

ANTARES CHARTS CORRECTIONS AND CAUTIONS 2018

The following corrections and cautions relate to issues we identified during the course of our 2018 survey work. Where appropriate they will be reflected in our 2019 charts. They are subject to the Conditions posted on this website.

NB The 2017 and all earlier chart sets have been superseded by the 2018 set and we strongly recommend that only the current set should be used.

NB Hydrographic surveying and cartography are not precise sciences. There will be errors and misleading representations on our charts as well as those published by others. Please read the sections on 'Making the charts', 'Using the charts' and the 'Conditions'. Take great care at all times but especially if away from the routes described by the pilot books.

March 2018: Technical issue on one chart—Polar Navy users only (of whom we believe there are very few): Sound of Shuna, South Channel, edition 1 does not georeference correctly and cannot be used in plotters. The same BSB version seems to be fine in all other software we are aware of! A corrected version of the chart can be downloaded from our website. Firstly delete the existing chart of the same name—both the .bsb file and the .kap file - from the BSB folder. Then download and select 'Save' to a temporary location of your choosing. Then unzip the folder ('Extract all') and copy the two files into the BSB folder .../Charts/BSB for PC and Mac plotting software

May 2018: Correction: Caol Scotnish: our 2018 chart indicated an area to avoid, where we had received reports of an uncharted rock. We have now surveyed the rock but it is just outside the marked area. A full replacement chart will be included in our 2019 set and meanwhile an enlargement of the affected area is shown below and can be downloaded from our website. You may wish to keep it with you—it is not georeferenced for use in plotters but when used with our original chart will enable you to avoid the rock, which is only about 3m across and which we understand has been marked with a yellow buoy.

May 2018: Caution: Channel inside Eilean Beag, approaching Bagh Gleann nam Muc (**Bay of Pigs**) from the Corryvreckan. UKHO chart 2326 (Loch Crinan to the Firth of Lorn) shows a sounding of 3.9m. We measured the depth at that point as less than 1m (possibly as little as 0.5m - we have yet to establish an appropriate datum as the area is strongly affected by the Corryvreckan tidal streams). On the other hand, the 1.2m sounding is much further out from the shore than it should be due to a cartographic constraint imposed by the scale of the chart. The reality is that there is a straight, deep passage if you keep at least 30m but no more than 100m off the HW line on the Jura shore, whilst the 'less than 1m' rock (shown as 3.9m) is 130m off the Jura HW line.

May 2018: Caution: Druimyeon Bay, Gigha. UKHO chart 2475 (Sound of Gigha) shows the south end of the bay drying more than a quarter of a mile but still leaving an area for anchoring where there is shelter from wind and swell from the SE. This area currently has a 2.7m sounding in the middle of it with 'Wd' underneath. In fact the weed is on a collection of rocks varying, provisionally, from 0.6m to 1.5m that effectively makes the south east half unusable. The western half of the area appears to be completely clean with good holding.

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May 2018: Caution: Caolas Gialum, Gigha. UKHO chart (2475 Sound of Gigha) shows a rock marked 'PA' on the east side of the channel. Its position is accurate and depth, provisionally, 0.3m. But there are also rocks to its east, under the letters 'PA', provisionally of 0.2m and 1.1m. It is possible to anchor north or south of these rocks but it didn't seem at all attractive given the strong tidal streams that flow through the area: in the event of easterly wind or swell it is much better to seek shelter in the area of Druimyeon Bay described above or on the west side of Gigha.

June 2018: Correction: Caolas Ban, Gunna. We show a c.100m wide channel leading out to the NW, with least depth of 0.3m and hence only usable by keel boats at around HW and then only in the right circumstances. In the Commentary we advise that Caolas Ban is untenable as an anchorage at springs due to the strong tidal streams and suggest that this NW channel should only be used to leave, rather than enter the area and only then in very settled conditions with no swell. Within this reasonably wide but shallow channel we show a much narrower channel on the S side of the central reef that is less than 20m wide but about 3m deep. Although we had not said so explicitly, we regard this as far too narrow to use in a keel boat in such an exposed area where the sea is always, at best, 'restless'. We have re-surveyed this whole area with some difficulty, as the tidal stream sets up its own swell, and provisionally suggest working on a revised least depth of 0.2m *drying*. We also found the 20m wide 'sub-channel', in the S part of the main channel, to be slightly longer, with the central reef extending about 20m further to the SW than we currently show it. However, we now advise strongly that this narrow 'sub-channel' should on no account be attempted in a keel boat. We still see no reason why the main 100m wide channel should not be used at around slack HW on those rare occasions when there is no incoming swell, subject to draft considerations and always leaving a good margin. Our revised chart will be published in 2019.

June 2018: Caution: Balephetrish Bay, North Tiree. UKHO charts 1796 and 1778 show this as a wide, clean bay sheltered by numerous reefs and islets on either side. The charts show the usual contours and two spot depths of 2.6m and 1.8m. However, both charts are at a scale of 1:100,000 and hence not suitable for close-in pilotage. Perhaps unsurprisingly we found the bay to be significantly more complex and in particular with a 0.2m rock to the E of the 2.6m sounding, between it and the dotted boundary (56deg 31.490N, 006deg 52.651W), and a 1.5m rock to the SW of the 2.6m sounding (56deg 31.406N, 006deg 52.997W). We will publish our chart in 2019.

June 2018: Caution: Port Ruadh, Tiree, on the SW side of Gunna Sound. We were surprised to find three 'hittable rocks' in this much used anchorage. The following refers to UKHO chart 2474-3 Gunna Sound. A rock of 0.4m (provisionally) lies at the N end of the bay on the NW edge of the G of 'Ghreasamuill' (56deg 32.880N, 006deg 44.206W); a rock of 1.3m (provisionally) lies almost on the 5m contour due north of the 3.8m spot sounding (56deg 32.735N, 006deg 43.957W); a rock of 1.6m (provisionally) lies immediately to the E of the '2' of the 3.2m sounding (56deg 32.663N, 006deg 44.168W). We will publish our chart in 2019.

June 2018: Caution: Churchton Bay, Raasay. There are three visitors' moorings in the larger part of Churchton Bay, to the SE of the ferry breakwater, that appear to

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be unmaintained and hence should probably not be used. The south eastern-most buoy lies less than 40m W of a 0.7m (provisionally) rock. This is immediately to the N of the 3.8m sounding on UKHO chart 2534-4 (57deg 20.881N, 006deg 4.571W). We will publish our chart in 2019.

July 2018: Dun Mhuilig Bay, Loch Craignish. There is a 1.5m (provisionally) uncharted rock c. 100m SW of the islet that forms the E tip of the bay's entrance. The position of the rock is approx. 56deg 9.290N 005deg 34.260W

You will need to zoom in to read this, or download it from our website:

