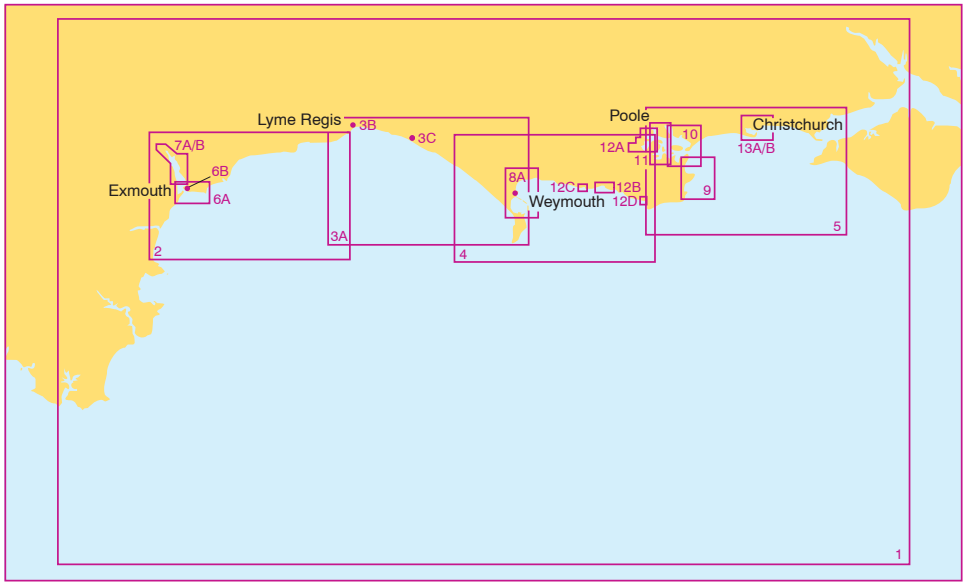
UK Hydrographic Office

5601
Updated to April 2023

East Devon and Dorset Coast

Coverage Diagram



5601	Chart Title	Natural Scale 1:
1	Start Point to The Needles	325,000
2	Teignmouth to Lyme Regis	75,000
3A	Lyme Regis to Bill of Portland	75,000
3B	Lyme Regis Harbour	12,500
3C	Bridport Harbour (West Bay)	5,000
4	Bill of Portland to Saint Alban's Head	75,000
5	Saint Alban's Head to The Needles	75,000
6A	Approaches to the River Exe	12,500
6B	Exmouth Dock	2,500
7A	River Exe	12,500
7B	Continuation of River Exe	12,500
8A	Weymouth and Portland	20,000
8B	Weymouth Harbour	5,000
9	Swanage and Studland Bays	12,500
10	Poole Harbour - Eastern Part	12,500
11	Poole Harbour - Western Part	12,500

5601	Chart Title	Natural Scale 1:
12	Plans on the Dorset Coast	
12A	Poole Harbour Approaches to Wareham	12,500
12B	Worbarrow Bay	12,500
12C	Lulworth Cove	5,000
12D	Chapman's Pool	12,500
13A	Christchurch Harbour	7,500
13B	Continuation of River Stour	7,500

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 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.

LIGHTS

Light stars without legends represent two fixed lights displayed vertically. They are seen as red to port and green to starboard, when proceeding upriver.

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.
Elsewhere, to enhance clarity, depiction of detail has been simplified in areas covered by larger scale charts: wrecks are not shown within the coastal 10 metre contour, only significant wrecks are shown between the 10 metre and 30 metre contours; in other areas only those wrecks thought to stand more than 10 metres above the seabed are shown.
Larger scale ADMIRALTY charts are available for mariners intending to navigate in this area.

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.

VESSEL REPORTING

For details of the following vessel traffic services and vessel reporting systems, see ADMIRALTY List of Radio Signals:
- Solent Port Operations and Information Service
- Weymouth and Portland Local Port Services
- Poole VTS
- MANCHEREP Reporting System

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 may 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.

HISTORIC WRECKS

The sites of historic wrecks are protected from unauthorised interference.

SHELLFISH BEDS

Vessels should avoid grounding in areas of shellfish beds.

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.

AUTOMATIC IDENTIFICATION SYSTEMS

Many of the aids to navigation in French waters are fitted with AIS transmitters. For further details, see ADMIRALTY List of Radio Signals.

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
JRCC (UK)
Tel. +44 (0) 2392 552100
MMSI: 002320011
email: zone17@hmcg.gov.uk (FAO Solent Coastguard)

MARITIME SAFETY INFORMATION

Maritime Safety Information (MSI) is broadcast by the Coastguard at 0130, 0430, 0730, 1030, 1330, 1630, 1930 & 2230 (local time). This will include gale warnings, local inshore forecasts and navigational warnings. Mariners should listen to the MSI announcement on VHF Channel 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

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T: +44 (0)1823 484444 Find out more at **admiralty.co.uk**

