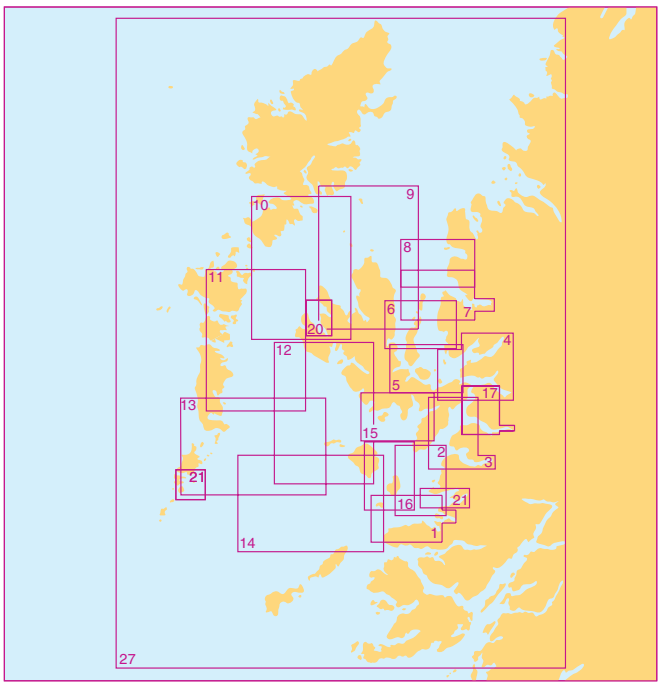
UK Hydrographic Office

5616

Updated to February 2022

Scotland – West Coast and Outer Hebrides

Coverage Diagram



5616	Chart Title	Natural Scale 1:
1A	Point of Ardnamurchan to Sound of Arisaig	50,000
1B	Continuation to Loch Moidart	50,000
2	Sound of Arisaig to Mallaig	50,000
3A	Mallaig to Glenelg	50,000
3B	Kyle Rhea	50,000
4A	Loch Duich to Loch Carron	50,000
4B	Loch Kishorn	50,000
4C	Continuation of Loch Carron	50,000
5	Inner Sound and Sound of Raasay - Southern Part	50,000
6	Inner Sound and Sound of Raasay - Central Part	50,000
7A	Inner Sound and Sound of Raasay - Northern Part	50,000
7B	Upper Loch Torridon	50,000
8	Loch Torridon to Loch Gairloch	50,000

5616	Chart Title	Natural Scale 1:
9	Rona to Shaint Islands	100,000
10A	The Little Minch - Northern Part	100,000
10B	Loch Rodel	21,000
11	The Little Minch - Southern Part	100,000
12	Rùm to Loch Bracadale	100,000
13A	Oigh Sgeir to Barra	100,000
13B	Acairseid Mhór	30,000
14	Point of Ardnamurchan to Rùm	100,000
15A	Soay to Loch Eishort	50,000
15B	Continuation of Loch Eishort	50,000
16	Sound of Eigg and Sound of Rùm	50,000
17A	Loch Hourn	25,000
17B	Continuation of Loch Hourn	25,000
17C	Inverie Bay	25,000
17D	Mallaig Harbour	7,500
18A	Kyle Akin	12,500
18B	Loch Alsh	25,000
18C	Upper Loch Carron	20,000
19A	Gairloch	15,000
19B	Portree Harbour	12,500
19C	Uig	25,000
20	Loch Dunvegan	25,000
21A	Approaches to Castle Bay	30,000
21B	Castle Bay	12,500
21C	Continuation of Sound of Arisaig	50,000
22	Loch Boisdale	12,500
23	Lochs on the East Coast of Uist	
23A	Loch Eport	12,500
23B	Loch Skipport	12,500
23C	Loch Carnan	12,500
23D	Loch Eynort	15,000
24	Loch Maddy	12,500
25	Outer Approaches to Tarbet	12,500
26A	Approaches to Tarbet	12,500
26B	Tarbet	12,500
26C	Continuation of Loch Ceann Dibig	12,500
27	Isle of Mull to Isle of Lewis	500,000

Notes

Positions are referred to the WGS84 compatible datum, European Terrestrial Reference System 1989 Datum. (CAUTION - see CHART ACCURACY note)
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. Vertical 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 charts are referred to WGS84. 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 may not be positioned accurately. Particular caution is advised when navigating in the vicinity of dangers, even when using an electronic positioning system such as GPS.

