner or point
- Ron - seal
- Stook - stack (isolated remnant of a headland which has been cut through by erosion processes)
- Tor – rocky height, pillar rock
- Tra or tre – beach

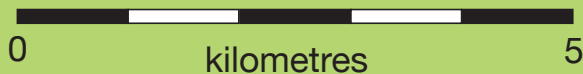
CONTENTS

Advice & Wildlife	Page 2
Place Names	Page 3
Carlingford Access Points Map	Page 4 to 5
Heritage & Eco Tourism	Page 6 to 9
Area 1 : The Inner Lough	Page 10 to 13
Area 2 : Killowen - Carlingford	Page 14 & 15
Area 3 : The Outer Lough	Page 16 & 17
General Information	Page 18 to 21
Navigational Charts	Page 22 to 27

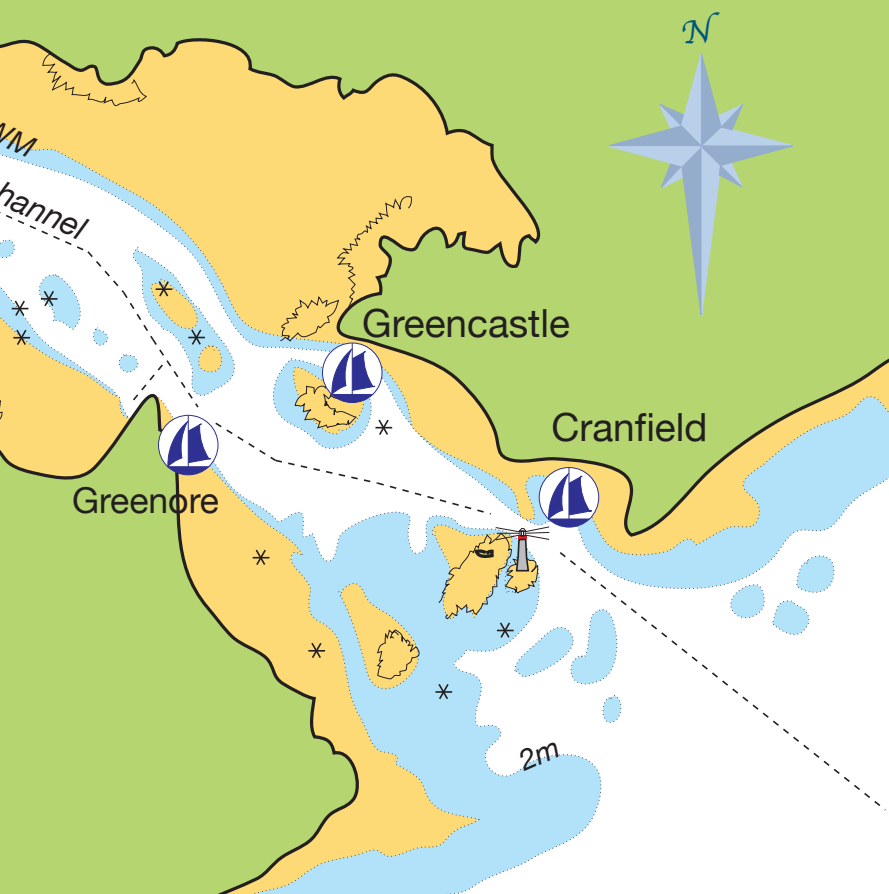


* Not to be used for navigational purposes.

Carlingford Lough



Note: there are many more rocks and shoals in the Lough than are shown on this plan





Heritage & Eco Tourism

Carlingford Lough is a majestic bay that vies with any on the Irish coast. The Mountains of Mourne run down to the sea (just as in the famed song) on one shore and the Cooley Mountains rise steeply from the other, framing an Irish fjord (its name, 'Cairlinn-fjord', has provenance that is Viking).

The lough lies on the border between Northern Ireland and the Republic of Ireland. This delightful place is equidistant between Dublin and Belfast, roughly an hour from each.



Carlingford Lough is an important shellfish fishery with dredging for mussels and native oysters. Along the shore, the Pacific oyster is cultivated in baskets mounted on trestles that keep them off the sea bed.

Both sides of the lough are shoal, with sandbars to the south and extensive mudflats in Mill Bay. Flocks of wintering wildfowl and waders sustain themselves around the lough, with particular concentrations at Mill Bay.

Newry was once a thriving commercial port. An inquisitive stroll around the city reveals vestiges of a mercantile trade – now redundant warehouses, quays, canals and place names (Sugar Island is redolent of connections

with Caribbean sugar plantations). Ships steamed along the ship canal that connected Newry to the sea right up to 1974. Inbound cargo included timber, sugar, coal, oil, salt and other goods. Exports listed whiskey, livestock, hides, linen, butter, eggs and oats.

Much was done to enhance the port of Newry: a cut was made across the rock bar at the mouth of the lough; the fabulously sited Haulbowline Lighthouse was erected in 1823; a canal was begun in 1730 that connected with the Bann and thence Lough Neagh, the Lagan, Ulster Canal and the Erne; the ship canal was cut in 1763 to carry ships almost to the mouth of the Newry River; and, substantial quays were built fringing the Albert Basin and lining the canal.