Tidal Stream Information

5601_1

Tidal Streams referred to HW at DOVER

Hours	Geographical Position	A 50°06·4N 3 19·3W		B 50°18·0N 2 37·8W		C 50°00·5N 2 32·6W		D 50°15·0N 2 10·1W		E 50°28·3N 1 59·8W		F 49°59·2N 1 37·1W		G 50°30·4N 1 16·7W	
Before High Water 6	Directions of streams (degrees)	037	0·7 0·4	045	0·6 0·3	069	1·0 0·5	069	0·9 0·4	043	0·6 0·3	061	0·8 0·4	075	0·9 0·5
Before High Water 5		041	1·3 0·6	072	1·5 0·7	071	1·5 0·7	080	2·2 1·0	071	1·7 0·8	081	2·6 1·3	094	2·8 1·4
Before High Water 4		048	1·5 0·7	079	2·0 1·0	071	2·5 1·2	083	3·1 1·4	077	2·7 1·3	085	4·1 2·1	100	4·2 2·1
Before High Water 3		051	1·5 0·7	079	2·0 1·0	071	2·0 1·0	088	3·2 1·5	076	2·8 1·4	084	4·2 2·1	100	4·6 2·3
Before High Water 2		046	1·0 0·5	089	1·7 0·8	068	1·6 0·8	091	2·3 1·1	079	2·2 1·1	086	3·3 1·7	100	3·6 1·8
Before High Water 1		057	0·3 0·1	097	1·0 0·5	054	0·7 0·4	100	1·0 0·4	077	1·1 0·6	084	1·6 0·8	095	1·8 0·9
High Water		225	0·6 0·3	194	0·2 0·1	274	0·5 0·3	237	0·5 0·2	325	0·3 0·1	287	0·4 0·2	320	0·4 0·2
After High Water 1		222	1·3 0·6	245	1·2 0·6	243	1·7 0·8	260	1·8 0·9	260	1·6 0·8	268	2·4 1·2	276	2·6 1·3
After High Water 2		224	1·7 0·8	259	2·3 1·1	251	2·4 1·2	263	3·2 1·5	254	2·7 1·3	263	3·7 1·9	276	4·2 2·1
After High Water 3		222	1·6 0·8	261	2·3 1·1	250	2·5 1·2	265	3·6 1·7	253	3·4 1·7	258	4·2 2·1	276	4·2 2·1
After High Water 4		229	1·3 0·6	261	1·8 0·9	246	1·9 0·9	268	2·8 1·3	251	2·8 1·4	259	3·4 1·7	276	3·4 1·7
After High Water 5		279	0·2 0·1	267	0·9 0·5	246	0·9 0·4	275	1·2 0·6	254	1·5 0·7	266	2·2 1·1	285	1·8 0·9
After High Water 6		033	0·5 0·3	351	0·4 0·2	065	0·5 0·2	053	0·4 0·2	335	0·3 0·2	332	0·4 0·2	005	0·4 0·2

5601_2

Tidal Streams referred to HW at PLYMOUTH (DEVONPORT)

Hours	Geographical Position	A 50°38·0N 3 04·1W		B 50°29·3N 2 57·6W	
Before High Water 6	Directions of streams (degrees)	250	0·6 0·3	252	0·7 0·4
Before High Water 5		254	1·0 0·5	265	1·3 0·6
Before High Water 4		254	1·0 0·5	271	1·3 0·6
Before High Water 3		261	0·6 0·3	281	0·9 0·5
Before High Water 2		330	0·1 0·1	306	0·4 0·2
Before High Water 1		056	0·4 0·2	029	0·4 0·2
High Water		067	0·6 0·3	059	0·7 0·3
After High Water 1		069	0·8 0·4	067	0·9 0·5
After High Water 2		075	0·7 0·4	074	1·1 0·5
After High Water 3		083	0·6 0·3	081	1·1 0·5
After High Water 4		094	0·4 0·2	093	0·7 0·4
After High Water 5		219	0·3 0·2	136	0·3 0·2
After High Water 6		242	0·5 0·2	229	0·4 0·2

5601_3 Ⓐ

Tidal Streams referred to HW at PLYMOUTH (DEVONPORT)

Hours	Geographical Position	A 50°40·1N 2 45·9W		B 50°36·3N 2 34·9W		C 50°34·0N 2 38·0W		D 50°33·3N 2 29·3W	
Before High Water 6	Directions of streams (degrees)	276	0·5 0·3	290	0·9 0·4	312	1·0 0·5	305	0·6 0·3
Before High Water 5		289	1·0 0·5	299	1·5 0·7	303	1·8 0·9	335	0·8 0·4
Before High Water 4		297	1·1 0·6	302	1·4 0·7	318	1·7 0·8	012	0·7 0·3
Before High Water 3		302	0·9 0·4	325	0·7 0·3	337	1·1 0·6	127	1·3 0·7
Before High Water 2		297	0·3 0·2	045	0·5 0·2	012	1·1 0·5	133	1·8 0·8
Before High Water 1		041	0·3 0·1	104	0·6 0·3	057	0·9 0·5	134	2·2 1·1
High Water		102	0·5 0·2	129	1·0 0·5	089	1·2 0·6	143	2·0 1·0
After High Water 1		111	0·6 0·3	127	1·3 0·6	108	1·6 0·8	141	1·7 0·8
After High Water 2		117	0·8 0·4	127	1·5 0·7	115	1·6 0·8	145	1·5 0·8
After High Water 3		120	0·8 0·4	131	1·4 0·7	124	1·7 0·8	146	1·4 0·7
After High Water 4		122	0·6 0·3	139	1·0 0·5	133	1·3 0·6	156	1·0 0·5
After High Water 5		118	0·2 0·1	158	0·3 0·1	162	0·5 0·2	176	0·4 0·2
After High Water 6		265	0·4 0·2	289	0·6 0·3	304	0·6 0·3	300	0·5 0·2

5601_4

Tidal Streams referred to HW at PLYMOUTH (DEVONPORT)