DEPTHS

Many of the areas have not been systematically surveyed. Depths in these areas are from miscellaneous lines of passage soundings or old leadline surveys. Uncharted dangers may exist.

MARINE FARMS

Marine farms exist within the area of these charts. 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.

KELP

Kelp grows on many below-water rocks. It is a sign of danger and should be avoided unless local knowledge warrants passage through it.

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.

SUBMARINE CABLES AND PIPELINES

Mariners should not anchor, trawl or engage in sea-bed 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.

RECOMMENDED ROUTES

These IMO-adopted routes are recommended for all vessels passing through The Little Minch.

LADEN TANKERS

Except when due to stress of weather, or any other case of *force majeure,* all laden tankers over 10,000GT should not pass East of the Outer Hebrides through the Little Minch and North Minch (58°28′N 5°39′W)

VESSEL REPORTING

For details of the following vessel reporting systems, see ADMIRALTY List of Radio Signals:

- Kyle of Lochalsh
- The Minches (Little Minch and North Minch)

FIRING PRACTICE AREAS

No restrictions are placed on the right to transit the firing practice areas at any time. The firing practice areas are operated using a clear range procedure: exercises and firing only take place when the areas are considered to be clear of all shipping.

BRITISH UNDERWATER TEST AND EVALUATION CENTRE (B.U.T.E.C) RANGE

1. **Inner Sea Area** (57°27′·1N 5°56′·6W). Anchoring, fishing, dredging, dumping and all underwater activities are prohibited in the Inner Sea Area. Vessels are not permitted to remain in this area longer than necessary for direct passage.
2. **Outer Sea Area**. Fishing by any method involving the use of a net or dredge is prohibited in the Outer Sea Area with the exception of fishing by means of a line, creel or diving.

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
STORNOWAY (MRCC)
Tel. +44 (0) 1851 702013
MMSI: 002320024
e-mail: zone36@hmcg.gov.uk (FAO Stornoway Coastguard)

MARITIME SAFETY INFORMATION

Maritime Safety Information (MSI) is broadcast by STORNOWAY COASTGUARD at 0110, 0410, 0710, 1010, 1310, 1610, 1910 and 2210 (local time). These will include gale warnings, local inshore forecasts and navigational warnings. Mariners should listen to the MSI announcement on VHF CH 16 for details of the working channel to be used for the broadcast.

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 environent offshore is now well established, with users in all areas of the commercial, fishing and leisure communities.

Incidents have occured 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 relevent 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

Published by the UK Hydrographic Office, Admiralty Way, Taunton, United Kingdom 28th October 2021
T: +44 (0)1823 484444 Find out more at **admiralty.co.uk**

Tidal Stream Information

5616_4Ⓐ Tidal Streams referred to HW at ULLAPOOL

Hours		Geographical Position	Ⓐ 57°16'6N 5 44·5W		Ⓑ 57°16'9N 5 44·0W		
Before High Water	6	Directions of streams (degrees)	270	1·8 0·7	326	1·1 0·5	−6
	5		265	2·1 0·8	334	1·3 0·5	−5
	4		258	0·5 0·2	353	0·2 0·1	−4
	3		125	0·1 0·0	232	0·2 0·1	−3
	2		078	0·3 0·1	311	0·4 0·2	−2
	1		079	0·4 0·2	179	0·2 0·1	−1
High Water			098	0·5 0·2	142	0·7 0·3	0
After High Water	1	Rates at spring tides (knots)	091	1·4 0·6	138	1·2 0·5	+1
	2		081	1·2 0·5	141	0·9 0·4	+2
	3		089	1·0 0·4	155	0·7 0·3	+3
	4		060	0·5 0·2	316	0·2 0·1	+4
	5		271	0·9 0·4	323	0·7 0·3	+5
	6	Rates at neap tides (knots)	270	1·6 0·6	325	0·9 0·4	+6