Greenore Port was opened in 1873 by the LNWR railway company to serve its Irish Sea ferry route to Holyhead. A wooden pier at Greencastle (on the opposite shore) was the base for a passenger ferry that carried County Down passengers across to meet the Greenore ferry. Today, Greenore handles mostly bulk cargoes and occasional livestock traffic bound for the Middle East. Greenore is linked with Greencastle on the County Down shore by a car ferry.

With ports at Newry, Warrenpoint and Greenore, inevitably the lough and its approaches knew shipping disasters. The worst was the collision of the steam ships Retriever and Connemara in 1916, a sinking that resulted in the loss of 94 lives.

Carlingford town is a delight to stroll around. There are several castles in this once walled town (remnants of the walls remain, including a fine gate house incorporating a dungeon). The town is replete with Norman heritage, situated close to the northern edge of 'The Pale' (the extent of English governmental control in the middle ages – think of the term 'beyond the Pale').

Around the time that Robert Bruce was King of Scotland, his brother Edward (married to a daughter of the Norman keepers of Greencastle) was King of Ireland - until defeated at Faughart outside Newry.

Carlingford Lough was of strategic importance during the Eleven Years War, with Cromwellian forces establishing an artillery post on an island at the mouth of the lough (known thereafter as Blockhouse Island). Only a little remains of what was a sizable fortification.

An upland trio of Slieve Gullion, the Cooleys and the Mournes embrace Carlingford Lough. There is much here to excite those with an interest in how landscapes form - Mourne granite stands proud, volcanoes ring Gullion, glacier cut U shaped valleys breach the mountain range, the ford complete with rock bar at its mouth strides to the sea and the ice moulded crag and tail gives Slieve Gullion it's streamlined form.

Wildlife abounds in a landscape of mountain, forest and seashore. Seals breed and pull out on the islands at the lough mouth, sharing these fragile ecosystems with breeding birds such as oystercatcher, ringed plover and terns. The rich flats of Mill Bay sustain flocks of geese, duck and waders.





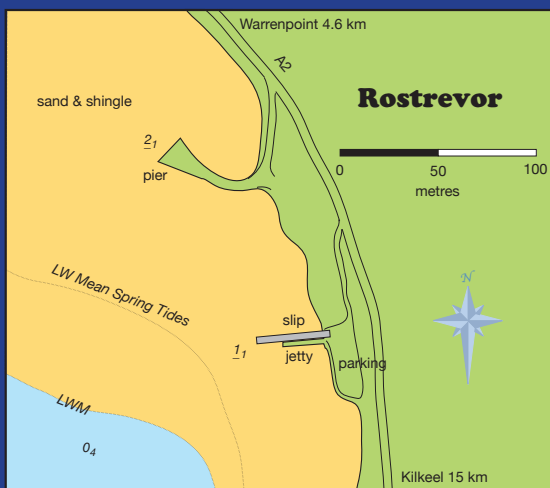
AREA 1: The Inner Lough

The innermost waters of Carlingford Lough form the broad expanse of Rostrevor Bay. The shore tends to be mud or stone. Watch out here for southeasterly winds fetching several miles at this point. Recreational boats share this water with shipping negotiating the narrow channel up to the harbour at Warrenpoint.

Within the Lough, 'Kettles' (almost like mini-tornadoes) form in strong west-north-westerly winds when squalls funnel down from the hills.

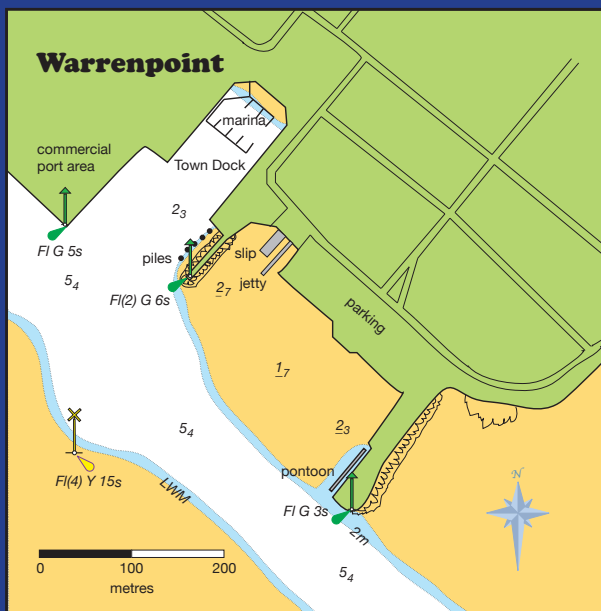
Each of the various settlements around the shore have premises offering refreshment.

The eponymous river runs up to Newry, its mouth flanked by Omeath and Warrenpoint. One of the oldest canals in Europe parallels the river, leading the three miles of its length into the city.



* Not to be used for navigational purposes.

This ship canal was first opened in 1769). From Victoria Lock at the seaward end, the canal runs to Newry, opening out at the Albert Basin. Take care if the lock is in use - huge volumes of water are rapidly exchanged between canal and lock by way of a subsurface sump! The canal transported ships carrying coal and other cargo. Back in 1777, it was reported that Newry was the fourth most busy port in Ireland but trade eventually shifted downstream to Warrenpoint.