Hours	Geographical Position	A 50°29·5N 2 35·2W		B 50°36·3N 2 34·9W		C 50°28·0N 2 31·5W		D 50°30·3N 2 29·3W		E 50°33·3N 2 29·3W		F 50°29·6N 2 26·7W		G 50°26·3N 2 26·5W		H 50°34·2N 2 22·0W		J 50°30·9N 2 20·1W	
Before High Water 6	Directions of streams (degrees)	286	1·6 0·8	290	0·9 0·4	264	2·0 1·0	347	2·4 1·2	305	0·6 0·3	249	7·0 3·5	263	1·5 0·7	232	1·6 0·8	245	1·6 0·8
Before High Water 5		290	2·8 1·4	299	1·5 0·7	282	3·2 1·6	333	2·2 1·1	335	0·8 0·4	240	7·0 3·5	270	2·8 1·4	231	1·4 0·7	246	2·3 1·1
Before High Water 4		302	3·2 1·6	302	1·4 0·7	289	3·8 1·9	275	1·5 0·8	012	0·7 0·3	236	6·4 3·2	267	3·6 1·8	230	1·2 0·6	246	2·4 1·2
Before High Water 3		318	2·9 1·5	325	0·7 0·3	283	3·4 1·7	226	2·1 1·0	127	1·3 0·7	228	4·8 2·4	261	3·0 1·5	239	0·9 0·4	249	1·8 0·9
Before High Water 2		323	1·7 0·9	045	0·5 0·2	280	2·3 1·1	192	2·6 1·3	133	1·8 0·8	219	2·0 1·0	258	1·5 0·7	332	0·3 0·1	259	0·8 0·4
Before High Water 1		000	1·0 0·5	104	0·6 0·3	280	1·0 0·5	162	3·2 1·6	134	2·2 1·1	112	0·9 0·5	158	0·2 0·1	048	0·8 0·4	046	0·6 0·3
High Water		080	1·3 0·6	129	1·0 0·5	083	0·8 0·4	136	4·0 2·0	143	2·0 1·0	111	4·5 2·2	105	1·6 0·8	034	0·8 0·4	051	1·8 0·9
After High Water 1		100	2·4 1·2	127	1·3 0·6	097	2·5 1·2	136	3·8 1·9	141	1·7 0·8	102	5·6 2·8	101	2·8 1·4	030	0·7 0·3	043	2·5 1·2
After High Water 2		111	2·5 1·3	127	1·5 0·7	099	3·2 1·6	142	3·5 1·7	145	1·5 0·8	109	4·6 2·3	101	3·6 1·8	344	0·3 0·2	050	1·9 1·0
After High Water 3		124	2·6 1·3	131	1·4 0·7	101	3·1 1·5	144	3·1 1·5	146	1·4 0·7	119	3·8 1·9	108	3·7 1·8	231	0·4 0·2	058	1·2 0·6
After High Water 4		126	1·9 1·0	139	1·0 0·5	107	2·2 1·1	157	1·9 0·9	156	1·0 0·5	138	2·7 1·3	117	2·2 1·1	224	0·9 0·5	090	0·3 0·2
After High Water 5		148	0·5 0·2	158	0·3 0·1	113	0·8 0·4	208	0·8 0·4	176	0·4 0·2	209	2·2 1·1	121	0·7 0·3	231	1·5 0·7	211	0·9 0·4
After High Water 6		283	1·1 0·5	289	0·6 0·3	255	1·5 0·7	345	1·7 0·8	300	0·5 0·2	247	5·2 2·6	261	1·0 0·5	230	1·6 0·8	237	1·4 0·7

5601_4 continued

K 50°27·2N 2 16·9W		L 50°29·8N 2 12·7W		M 50°33·8N 2 12·7W	
260	1·7 0·8	277	1·8 0·9	277	1·9 1·0
257	3·2 1·6	272	3·1 1·6	280	2·3 1·1
256	3·5 1·7	272	3·5 1·7	278	2·3 1·1
252	2·8 1·4	276	2·8 1·4	279	1·7 0·8
258	1·5 0·8	288	1·8 0·9	296	0·6 0·3
350	0·1 0·1	355	0·7 0·3	063	0·8 0·4
079	1·9 0·9	056	1·4 0·7	081	1·9 0·9
082	3·5 1·7	068	2·6 1·3	083	2·2 1·1
081	4·0 2·0	071	3·0 1·5	077	2·2 1·1
078	3·4 1·7	067	2·8 1·4	070	1·9 0·9
075	2·5 1·2	062	1·8 0·9	055	1·0 0·5
066	0·6 0·3	048	0·5 0·2	310	0·5 0·3
260	1·0 0·5	279	1·2 0·6	280	1·4 0·7

5601_5 Tidal Streams referred to HW at PLYMOUTH (DEVONPORT) | Tidal Streams referred to HW at PORTSMOUTH