5616_5 Tidal Streams referred to HW at ULLAPOOL

Hours		Geographical Position	Ⓐ 57°20'9N 6 05·8W		Ⓑ 57°16'6N 5 44·5W		Ⓒ 57°16'9N 5 44·0W		
Before High Water	6	Directions of streams (degrees)	110	0·5 0·1	270	1·8 0·7	326	1·1 0·5	−6
	5		130	1·0 0·3	265	2·1 0·8	334	1·3 0·5	−5
	4		137	1·3 0·4	258	0·5 0·2	353	0·2 0·1	−4
	3		139	1·3 0·4	125	0·1 0·0	232	0·2 0·1	−3
	2		136	0·9 0·3	078	0·3 0·1	311	0·4 0·2	−2
	1		131	0·4 0·1	079	0·4 0·2	179	0·2 0·1	−1
High Water			190	0·1 0·0	098	0·5 0·2	142	0·7 0·3	0
After High Water	1	Rates at spring tides (knots)	314	0·7 0·2	091	1·4 0·6	138	1·2 0·5	+1
	2		313	1·0 0·3	081	1·2 0·5	141	0·9 0·4	+2
	3		312	1·3 0·4	089	1·0 0·4	155	0·7 0·3	+3
	4		315	1·4 0·4	060	0·5 0·2	316	0·2 0·1	+4
	5		316	0·9 0·3	271	0·9 0·4	323	0·7 0·3	+5
	6	Rates at neap tides (knots)	347	0·2 0·1	270	1·6 0·6	325	0·9 0·4	+6

5616_8 Tidal Streams referred to HW at ULLAPOOL

Hours		Geographical Position	Ⓐ 57°40'·5N 6 01·3W		
Before High Water	6	Directions of streams (degrees)	194	0·1 0·0	−6
	5		193	0·1 0·0	−5
	4		193	0·2 0·1	−4
	3		221	0·2 0·1	−3
	2		276	0·1 0·0	−2
	1		333	0·2 0·1	−1
High Water			002	0·3 0·1	0
After High Water	1	Rates at spring tides (knots)	031	0·3 0·1	+1
	2		061	0·3 0·1	+2
	3		077	0·2 0·1	+3
	4		099	0·1 0·1	+4
	5		191	0·1 0·0	+5
	6	Rates at neap tides (knots)	195	0·1 0·0	+6

5616_9 Tidal Streams referred to HW at ULLAPOOL

Hours		Geographical Position	Ⓐ 57°55'2N 6 26·0W		Ⓑ 57°47'8N 6 17·9W		Ⓒ 57°44'2N 6 19·8W		Ⓓ 57°40'5N 6 01·4W		
Before High Water	6	Directions of streams (degrees)	231	2·3 0·9	260	0·8 0·3	234	1·8 0·7	194	0·1 0·0	−6
	5		237	1·9 0·7	267	0·6 0·2	220	1·1 0·4	193	0·1 0·0	−5
	4		248	0·8 0·3	288	0·3 0·1	160	0·2 0·1	193	0·2 0·1	−4
	3		004	0·4 0·2	012	0·2 0·1	052	1·1 0·4	221	0·2 0·1	−3
	2		044	1·5 0·6	060	0·4 0·2	053	1·9 0·8	276	0·1 0·0	−2
	1		049	1·9 0·8	072	0·8 0·3	057	2·3 0·9	333	0·2 0·1	−1
High Water			054	1·9 0·8	080	1·1 0·4	059	2·0 0·8	002	0·3 0·1	0
After High Water	1	Rates at spring tides (knots)	051	1·6 0·6	084	0·9 0·4	061	1·4 0·6	031	0·3 0·1	+1
	2		077	0·8 0·3	092	0·5 0·2	054	0·4 0·1	061	0·3 0·1	+2
	3		147	0·3 0·1	180	0·2 0·1	267	1·1 0·4	077	0·2 0·1	+3
	4		215	0·9 0·4	237	0·5 0·2	245	1·7 0·7	099	0·1 0·1	+4
	5		235	1·9 0·8	252	0·9 0·3	241	2·0 0·8	191	0·1 0·0	+5
	6	Rates at neap tides (knots)	230	2·4 1·0	258	0·9 0·4	236	2·0 0·8	195	0·1 0·0	+6