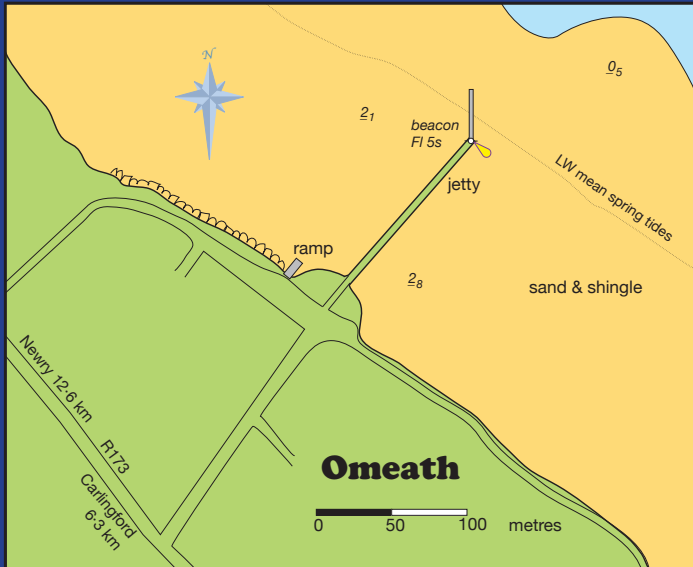
* Not to be used for navigational purposes.

The quays at Albert Basin were constructed in 1850 to accommodate the increasingly large ships plying the merchant routes. Now used by leisure boats, the quays are convenient to shops, bars and restaurants. Newry, Mourne and Down District Council manage the facility.

At Warrenpoint, there are pontoons at the Town Dock. These are managed by Warrenpoint Harbour Authority. There is a slipway and a pebbly beach outside of the Town Dock.

The sudden narrowing of the waterway here is exemplified by the naming of the Elizabethan castle guarding this historic crossing point. Narrow Water castle is a distinctive tower house and bawn (an Irish word denoting a walled enclosure) built upon an earlier Norman keep. There are stone quays here that once served the ferry that plied the narrows - one on the Newry side of the castle and one on the opposite shore.

Warrenpoint is a Victorian seaside resort that also hosts a commercial port. There is a regular ferry service to Heysham and ships arrive from across the globe. Small craft should stay clear of the shipping channel (clearly marked along the lough's length) and beware of the wash generated by passing vessels. The shipping channel should only be crossed at right angles after notifying Warrenpoint Harbour Authority.

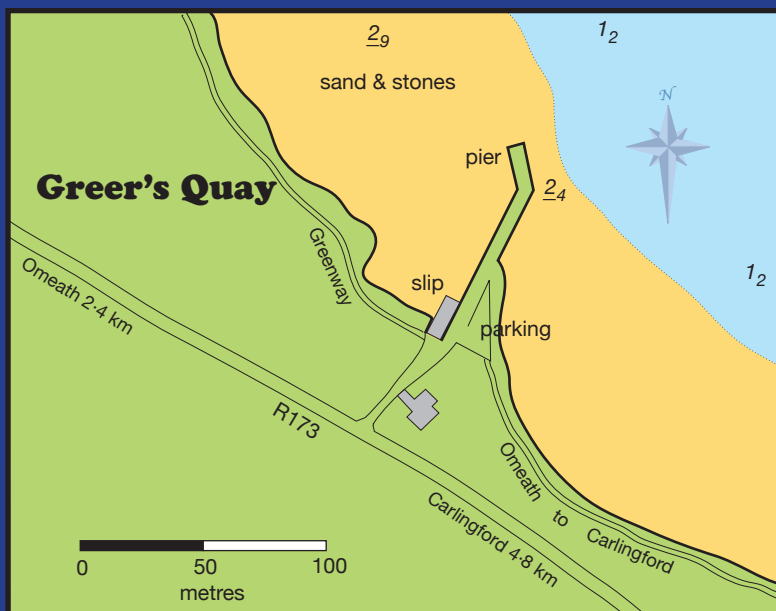


* Not to be used for navigational purposes.

Across from Warrenpoint is quaint Omeath. There is a long sloping pier here with a railing along its middle. The shore is coarse sand in places.

Greens Quay is southeast of Omeath. It is a stone built pier adjacent to a 'greenway' trail that runs from Newry to Carlingford. There is a rather steep slipway by the quay.

Rostrevor is a picturesque village, a tranquil place nestled in a fold in the Mourne Mountains, the lough lapping the adjacent shore. Seawards just a few miles southwards is the hamlet of Killowen. This is where Carlingford Lough Yacht Club is based. The club has rooms and a slipway.



* Not to be used for navigational purposes.