Hours	Geographical Position	A 50°33′·7N 2 00·1W		B 50°37′·0N 1 51·1W		C 50°33′·8N 1 46·0W		D 50°42′·9N 1 38·6W		E 50°35′·5 N 1 38·6W		F 50°39′·0 N 1 37·5W		G 50°33′·9 N 1 29·3W	
	Directions of streams (degrees)	Rates at spring tides (knots)	Rates at neap tides (knots)												
Before High Water 6		257	1·6 0·8	241	1·5 0·7	256	1·4 0·7	281	0·9 0·5	075	0·8 0·3	064	1·4 0·7	094	1·9 0·9
Before High Water 5		256	2·6 1·3	236	2·4 1·2	260	2·2 1·1	276	1·0 0·5	083	1·6 0·8	076	2·2 1·1	100	2·3 1·2
Before High Water 4		258	3·1 1·5	231	2·3 1·1	249	2·7 1·3	266	0·9 0·4	086	2·0 1·0	082	2·5 1·2	102	2·7 1·3
Before High Water 3		257	2·4 1·2	234	1·8 0·9	252	2·1 1·0	260	0·7 0·3	088	2·0 1·0	083	2·3 1·1	101	2·5 1·2
Before High Water 2		259	1·6 0·8	227	1·0 0·5	246	1·1 0·6	260	0·2 0·1	091	1·5 0·8	074	1·6 0·8	102	1·8 0·9
Before High Water 1		102	0·4 0·2	048	0·2 0·1	150	0·2 0·1	081	0·5 0·3	097	0·7 0·3	074	0·7 0·3	106	0·9 0·4
High Water		069	1·7 0·8	052	1·2 0·6	094	1·0 0·5	093	0·8 0·4	255	0·6 0·3	268	0·9 0·5	282	0·6 0·3
After High Water 1		068	2·7 1·3	052	1·9 0·9	075	2·0 1·0	100	1·0 0·5	265	1·8 0·9	264	2·2 1·1	285	1·8 0·9
After High Water 2		075	2·6 1·3	057	2·1 1·1	075	2·3 1·1	092	0·9 0·4	267	2·2 1·1	258	2·2 1·1	286	2·3 1·2
After High Water 3		079	2·2 1·1	055	2·0 1·0	075	2·0 1·0	088	0·7 0·4	265	2·1 1·0	245	2·2 1·1	281	2·2 1·1
After High Water 4		079	1·5 0·7	046	1·3 0·7	070	1·2 0·6	088	0·4 0·2	266	1·5 0·7	241	1·9 0·9	283	1·6 0·8
After High Water 5		076	0·5 0·3	103	0·3 0·2	109	0·4 0·2	260	0·3 0·1	272	0·5 0·2	258	0·7 0·4	310	0·5 0·2
After High Water 6		251	1·0 0·5	242	1·1 0·6	254	1·0 0·5	275	0·9 0·4	063	0·5 0·3	048	0·9 0·5	090	0·9 0·5

5601_6 (A) Tidal Streams referred to HW at PLYMOUTH (DEVONPORT)

Hours	Geographical Position	A 50°36′·73 N 3 24 ·67 W		
	Directions of streams (degrees)	Rates at spring tides (knots)	Rates at neap tides (knots)	
Before High Water 6		133	2·0	0·9
Before High Water 5		303	0·9	0·4
Before High Water 4		303	1·9	0·9
Before High Water 3		303	2·0	0·9
Before High Water 2		307	2·5	1·1
Before High Water 1		315	2·6	1·1
High Water		313	1·7	0·8
			0·0	0·0
After High Water 1		116	0·7	0·3
After High Water 2		120	2·2	1·0
After High Water 3		128	3·2	1·4
After High Water 4		132	3·3	1·5
After High Water 5		131	2·5	1·2
After High Water 6				

Note: At Station A a current of 0·6 knots 128° may be expected.

5601_8 (A) Tidal Streams referred to HW at PLYMOUTH (DEVONPORT)

Hours	Geographical Position	A 50°36′·6N 2 24 ·3W		B 50°35′·3N 2 24 ·8W	
	Directions of streams (degrees)	Rates at spring tides (knots)	Rates at neap tides (knots)		
Before High Water 6		230	0·5 0·2	163	0·6 0·2
Before High Water 5		235	0·5 0·2	150	0·7 0·2
Before High Water 4		241	0·4 0·2	146	0·6 0·2
Before High Water 3		253	0·4 0·2	143	0·5 0·1
Before High Water 2		272	0·3 0·1	233	0·1 0·0
Before High Water 1		279	0·2 0·1	330	0·3 0·1
High Water		287	0·1 0·0	323	0·5 0·1
			0·0 0·0	333	0·7 0·2
After High Water 1		139	0·1 0·0	001	0·5 0·1
After High Water 2		270	0·2 0·1	115	0·4 0·1
After High Water 3		210	0·3 0·1	139	0·3 0·1
After High Water 4		226	0·4 0·2	147	0·5 0·1
After High Water 5		230	0·4 0·2	161	0·5 0·1
After High Water 6					

5601_9 Tidal Streams referred to HW at PORTSMOUTH

Hours	Geographical Position	A 50°39′·2N 1 55 ·0W		
	Directions of streams (degrees)	Rates at spring tides (knots)	Rates at neap tides (knots)	
Before High Water 6		344	1·4	0·7
Before High Water 5		346	1·2	0·6
Before High Water 4		354	1·0	0·5
Before High Water 3		004	0·7	0·3
Before High Water 2		029	0·3	0·2
Before High Water 1		157	0·3	0·1
High Water		179	0·8	0·4
After High Water 1		180	1·1	0·5
After High Water 2		178	1·2	0·6
After High Water 3		172	1·1	0·6
After High Water 4		156	0·6	0·3
After High Water 5		026	0·3	0·1
After High Water 6		347	1·2	0·6

5601_10 Tidal Streams referred to LOW WATER at POOLE (RoRo Terminal)