5616_10Ⓐ Tidal Streams referred to HW at ULLAPOOL

Hours		Geographical Position	Ⓐ 57°37'6N 6 48·4W		
Before High Water	6	Directions of streams (degrees)	220	0·9 0·4	−6
	5		222	0·6 0·2	−5
	4		249	0·2 0·1	−4
	3		010	0·3 0·1	−3
	2		019	0·7 0·3	−2
	1		024	1·0 0·4	−1
High Water			033	0·8 0·3	0
After High Water	1	Rates at spring tides (knots)	056	0·4 0·2	+1
	2		113	0·3 0·1	+2
	3		179	0·4 0·2	+3
	4		199	0·7 0·3	+4
	5		211	0·9 0·4	+5
	6	Rates at neap tides (knots)	218	1·0 0·4	+6

5616_11 Tidal Streams referred to HW at ULLAPOOL

Hours		Geographical Position	Ⓐ 57°37'6N 6 48·4W		Ⓑ 57°18'8N 6 58·1W		
Before High Water	6	Directions of streams (degrees)	220	0·9 0·4	168	0·7 0·3	−6
	5		222	0·6 0·2	140	0·3 0·1	−5
	4		249	0·2 0·1	028	0·3 0·1	−4
	3		010	0·3 0·1	003	0·7 0·3	−3
	2		019	0·7 0·3	357	1·0 0·4	−2
	1		024	1·0 0·4	348	0·9 0·4	−1
High Water			033	0·8 0·3	342	0·8 0·3	0
After High Water	1	Rates at spring tides (knots)	056	0·4 0·2	334	0·4 0·2	+1
	2		113	0·3 0·1	270	0·1 0·0	+2
	3		179	0·4 0·2	191	0·4 0·2	+3
	4		199	0·7 0·3	180	0·7 0·3	+4
	5		211	0·9 0·4	176	1·0 0·4	+5
	6	Rates at neap tides (knots)	218	1·0 0·4	173	1·0 0·4	+6

5616_12 Tidal Streams referred to HW at ULLAPOOL

Hours		Geographical Position	Ⓐ 57°07'0N 6 20·1W		
Before High Water	6	Directions of streams (degrees)	144	0·5 0·2	−6
	5		122	0·4 0·2	−5
	4		102	0·3 0·1	−4
	3		040	0·2 0·1	−3
	2		352	0·3 0·1	−2
	1		340	0·5 0·2	−1
High Water			330	0·6 0·2	0
After High Water	1	Rates at spring tides (knots)	312	0·5 0·2	+1
	2		287	0·3 0·1	+2
	3		216	0·2 0·1	+3
	4		171	0·3 0·1	+4
	5		157	0·4 0·2	+5
	6	Rates at neap tides (knots)	148	0·4 0·2	+6

5616_14 Tidal Streams referred to HW at ULLAPOOL

Hours		Geographical Position	Ⓐ 56°51'9N 6 55·4W		Ⓑ 56°49'7N 6 26·0W		
Before High Water	6	Directions of streams (degrees)	180	0·7 0·3	090	0·3 0·1	−6
	5		216	0·4 0·1	060	0·4 0·1	−5
	4		300	0·2 0·1	018	0·4 0·2	−4
	3		340	0·5 0·2	012	0·7 0·3	−3
	2		353	0·7 0·3	012	0·8 0·3	−2
	1		008	0·8 0·3	019	0·3 0·1	−1
High Water			014	0·6 0·2	190	0·2 0·1	0
After High Water	1	Rates at spring tides (knots)	020	0·3 0·1	220	0·6 0·2	+1
	2		124	0·1 0·0	205	0·8 0·3	+2
	3		171	0·4 0·1	197	0·8 0·3	+3
	4		169	0·6 0·2	199	0·6 0·2	+4
	5		172	0·8 0·3	203	0·3 0·1	+5
	6	Rates at neap tides (knots)	177	0·8 0·3	120	0·1 0·1	+6

5616_15Ⓐ Tidal Streams referred to HW at ULLAPOOL

Hours		Geographical Position	Ⓐ 57°07'·0N 6 20·0W		
Before High Water	6	Directions of streams (degrees)	144	0·5 0·2	−6
	5		122	0·4 0·2	−5
	4		102	0·3 0·1	−4
	3		040	0·2 0·1	−3
	2		352	0·3 0·1	−2
	1		340	0·5 0·2	−1
High Water			330	0·6 0·2	0
After High Water	1	Rates at spring tides (knots)	312	0·5 0·2	+1
	2		287	0·3 0·1	+2
	3		216	0·2 0·1	+3
	4		171	0·3 0·1	+4
	5		157	0·4 0·2	+5
	6	Rates at neap tides (knots)	148	0·4 0·2	+6