AREA 2: Killowen – Carlingford

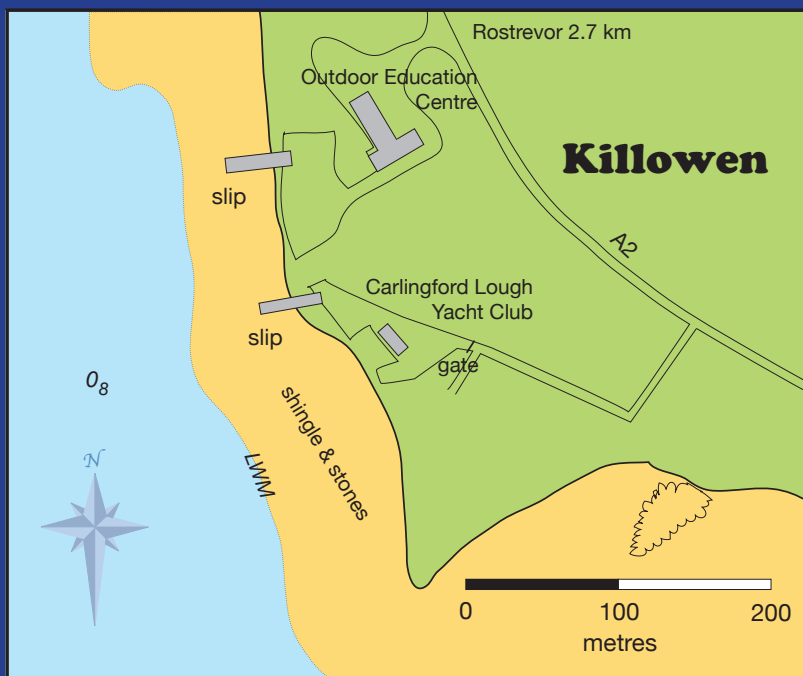
With Carlingford Lough Yacht Club on one side (at Killowen) and Carlingford Sailing Club on the other (on the edge of Carlingford village), this area can often offer an uplifting vista of sail.

Carlingford harbour dries to a mud berth at low tide – although there are two slipways useful from mid-tide. Carlingford marina lies just west of Carlingford harbour. This private facility with a restaurant and a bar accommodates yachts and powerboats. The local sailing club has a slipway, sailing school, bar and restaurant.

The narrow winding streets of Carlingford village reflect its Norman and medieval origins. There are several (yes, several) ruined castles, a Dominican priory, remnants of ancient town walls and a gatehouse (complete with a prison cell!).

Killowen is a hamlet with no services. Killowen was once a fishing village and was described in an 1846 guide as “The nursery of the seamen who man the commercial Navy of Newry”. The sailing club offers sailing taster sessions and the club rooms include a bar.

Just eastwards of Carlingford village is the marina (www.carlingfordmarina.com). Berths are available for visiting boats. The marina is right beside a stunning waterside “Greenway” walking and cycling trail that will soon run the whole way to Newry and thence along the Newry Canal towpath to Portadown.



* Maps not to be used for navigational purposes.





AREA 3: The Outer Lough

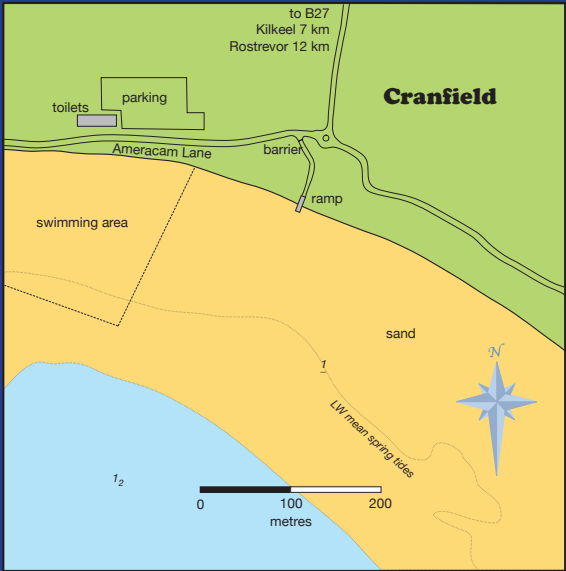
The area near the mouth of the lough is an archipelago of reefs and rocky islands. Perhaps the classic embodiment of a lighthouse is Haulbowline. This remarkable edifice is encompassed by the waters of the Irish Sea, the rock that is its foundation only exposed at low water.

Green Island and Blockhouse Island are comprised of rock and shingle. Both are important for seals and birds. Blockhouse island is occupied by the ruins of a seventeenth century artillery fort that once secured the lough.

Tidal waters rush through the mouth of the lough at up to 5 knots, with races, overfalls and rough water extending out beyond Cranfield and Ballagan Points on both flood and ebb tides. This is a challenging stretch of water, suitable only for experienced sailors.

On the northern shore, inland of Cranfield Point, is the popular sandy beach of Cranfield. There are shops and cafés at the caravan parks inland of the beach and public toilets near the beach.