Hours	Geographical Position	A 50°41′·26N 1 57 ·31W		B 50°42′·09N 1 57 ·77W		C 50°41′·90N 1 58 ·30W		D 50°42′·40N 1 59 ·15W	
	Directions of streams (degrees)	Rates at spring tides (knots)	Rates at neap tides (knots)						
Before Low Water 6		192	1·0 0·5	118	0·6 0·3	086	0·8 0·4	088	0·7 0·3
Before Low Water 5·5		196	0·9 0·4	119	0·9 0·4	097	0·8 0·4	092	0·6 0·3
Before Low Water 5		196	0·4 0·2	122	0·9 0·5	097	0·5 0·2	091	0·5 0·3
Before Low Water 4·5		020	0·1 0·1	123	0·5 0·3		0·0 0·0	010	0·1 0·0
Before Low Water 4		017	0·6 0·3	279	0·1 0·1	278	0·4 0·2	269	0·6 0·3
Before Low Water 3·5		006	0·6 0·3	292	0·4 0·2	277	0·5 0·3	260	0·8 0·4
Before Low Water 3			0·0 0·0	277	0·2 0·1	286	0·2 0·1	270	0·2 0·1
Before Low Water 2·5		190	1·2 0·6	114	0·5 0·2	092	0·4 0·2	095	0·6 0·3
Before Low Water 2		187	1·9 0·9	108	1·1 0·5	095	1·1 0·5	095	1·2 0·6
Before Low Water 1·5		187	2·0 1·0	103	1·4 0·7	095	1·4 0·7	094	1·6 0·8
Before Low Water 1		195	1·6 0·8	100	1·4 0·7	097	1·4 0·7	085	1·8 0·9
Before Low Water 0·5		205	0·9 0·5	101	1·2 0·6	099	1·1 0·6	078	1·3 0·7
Low Water		305	0·2 0·1	104	0·5 0·2	094	0·4 0·2	066	0·5 0·3
After Low Water 0·5		015	1·2 0·6	272	0·6 0·3	275	0·5 0·2	264	0·8 0·4
After Low Water 1		023	1·9 1·0	274	1·1 0·5	272	1·2 0·6	268	1·6 0·8
After Low Water 1·5		026	2·1 1·0	279	1·6 0·8	268	1·3 0·6	273	1·6 0·8
After Low Water 2		024	2·2 1·1	290	1·4 0·7	270	1·1 0·5	265	1·5 0·7
After Low Water 2·5		020	2·0 1·0	295	1·2 0·6	273	0·9 0·4	263	1·2 0·6
After Low Water 3		012	1·6 0·8	299	0·9 0·4	276	0·7 0·4	266	0·8 0·4
After Low Water 3·5		354	0·8 0·4	300	0·6 0·3	279	0·5 0·3	265	0·6 0·3
After Low Water 4		323	0·4 0·2	300	0·4 0·2	285	0·4 0·2	265	0·4 0·2
After Low Water 4·5		245	0·3 0·2	299	0·3 0·1	295	0·2 0·1	273	0·2 0·1
After Low Water 5		212	0·6 0·3	294	0·1 0·1	345	0·1 0·0	015	0·1 0·0
After Low Water 5·5		195	0·8 0·4		0·0 0·0	075	0·2 0·1	075	0·3 0·2
After Low Water 6		191	0·9 0·5	121	0·3 0·2	084	0·5 0·2	085	0·6 0·3

5601_11 Tidal Streams referred to LOW WATER at POOLE (RoRo Terminal)

Hours	Geographical Position	A 50°42′·40N 1 59 ·15W		B 50°42′·38N 1 59 ·60W		C 50°42′·70N 2 01 ·56W	
	Directions of streams (degrees)	Rates at spring tides (knots)	Rates at neap tides (knots)				
Before Low Water 6		088	0·7 0·3	079	0·7 0·4	107	0·7 0·3
Before Low Water 5·5		092	0·6 0·3	077	0·8 0·4	102	0·8 0·4
Before Low Water 5		091	0·5 0·3	071	0·9 0·4	102	0·7 0·3
Before Low Water 4·5		010	0·1 0·0	069	0·7 0·3	107	0·2 0·1
Before Low Water 4		269	0·6 0·3	240	0·1 0·0	263	0·4 0·2
Before Low Water 3·5		260	0·8 0·4	260	0·2 0·1	269	0·7 0·3
Before Low Water 3		270	0·2 0·1	287	0·3 0·1	272	0·2 0·1
Before Low Water 2·5		095	0·6 0·3	068	0·4 0·2	092	0·5 0·2
Before Low Water 2		095	1·2 0·6	082	1·2 0·6	097	1·1 0·5
Before Low Water 1·5		094	1·6 0·8	078	1·5 0·8	100	1·3 0·6
Before Low Water 1		085	1·8 0·9	075	1·6 0·8	097	1·3 0·6
Before Low Water 0·5		078	1·3 0·7	075	1·5 0·8	096	1·2 0·6
Low Water		066	0·5 0·3	081	1·0 0·5	097	0·8 0·4
After Low Water 0·5		264	0·8 0·4	150	0·1 0·0	190	0·1 0·1
After Low Water 1		268	1·6 0·8	264	1·2 0·6	266	0·8 0·4
After Low Water 1·5		273	1·6 0·8	265	1·8 0·9	276	1·2 0·6
After Low Water 2		265	1·5 0·7	261	1·8 0·9	284	1·4 0·7
After Low Water 2·5		263	1·2 0·6	255	1·5 0·8	286	1·2 0·6
After Low Water 3		266	0·8 0·4	250	1·2 0·6	286	1·0 0·5
After Low Water 3·5		265	0·6 0·3	248	0·9 0·5	285	0·7 0·4
After Low Water 4		265	0·4 0·2	246	0·7 0·4	285	0·5 0·3
After Low Water 4·5		273	0·2 0·1	242	0·5 0·2	285	0·4 0·2
After Low Water 5		015	0·1 0·0	220	0·2 0·1	280	0·2 0·1
After Low Water 5·5		075	0·3 0·2	092	0·3 0·1	143	0·1 0·1
After Low Water 6		085	0·6 0·3	082	0·5 0·3	116	0·4 0·2