5616_27

Tidal Streams referred to HW at DOVER

Hours	Geographical Position	A 58°30′·0N 5 28·5W		B 58°15′·2N 7 08·7W		C 57°55′·2N 6 25·9W		D 57°47′·8N 6 17·8W		E 57°37′·6N 6 48·3W		F 57°18′·8N 6 58·0W		G 56°51′·9N 6 55·4W		H 56°43′·5N 7 40·5W	
	Directions of streams (degrees)	Rates at spring tides (knots)	Rates at neap tides (knots)														
Before High Water 6		115	0·3 0·1	050	0·7 0·3	046	1·6 0·6	061	0·5 0·2	016	0·7 0·3	356	1·0 0·4	004	0·8 0·3	109	1·3 0·5
Before High Water 5		048	0·6 0·2	035	0·9 0·4	049	2·0 0·8	074	0·9 0·4	026	1·0 0·4	345	0·9 0·4	012	0·7 0·3	133	1·0 0·4
Before High Water 4		040	0·6 0·3	028	0·9 0·4	053	1·9 0·8	081	1·0 0·4	037	0·7 0·3	337	0·6 0·3	021	0·5 0·2	162	0·8 0·3
Before High Water 3		037	0·6 0·3	038	0·7 0·3	053	1·5 0·6	085	0·8 0·3	066	0·4 0·2	330	0·3 0·1	045	0·2 0·1	213	0·7 0·3
Before High Water 2		028	0·6 0·2	049	0·4 0·2	083	0·7 0·3	098	0·4 0·2	133	0·2 0·1	235	0·1 0·1	172	0·2 0·1	251	1·0 0·4
Before High Water 1		358	0·5 0·2		0·0 0·0	168	0·3 0·1	207	0·2 0·1	185	0·5 0·2	186	0·4 0·2	176	0·5 0·2	274	1·3 0·5
High Water		306	0·5 0·2	223	0·6 0·2	218	1·1 0·5	242	0·6 0·2	203	0·7 0·3	180	0·8 0·3	173	0·7 0·3	286	1·4 0·5
After High Water 1		257	0·6 0·2	225	0·8 0·3	238	2·0 0·8	254	0·9 0·4	213	0·9 0·4	175	1·0 0·4	175	0·8 0·3	298	1·3 0·5
After High Water 2		220	0·7 0·3	221	0·9 0·3	230	2·3 0·9	260	0·9 0·4	218	0·9 0·4	172	0·9 0·4	184	0·6 0·2	325	0·8 0·3
After High Water 3		196	0·8 0·3	215	0·7 0·3	236	2·0 0·8	265	0·6 0·3	222	0·7 0·3	158	0·5 0·2	232	0·3 0·1	032	0·7 0·3
After High Water 4		189	0·7 0·3	212	0·6 0·2	245	1·1 0·4	278	0·3 0·1	238	0·2 0·1	082	0·2 0·1	320	0·3 0·1	065	1·1 0·4
After High Water 5		197	0·5 0·2	181	0·3 0·1	322	0·3 0·1	352	0·2 0·1	007	0·3 0·1	013	0·5 0·2	346	0·6 0·2	086	1·4 0·5
After High Water 6		173	0·3 0·1	062	0·4 0·2	038	1·2 0·5	055	0·4 0·2	015	0·6 0·3	000	0·9 0·4	000	0·8 0·3	104	1·5 0·6