The twin Norman castles at Greencastle and Carlingford stand sentinel over the entrance to the lough. Greencastle is a 'Royal Castle' that defended the

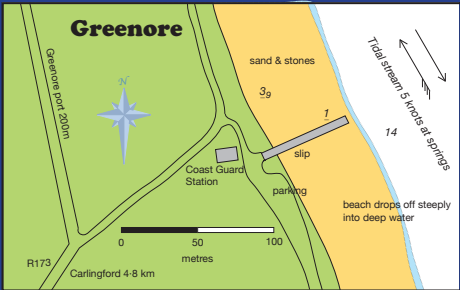
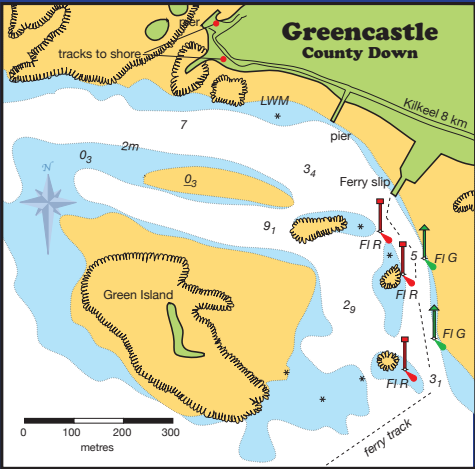


Anglo-Norman Earldom of Ulster. The castle was taken in 1316 by Edward Bruce, one time king of Ireland and the brother of Robert. The wooden pier at Greencastle served a small ferry that connected with Greenore. Today, it is used by the crews of the pilot and tug boats that anchor off.

Around from Greencastle is Mill Bay with rocky islets breaking its broad mudflats. The bay is home to flocks of waders and wildfowl in the winter.

Greenore on the Louth side is a commercial port established in the 19th century as a railhead for the ferry that once ran to Holyhead in Wales. The street names are redolent of this past - Euston Street, Anglesey Terrace... .

At Greenore there is a steeply shelving pebble and sand beach. There is a slipway across the beach operated by the coast guard. There are particularly strong currents around Greenore Point. In the village there is a shop, café and tourist accommodation.



* Maps not to be used for navigational purposes.

DISCLAIMER

Every effort has been taken to ensure accuracy in the compilation of this publication. The Loughs Agency and its partner organisations cannot, however, accept responsibility for errors or omissions but, where such are brought to our attention, future publications will be amended accordingly. The guide must be used in conjunction with an accurate navigation chart and an OS 1:50,000 map. Neither the publishers, funders, contributors, landowners, site managers, riparian owners nor agents of the aforementioned can be held responsible for any loss, injury or inconvenience sustained by any person or persons as a result of information, guidance or advice given in or omitted from this guide.

The representation in this document (map, text or otherwise) of a road, track, path, quay, pier, slipway, marina, mooring or similar is no evidence of right of way.

Users of this guide are reminded that sailing and boating are activities with a danger of personal injury or death. Participants in these activities should be aware of and accept these risks and be responsible for their own actions and involvement. The national governing bodies (ISA / RYA) publish and promote safety and good practice through a range of training and educational programmes for all users of the water.

BIOSECURITY

Clean, drain and dry your boat, trailer and gear to prevent the spread of invasive species of fish, shellfish and plants!

Biosecurity is a serious issue for boaters today! We need to play our part in reducing the spread of non-native invasive species which threaten our waterways and coasts and have both serious environmental and economic impacts.

There are various practical, low cost measures which boaters can take to reduce risk. For those drawing boats on trailers, it is important to wash and dry boats, trailers and kit before moving from one water body to another. Ensuring all water is drained from the boat (including lockers, bilges etc) is essential as desiccation is effective against most species.

Any plants and animals adhering to the hull or on kit such as anchors and warps should be scraped off and put in a bin destined for landfill.



SAFETY ADVICE

When sailing on the lough, consider the following safety advice:

- There are extensive mud flats - please be aware that some access points are best used at high water only.
 - The river system is a spate river with a huge and wide catchment - watch out for flood debris such as trees.
 - The shipping channel is clearly marked. Small vessels should be aware of the limitations and needs of larger craft that are restricted to this channel.
 - The lough, river and canal are water based recreation areas - be aware of other users, especially sailing boats competing in races.
 - Wear an approved buoyancy aid at all times; wear adequate clothing. Prolonged immersion in cold water leads to hypothermia - hypothermia can kill.
 - You do not need to be a strong swimmer but you will need water confidence to deal with a capsized boat and to get ashore safely.
 - Carry and know how to use tide tables, map, chart and compass.
 - Obtain an up-to-date weather forecast.
 - It is recommended that sailors leave details of their route with the coastguard and another responsible adult.
 - Carry adequate basic safety equipment - spare clothes, extra food, warm drink, bivvi bag, compass and means of communication (waterproofed VHF radio or mobile phone, flares etc), first aid kit. Remember - a dinghy may be difficult to see from a larger craft so carry a whistle and torch / strobe light.
- Carry a paddle in case the wind disappears.

ACKNOWLEDGEMENTS

The Loughs Agency acknowledges the contribution of many individuals and organisations in assisting with the development of the boat guide – individual members of the public; members of clubs / associations; staff from harbour, council, trust, agency; and colleagues across the Loughs Agency.



TIDAL INFORMATION

Tide tables are available for Warrenpoint (near head of Carlingford Lough) from Warrenpoint Harbour Authority (telephone +44(0)28 4175 2570)

Approximate time differences from Warrenpoint
00:00 = hours:minutes

Mouth of lough	-00:15
Greenore	-00:10
Victoria Lock	+00:05

Tidal range: up to 5.3m at Warrenpoint

Tidal stream: streams in the entrance to Carlingford Lough reach 4.5 knots east of Haulbowline rocks, 5 knots off Greenore, 2.5 knots near Greencastle, 1.5 knots off Carlingford and barely perceptible off Rostrevor.

