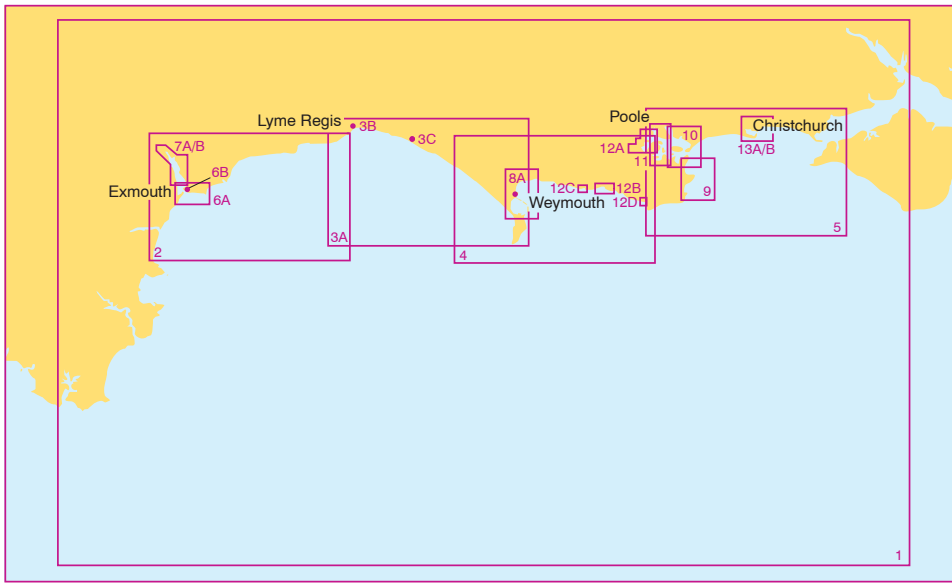




East Devon and Dorset Coast

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

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.

DEPTHS AND AIDS TO NAVIGATION

The channels and depths shown in Poole Harbour are subject to frequent change. The buoyage and other aids to navigation are adjusted accordingly. For the latest information consult the Poole Harbour Commissioners.

LOCAL NOTICE TO MARINERS

For the latest navigational information in this area including local Aids to Navigation, mariners should also consult Notice to Mariners issued by Poole Harbour Commissioners (PHC). These are available at the PHC website: www.phc.co.uk

SOUTH DEEP AND WYCH CHANNEL

Between 50°40'·70N 1°59'·15W and 50°40'·85N 1°59'·95W in South Deep, and 50°41'·62N 1°59'·35W and 50°41'·42N 1°59'·45W in Wych Channel, the deepest water in the channels is marked by buoys; mooring is prohibited within these areas.

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)

SPEED LIMIT

During the months between March and October, within this area, vessels shall not be driven or sailed in a dangerous manner and, where applicable, shall not exceed the speed of 5 knots. For further details, contact Dorset Council.

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:

- Southampton VTS
- 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.

BUOYED AREAS

During the months between March and October, yellow buoys are in use to mark the pleasure boat byelaw limits within Studland Bay (managed by Dorset Council) and Poole Bay (managed by BCP Council). Within these areas, vessels shall not be driven or sailed in a dangerous manner and, where applicable, shall not exceed the speed of 5 knots in Studland Bay and 6 knots in Poole Bay. For further details, contact Dorset or BCP Councils.

BOAT CHANNELS

There are boat channels for use by recreational craft and fishing vessels as follows:

–for vessels with a draught of up to 3·0 metres, on the western side of Swash Channel (50°40'·0N 1°55'·9W).

–for vessels with a draught of up to 1·5 metres, on the southern side of Middle Ship Channel (50°42'·1N 1°57'·8W) and Turning Basin (50°42'·3N 1°59'·4W).

These channels should be used whenever possible.

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

e-mail: zone17@hmcg.gov.uk (FAO Solent Coastguard)