5616_27 continued

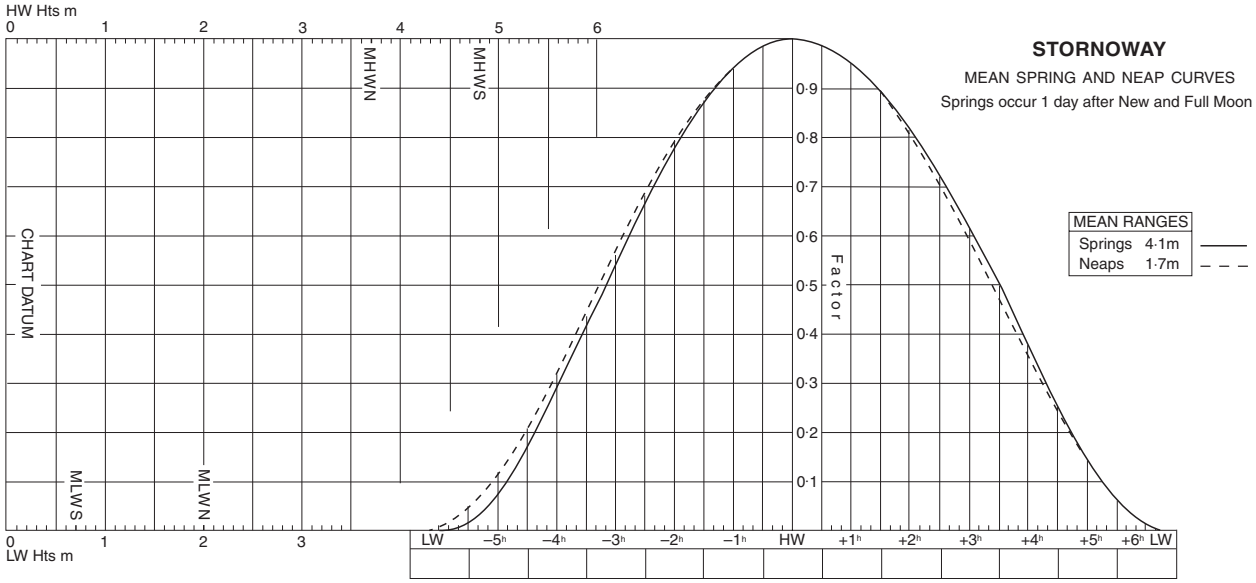
J 56°21′·5N 6 43·0W		K 56°20′·4N 7 22·3W		
035	0·6 0·2	033	0·7 0·3	−6
030	0·4 0·1	061	0·5 0·2	−5
110	0·1 0·0	136	0·3 0·1	−4
195	0·4 0·1	179	0·7 0·3	−3
198	0·5 0·2	190	0·9 0·3	−2
206	0·7 0·2	203	0·9 0·3	−1
212	0·6 0·2	214	0·8 0·3	0
221	0·4 0·2	221	0·6 0·2	+1
247	0·1 0·1	281	0·3 0·1	+2
015	0·2 0·1	354	0·5 0·2	+3
036	0·6 0·2	008	0·9 0·3	+4
029	0·7 0·2	014	1·1 0·4	+5
033	0·6 0·2	024	0·9 0·3	+6