TIME & HEIGHT DIFFERENCES FOR PREDICTING THE TIDE AT SECONDARY PORTS

PLACE	Lat. N	Long. W	TIME DIFFERENCES High Water	TIME DIFFERENCES Low Water	HEIGHT DIFFERENCES (IN METRES) MHWS	MHWN	MLWN	MLWS
			Zone UT(GMT)					
PLYMOUTH (DEVONPORT)	**50 22**	**4 11**	**0100 and 1300**	**0600 and 1800** / **0100 and 1300**	**0600 and 1800**	**5·5**	**4·4**	**2·2**	**0·8**
Teignmouth (Approaches)	50 33	3 29	+0020	+0050	+0025	+0000	-0·9	-0·8	-0·2	-0·1
Teignmouth (New Quay)	50 33	3 30	+0025	+0055	+0040	+0005	-0·8	-0·8	-0·2	+0·1
Exmouth (Approaches)	50 36	3 23	+0030	+0050	+0015	+0005	-0·9	-1·0	-0·5	-0·3
River Exe										
Exmouth Dock	50 37	3 25	+0035	+0055	+0050	+0020	-1·5	-1·6	-0·9	-0·5
Starcross	50 38	3 27	+0040	+0100	+0055	+0025	-1·4	-1·5	-0·8	-0·1
Turf Lock	50 40	3 28	+0045	+0100	+0034	⊙	-1·6	-1·6	-1·2	-0·4
Topsham	50 41	3 28	+0045	+0105	⊙	⊙	-1·5	-1·6	⊙	⊙
Lyme Regis	50 43	2 56	+0040	+0100	+0005	-0005	-1·2	-1·3	-0·5	-0·2
Bridport (West Bay)	50 43	2 46	+0025	+0040	0000	0000	-1·4	-1·4	-0·6	-0·1
Chesil Beach	50 37	2 33	+0040	+0055	-0005	+0010	-1·6	-1·5	-0·5	0·0
Chesil Cove	50 34	2 28	+0035	+0050	-0010	+0005	-1·5	-1·6	-0·5	-0·2
PORTLAND	**50 34**	**2 26**	**0100 and 1300**	**0700 and 1900** / **0100 and 1300**	**0700 and 1900**	**2·1**	**1·4**	**0·8**	**0·1**
Lulworth Cove	50 37	2 15	+0005	+0015	-0005	0000	+0·1	+0·1	+0·2	+0·1
Mupe Bay	50 37	2 13	+0005	+0015	-0005	0000	+0·1	+0·1	+0·2	+0·1
POOLE HARBOUR	**50 43**	**1 59**	——	——	**0500 and 1700** / **1100 and 2300**	**2·2**	**1·7**	**1·2**	**0·6**
Swanage	50 37	1 57	——	——	-0045	-0050	-0·1	+0·1	+0·2	+0·2
Poole Harbour										
Entrance	50 41	1 57	——	——	-0025	-0010	0·0	0·0	0·0	0·0
Pottery Pier	50 42	1 59	——	——	+0010	+0010	-0·2	0·0	+0·1	+0·2
Wareham (River Frome)	50 41	2 06	——	——	+0130	+0045	0·0	0·0	0·0	+0·3
Cleavel Point	50 40	2 00	——	——	-0005	-0005	-0·1	-0·2	0·0	-0·1
PORTSMOUTH	**50 48**	**1 07**	**0000 and 1200**	**0600 and 1800** / **0500 and 1700**	**1100 and 2300**	**4·7**	**3·8**	**1·9**	**0·8**
Bournemouth	50 43	1 52	-0240	+0055	-0050	-0030	-2·6	-2·0	-0·6	-0·2
Christchurch (Entrance)	50 43	1 45	-0230	+0030	-0035	-0035	-2·9	-2·4	-1·2	-0·2
Christchurch (Quay)	50 44	1 46	-0210	+0100	+0105	+0055	-2·9	-2·4	-1·0	0·0
Christchurch (Tuckton)	50 44	1 47	-0205	+0110	+0110	+0105	-3·0	-2·5	-1·0	+0·1
Hurst Point	50 42	1 33	-0115	-0005	-0030	-0025	-2·0	-1·5	-0·5	-0·1
Isle of Wight										
Yarmouth	50 42	1 30	-0105	+0005	-0025	-0030	-1·7	-1·2	-0·3	-0·0
Totland Bay	50 41	1 33	-0130	-0045	-0035	-0045	-2·2	-1·7	-0·4	-0·1
Freshwater Bay	50 40	1 31	-0210	+0025	-0040	-0020	-2·1	-1·5	-0·4	-0·0

⊙ No data

TIDAL NOTES

Between Start Point and Portland the tidal curve gradually becomes more and more distorted, especially on the rising tide; the rise is relatively fast for the first hour after low water and there is then a noticeable slackening in the rate of rise for the next 1½ hours, after which the rapid rate of rise is resumed. There is often a "stand" at high water, which, while not very noticeable at Start Point, lasts for about an hour at Torquay and for 1½ hours at Lyme Regis.

Double low water occurs between Portland and Lulworth Cove. Data for Lulworth refer to the first low water.

Owing to the complicated variations in the tide between Portland and Portsmouth, the time and height differences for these places will only give approximate predictions. A more accurate representation of the tidal curves at these places can be obtained from the diagram below.