Take care where wind is against tide producing short, steep waves.



USEFUL MAPS AND GUIDES

Irish Cruising Club “East and North Coasts of Ireland Sailing Directions”

ISBN 978 0 9558 199 1 9 (excellent information on tides, tidal streams and navigation points)

OSNI Discoverer Series: sheet 29, Mourne Activity Map 1:25,000

Ordnance Survey Ireland: sheet 36

Admiralty Chart no 2800 Carlingford Lough



NAVIGATION ADVICE

Carlingford Lough is a large, tidal expanse with a shallow entrance. Complex streams, eddies, races and overfalls require careful passage planning (study tides, charts, pilot

books and weather forecasts)! Bear in mind that – although apparently sheltered – the lough can whip up rough (the local fishermen advise that the worst wind is southeasterly and northwesterly, anything from force 5 upwards, particularly if wind is against tide).

The shipping channel is well marked. Sailors must avoid impeding maritime traffic - stay outside of the channel and steer a wide berth from the commercial ports at Greenore and Warrenpoint.

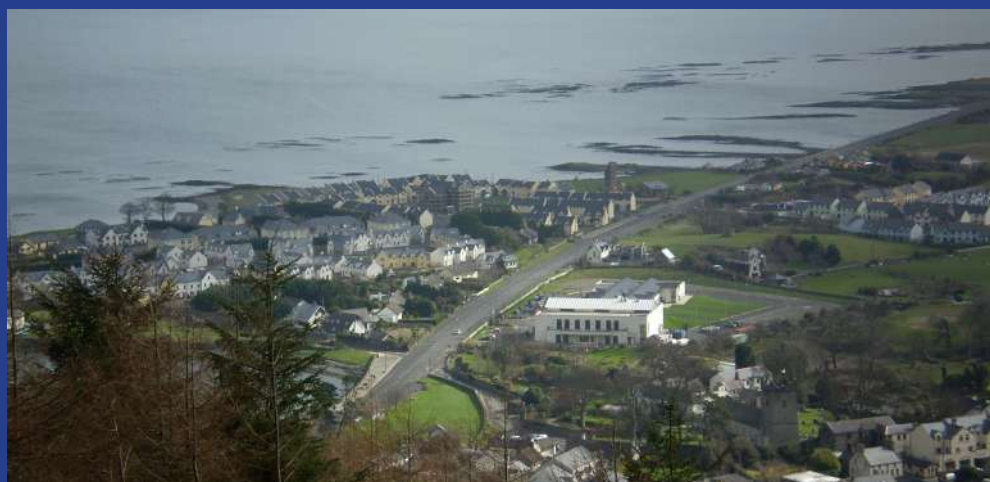
Shellfish aquaculture is an important sector of the economy of the lough. Boats dredge for shellfish, executing tight turns when fishing - busy crew can easily overlook a small boat! Watch out for metal oyster cages along the shore (submerged at high water but should be marked).