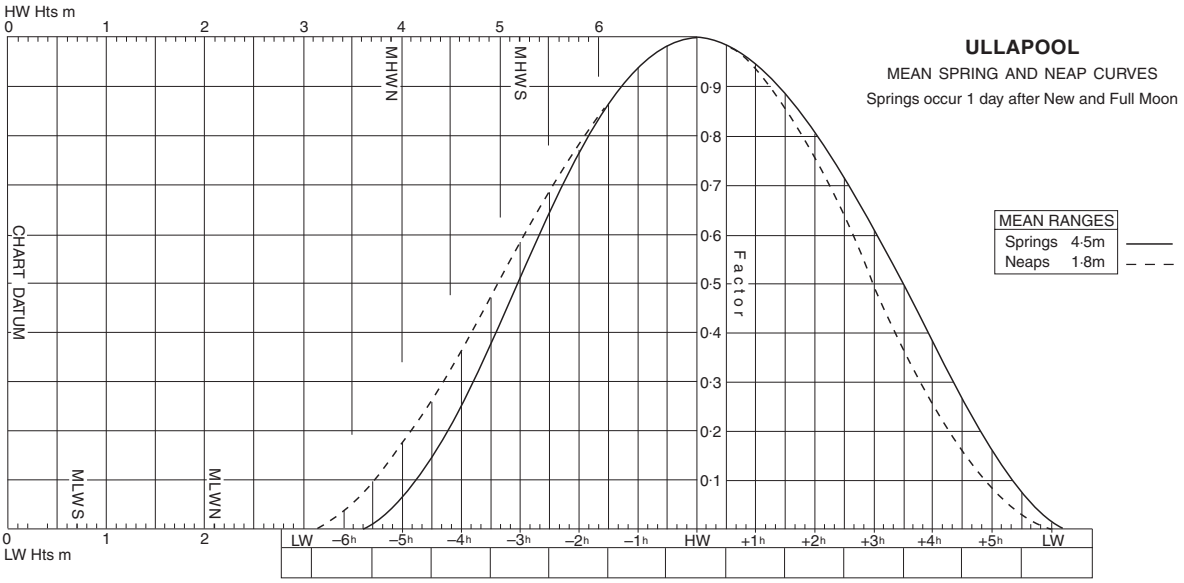
TIME & HEIGHT DIFFERENCES FOR PREDICTING THE TIDE AT SECONDARY PORTS

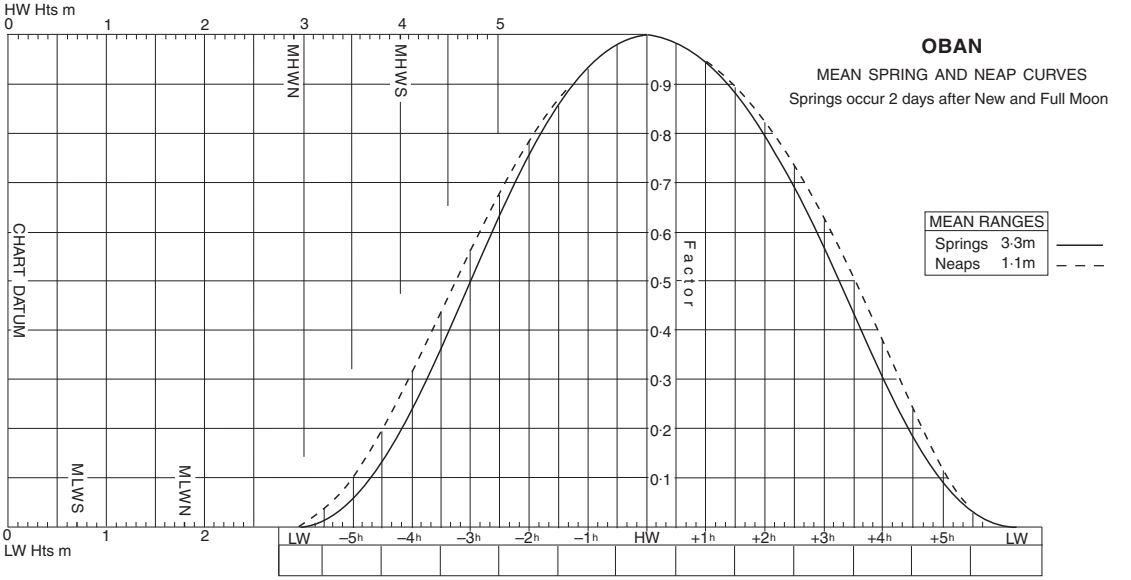
PLACE	Lat. N	Long. W	TIME DIFFERENCES High Water Zone UT(GMT)		Low Water		HEIGHT DIFFERENCES (IN METRES) MHWS	MHWN	MLWN	MLWS
STORNOWAY	**58 12**	**6 23**	**0100 and 1300**	**0700 and 1900**	**0300 and 1500**	**0900 and 2100**	**4·8**	**3·7**	**2·0**	**0·7**
Outer Hebrides										
East Loch Tarbert	57 54	6 48	-0025	-0010	-0010	-0020	+0.2	0.0	+0.1	+0·1
Leverburgh	57 46	7 02	-0041	-0020	-0015	-0025	-0.2	-0.2	-0.2	-0.1
Bays Loch	57 43	7 10	-0038	-0013	-0014	-0027	-0.1	-0.2	-0.2	-0.1
Lochmaddy	57 36	7 09	-0044	-0014	-0016	-0030	0.0	-0.1	-0.1	0.0
Loch Carnan	57 22	7 16	-0050	-0010	-0020	-0040	-0.3	-0.5	-0.1	-0.1
Loch Skiport	57 20	7 16	-0100	-0025	-0024	-0024	-0.2	-0.4	-0.3	-0.2
Loch Boisdale	57 09	7 16	-0055	-0030	-0020	-0040	-0.7	-0.7	-0.3	-0.2
Barra (North Bay)	57 00	7 24	-0103	-0031	-0034	-0048	-0.6	-0.5	-0.2	-0.1
Castle Bay	56 57	7 29	-0115	-0040	-0045	-0100	-0.5	-0.6	-0.3	-0.1
ULLAPOOL	**57 54**	**5 09**	**0000 and 1200**	**0600 and 1800**	**0300 and 1500**	**0900 and 2100**	**5.2**	**3.9**	**2.1**	**0·7**
Loch Gairloch										
Gairloch	57 43	5 41	-0012	-0011	-0011	-0011	-0.2	+0.1	-0.2	+0.2
Loch Torridon										
Shieldaig	57 31	5.39	-0020	-0020	-0015	-0015	+0.4	+0.3	+0.1	0.0
Inner Sound										
Applecross	57 26	5 49	-0010	-0015	-0010	-0010	0.0	0.0	0.0	+0.1
Loch Carron										
Plockton	57 21	5 39	+0005	-0025	-0005	-0010	+0.3	+0.3	+0.3	0.0
Rona										
Loch a' Bhraige	57 35	5 58	-0020	0000	-0010	0000	-0.1	-0.1	-0.1	-0.2
Skye										
Broadford Bay	57 15	5 54	-0015	-0015	-0010	-0015	+0.2	+0.1	+0.1	0.0