From Swanage to Christchurch double high waters occur except at neaps. High water differences refer to the higher high water when there are two and are approximate.

In Poole Harbour the tide is above mean level from about 2 hours after low water to 2 hours before the next low water. Strong and continuous winds from east through south to south-west may raise sea levels by as much as 0.2m while winds from west through north to north-east may lower levels by 0.1m. Barometric pressure effects are also appreciable.

At Poole (RoRo Terminal) the height of the second high water is always about 1.8m. Only the height of the first high water varies from spring to neaps.

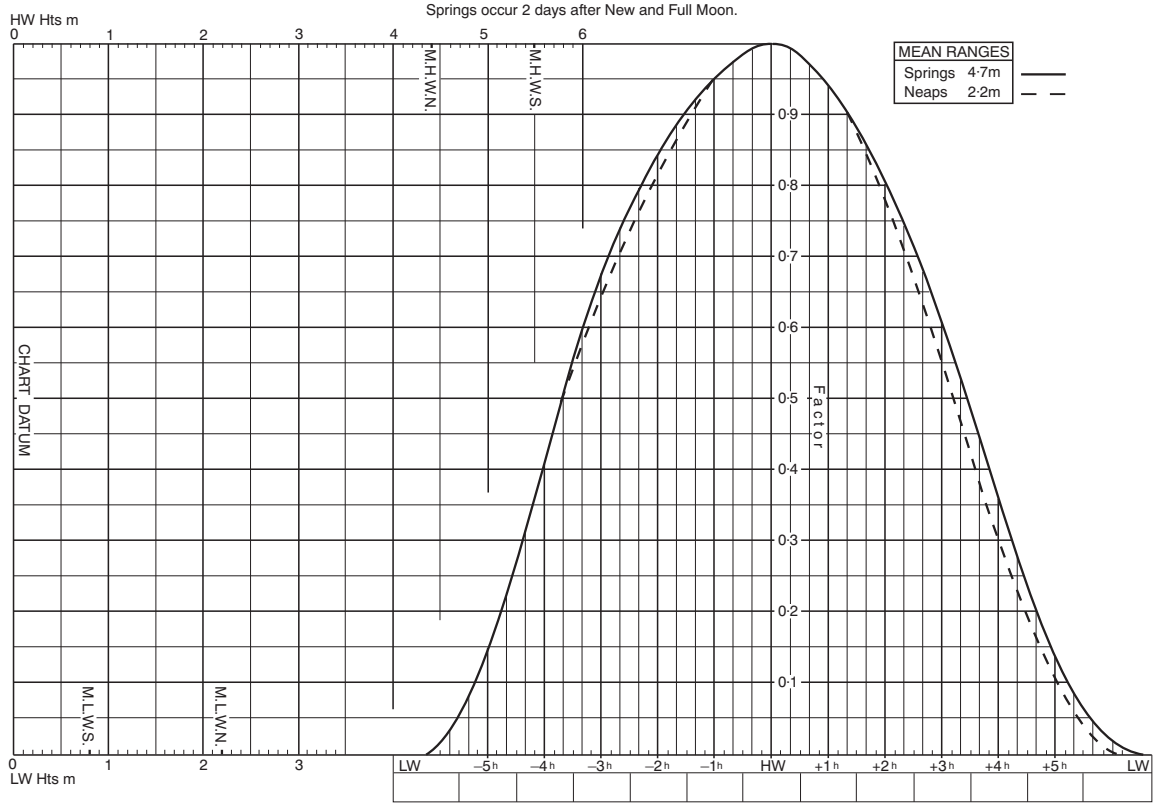
Tidal levels at Christchurch (Entrance are for a position inside the bar; outside the bar the tide falls about 0.6m lower at springs. The tide is above mean level from about 3 hours after low water to 2½ hours before the next low water.

Tidal Curve Diagrams

PLYMOUTH (DEVONPORT)

MEAN SPRING AND NEAP CURVES

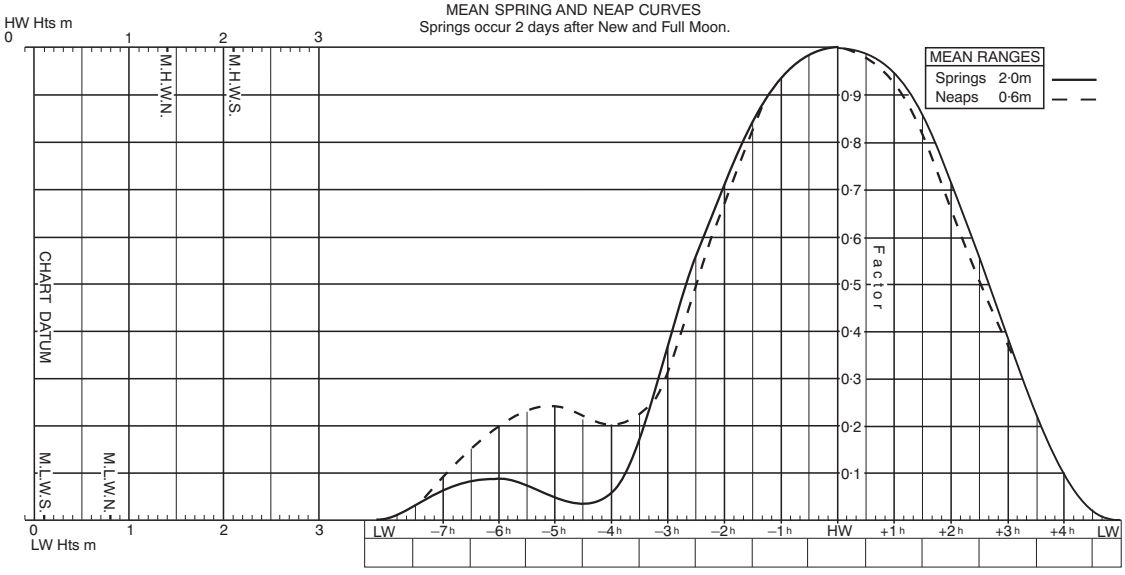
Springs occur 2 days after New and Full Moon.