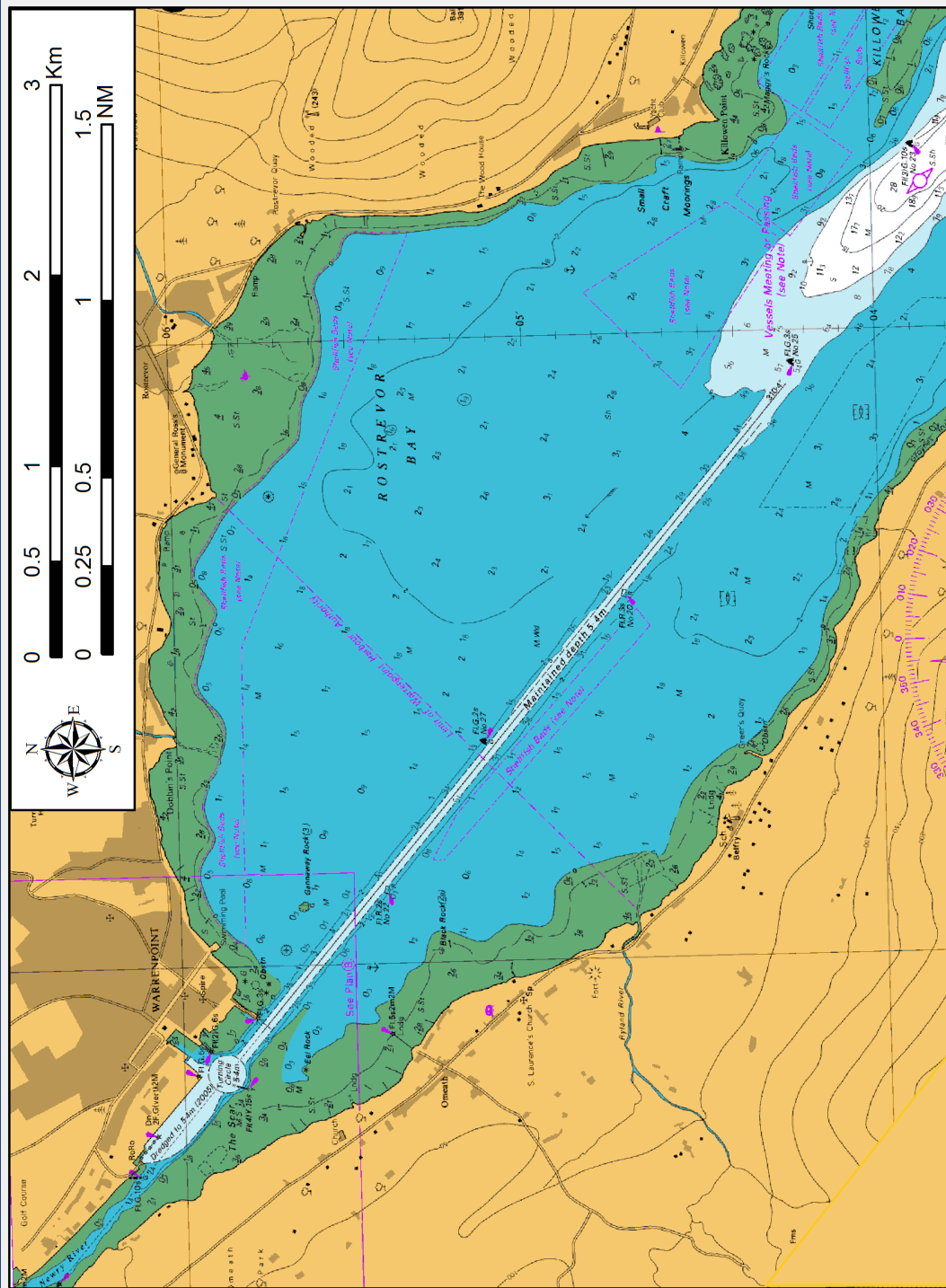


FURTHER INFORMATION AND ACCOMMODATION

Tourist Information Centres

A range of self catering, Bed and Breakfast and hotels are available along the trail - check online or contact tourist information points.