Portree	57 24	6 11	-0025	-0025	-0025	-0025	+0.1	-0.2	-0.2	0.0
Loch Snizort (Uig Bay)	57 35	6 22	-0045	-0020	-0005	-0025	+0.1	-0.4	-0.2	0.0
Loch Dunvegan	57 27	6 38	-0105	-0030	-0020	-0040	0.0	-0.1	0.0	0.0
Loch Harport	57 20	6 25	-0115	-0035	-0020	-0100	-0.1	-0.1	0.0	+0.1
Soay										
Camus Nan Gall	57 09	6 13	-0055	-0025	-0025	-0045	-0.4	-0.2	⊙	⊙
Loch Alsh										
Kyle of Lochalsh	57 17	5 43	-0040	-0020	-0005	-0025	+0.1	0.0	0·0	-0.1
Dornie Bridge	57 17	5 31	-0040	-0010	-0005	-0020	+0.1	-0.1	0·0	0.0
Kyle Rhea										
Glenelg Bay	57 13	5 38	-0105	-0035	-0035	-0055	-0.4	-0.4	-0.9	-0.1
Loch Hourn	57 06	5 34	-0125	-0050	-0040	-0110	-0.2	-0.1	-0.1	+0.1
OBAN	**56 25**	**5 29**	**0000 and 1200**	**0600 and 1800**	**0100 and 1300**	**0700 and 1900**	**4.0**	**2.9**	**1·8**	**0·7**
Loch Nevis										
Inverie Bay	57 02	5 41	+0030	+0020	+0035	+0020	+1.0	+0.9	+0.2	0.0
Mallaig	57 00	5 50	+0017	+0017	+0030	+0024	+1.0	+0.7	+0.3	+0.1
Rum										
Loch Scresort	57 01	6 16	+0018	+0018	+0026	+0020	+0.6	+0.6	+0.1	0.0
Eigg										
Bay of Laig	56 55	6 10	+0015	+0030	+0040	+0005	+0.7	+0.6	-0.2	-0.2
Galmisdale Pier	56 53	6 08	+0016	+0016	+0026	+0022	+0.7	+0.8	+0.2	+0.2
Loch Moidart	56 47	5 53	+0015	+0015	+0040	+0020	+0.8	+0.6	-0.2	-0.2

⊙ No data

Tidal Curve Diagrams







TIDAL STREAM DIAGRAMS – KYLE RHEA

The arrows show the mean direction of the tidal streams and their length and weight indicates, approximately, the rate of the stream. The figures show the mean neap and spring rates. Eddies form along both sides of the kyle and accompany the emergent streams. Times refer to High Water at ULLAPOOL. See also ADMIRALTY Sailing Directions.