PORTLAND

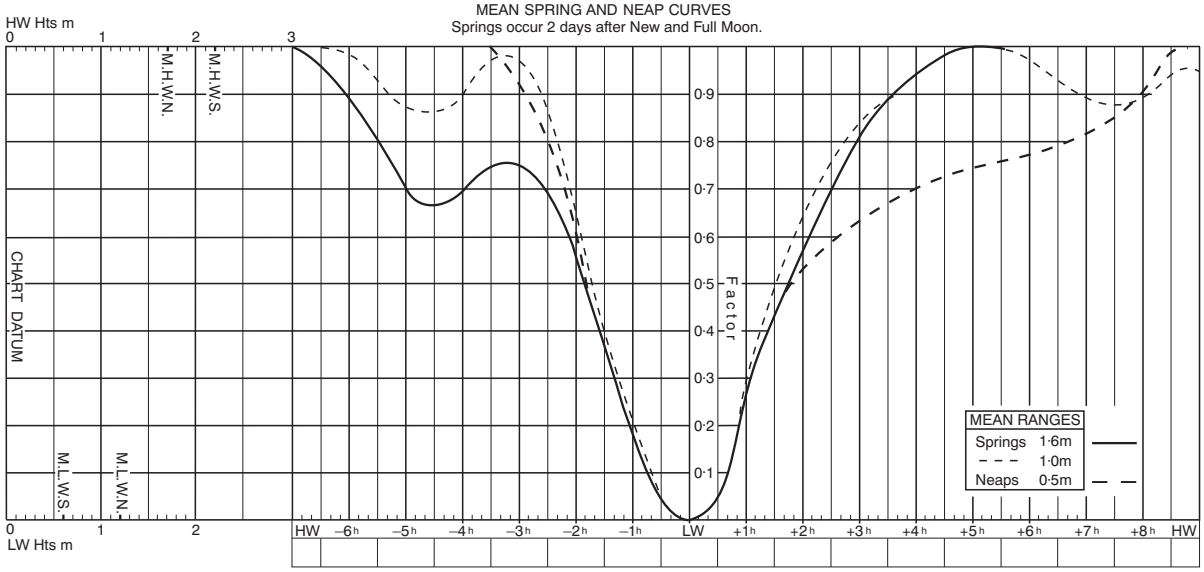
MEAN SPRING AND NEAP CURVES

Springs occur 2 days after New and Full Moon.



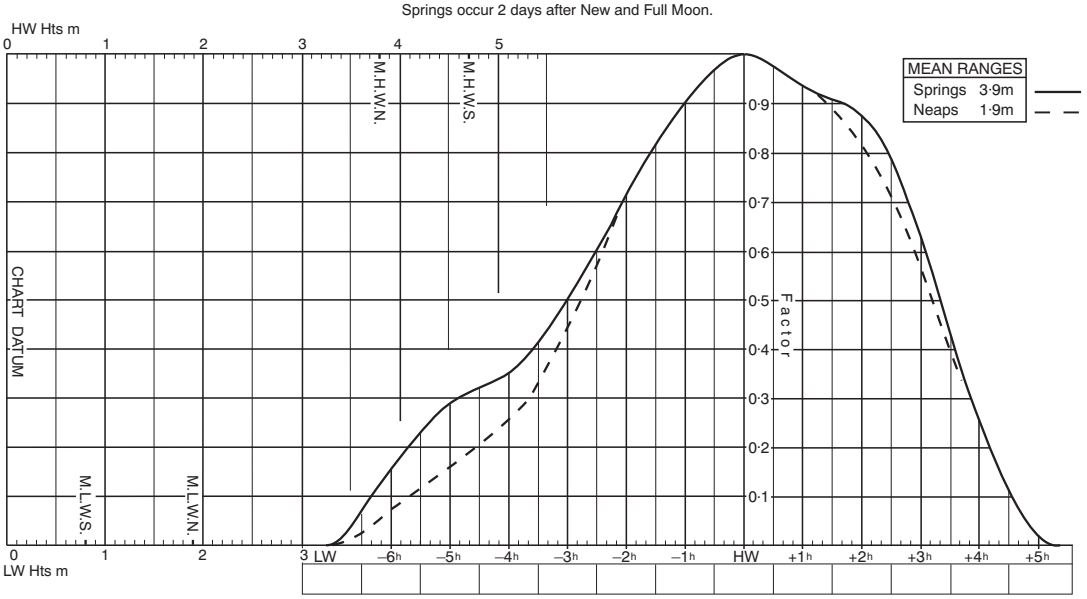
POOLE HARBOUR

MEAN SPRING AND NEAP CURVES
Springs occur 2 days after New and Full Moon.



PORTSMOUTH

MEAN SPRING AND NEAP CURVES
Springs occur 2 days after New and Full Moon.



TIDAL CURVES - BOURNEMOUTH TO CHRISTCHURCH