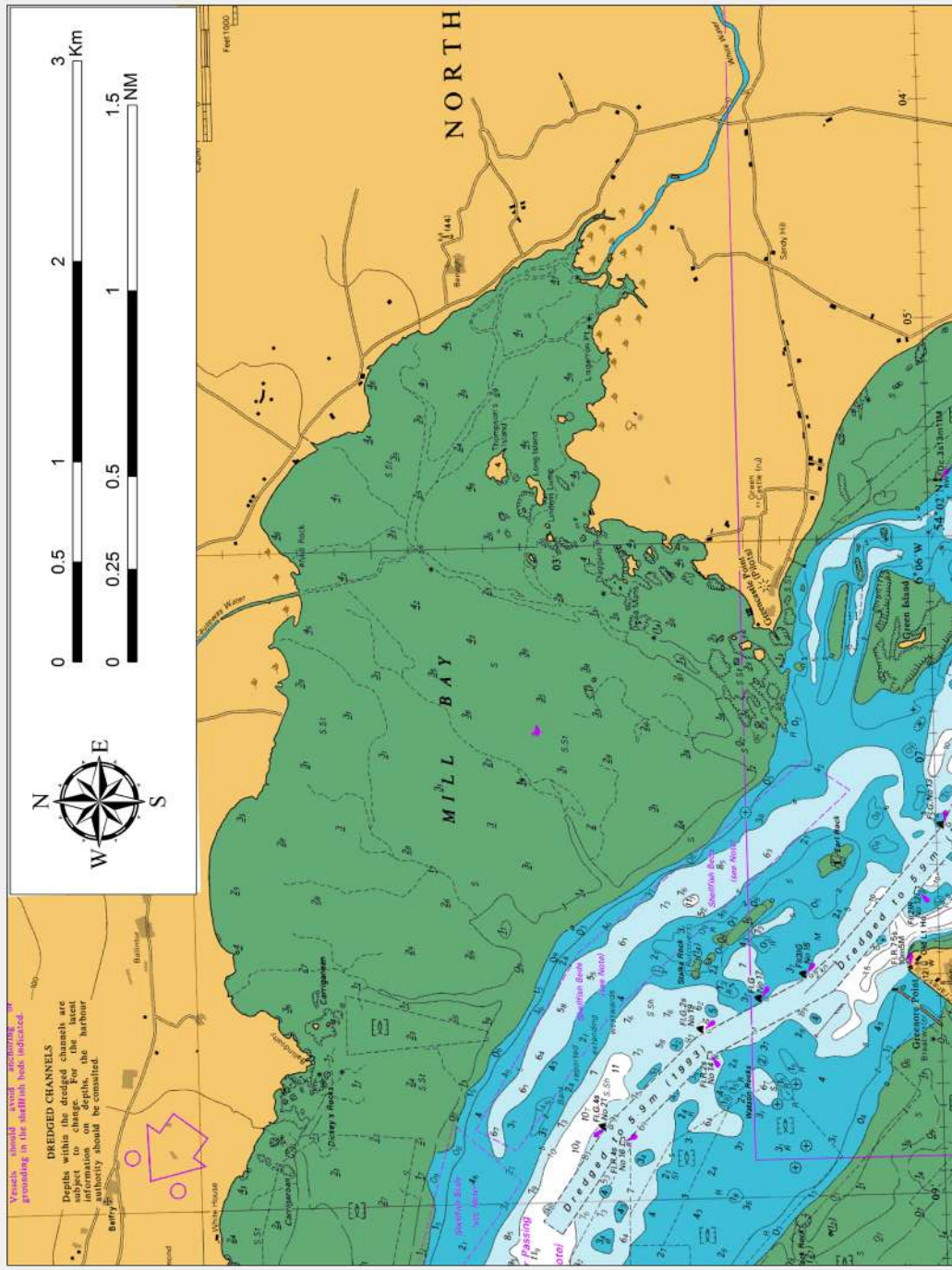




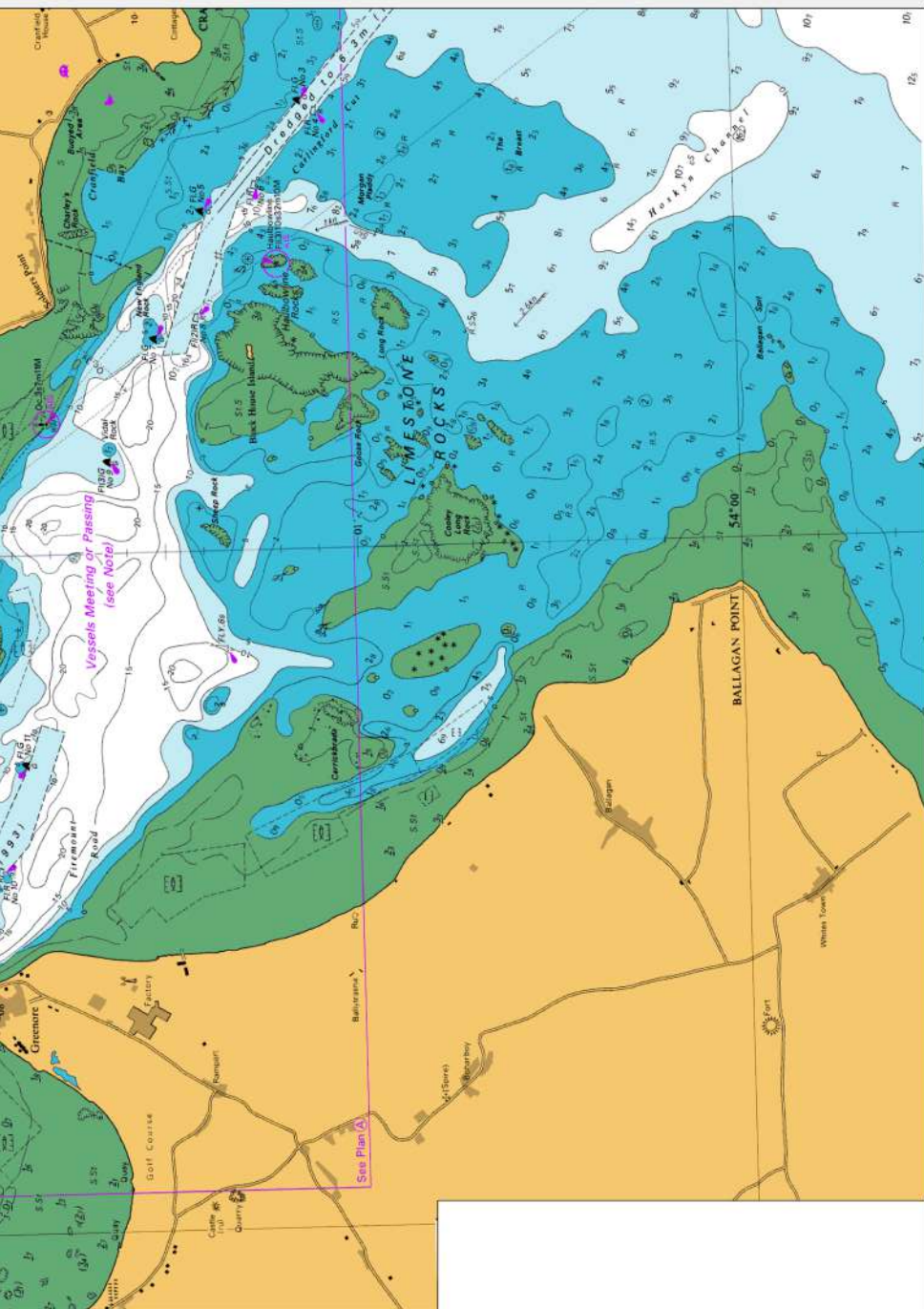




Not to be used for Navigation.



NORTH



© British Crown and OceanWise, 2015. All rights reserved. License No. EK001 - 20130406.

Not to be used for Navigation.



CONTACT DETAILS

Loughs Agency
22 Victoria Road
Derry~Londonderry
BT47 2AB

Tel: +44 (0) 28 7134 2100
Facebook: Loughs Agency – Carlingford
Email: general@loughs-agency.org
Web: www.loughs-agency.org