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

5601_1

Tidal Streams referred to HW at DOVER

| Hours | Geographical Position | A 50°06'4 N 3 19-3W | B 50°18'0 N 2 37-8W | C 50°00'5 N 2 32-6W | D 50°15'0 N 2 10-1W | E 50°28'3 N 1 59-8W | F 49°59'2 N 1 37-1W | G 50°30'4 N 1 16-7W | | | | | | | |
|-------------------|---------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---------|-----|---------|-----|---------|-----|---------|
| Before High Water | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| After High Water | Directions of streams (degrees) | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| 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°38'0 N 3 04-1W | B 50°29'3 N 2 57-6W | | |
|-------------------|---------------------------------|------------------------|------------------------|-----|---------|
| Before High Water | Directions of streams (degrees) | 250 | 0-6 0-3 | 252 | 0-7 0-4 |
| | | 254 | 1-0 0-5 | 265 | 1-3 0-6 |
| | | 254 | 1-0 0-5 | 271 | 1-3 0-6 |
| | | 261 | 0-6 0-3 | 281 | 0-9 0-5 |
| | | 330 | 0-1 0-1 | 306 | 0-4 0-2 |
| | | 056 | 0-4 0-2 | 029 | 0-4 0-2 |
| After High Water | Directions of streams (degrees) | 067 | 0-6 0-3 | 059 | 0-7 0-3 |
| | | 069 | 0-8 0-4 | 067 | 0-9 0-5 |
| | | 075 | 0-7 0-4 | 074 | 1-1 0-5 |
| | | 083 | 0-6 0-3 | 081 | 1-1 0-5 |
| | | 094 | 0-4 0-2 | 093 | 0-7 0-4 |
| | | 219 | 0-3 0-2 | 136 | 0-3 0-2 |
| 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°40'1 N 2 45-9W | B 50°36'3 N 2 34-9W | C 50°34'0 N 2 38-0W | D 50°33'3 N 2 29-3W | | | | |
|-------------------|---------------------------------|------------------------|------------------------|------------------------|------------------------|-----|---------|-----|---------|
| Before High Water | Directions of streams (degrees) | 276 | 0-5 0-3 | 290 | 0-9 0-4 | 312 | 1-0 0-5 | 305 | 0-6 0-3 |
| | | 289 | 1-0 0-5 | 299 | 1-5 0-7 | 303 | 1-8 0-9 | 335 | 0-8 0-4 |
| | | 297 | 1-1 0-6 | 302 | 1-4 0-7 | 318 | 1-7 0-8 | 012 | 0-7 0-3 |
| | | 302 | 0-9 0-4 | 325 | 0-7 0-3 | 337 | 1-1 0-6 | 127 | 1-3 0-7 |
| | | 297 | 0-3 0-2 | 045 | 0-5 0-2 | 012 | 1-1 0-5 | 133 | 1-8 0-8 |
| | | 041 | 0-3 0-1 | 104 | 0-6 0-3 | 057 | 0-9 0-5 | 134 | 2-2 1-1 |
| After High Water | Directions of streams (degrees) | 102 | 0-5 0-2 | 129 | 1-0 0-5 | 089 | 1-2 0-6 | 143 | 2-0 1-0 |
| | | 111 | 0-6 0-3 | 127 | 1-3 0-6 | 108 | 1-6 0-8 | 141 | 1-7 0-8 |
| | | 117 | 0-8 0-4 | 127 | 1-5 0-7 | 115 | 1-6 0-8 | 145 | 1-5 0-8 |
| | | 120 | 0-8 0-4 | 131 | 1-4 0-7 | 124 | 1-7 0-8 | 146 | 1-4 0-7 |
| | | 122 | 0-6 0-3 | 139 | 1-0 0-5 | 133 | 1-3 0-6 | 156 | 1-0 0-5 |
| | | 118 | 0-2 0-1 | 158 | 0-3 0-1 | 162 | 0-5 0-2 | 176 | 0-4 0-2 |
| 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°29'5 N 2 35-2W | B 50°36'3 N 2 34-9W | C 50°28'0 N 2 31-5W | D 50°30'3 N 2 29-3W | E 50°33'3 N 2 29-3W | F 50°29'6 N 2 26-7W | G 50°26'3 N 2 26-5W | H 50°34'2 N 2 22-0W | J 50°30'9 N 2 20-1W | | | | | | | | | |
|-------------------|---------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---------|-----|---------|-----|---------|-----|---------|-----|---------|
| Before High Water | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| After High Water | Directions of streams (degrees) | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| 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°27'2 N 2 16-9W | L 50°29'8 N 2 12-7W | M 50°33'8 N 2 12-7W | |
|------------------------|------------------------|------------------------|---------|
| 260 | 1-7 0-8 | 277 | 1-9 1-0 |
| 257 | 3-2 1-6 | 272 | 3-1 1-6 |
| 256 | 3-5 1-7 | 272 | 3-5 1-7 |
| 252 | 2-8 1-4 | 276 | 2-8 1-4 |
| 258 | 1-5 0-8 | 288 | 1-8 0-9 |
| 350 | 0-1 0-1 | 355 | 0-7 0-3 |
| 079 | 1-9 0-9 | 056 | 1-4 0-7 |
| 082 | 3-5 1-7 | 068 | 2-6 1-3 |
| 081 | 4-0 2-0 | 071 | 3-0 1-5 |
| 078 | 3-4 1-7 | 067 | 2-8 1-4 |
| 075 | 2-5 1-2 | 062 | 1-8 0-9 |
| 066 | 0-6 0-3 | 048 | 0-5 0-2 |
| 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 | 50°33'7N 2 00-1W | | | 50°37'0N 1 51-1W | | | 50°33'8N 1 46-0W | | | 50°42'9N 1 38-6W | | | 50°35'5N 1 38-6W | | | 50°39'0N 1 37-5W | | | 50°33'9N 1 29-3W | | |
|-------------------|---------------------------------|---------------------|-----|-----|---------------------|-----|-----|---------------------|-----|-----|---------------------|-----|-----|---------------------|-----|-----|---------------------|-----|-----|---------------------|-----|-----|
| | | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | | | |
| Before High Water | Directions of streams (degrees) | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 | Directions of streams (degrees) | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 |
| | | 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 | Directions of streams (degrees) | 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)

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

| Hours | Geographical Position | 50°36'73N 3 24-67W | | |
|-------------------|---------------------------------|-----------------------|-----|-----|
| | | A | B | C |
| Before High Water | Directions of streams (degrees) | 133 | 2.0 | 0.9 |
| | | 303 | 0.9 | 0.4 |
| | | 303 | 1.9 | 0.9 |
| | | 303 | 2.0 | 0.9 |
| | | 307 | 2.5 | 1.1 |
| | | 315 | 2.6 | 1.1 |
| High Water | Directions of streams (degrees) | 313 | 1.7 | 0.8 |
| | | | 0.0 | 0.0 |
| | | | 0.0 | 0.0 |
| | | 116 | 0.7 | 0.3 |
| | | 120 | 2.2 | 1.0 |
| | | 128 | 3.2 | 1.4 |
| After High Water | Directions of streams (degrees) | 132 | 3.3 | 1.5 |
| | | 131 | 2.5 | 1.2 |

| Hours | Geographical Position | 50°36'6N 2 24-3W | | | 50°35'3N 2 24-8W | | |
|-------------------|---------------------------------|---------------------|-----|-----|---------------------|-----|-----|
| | | A | B | C | D | E | F |
| Before High Water | Directions of streams (degrees) | 230 | 0.5 | 0.2 | 163 | 0.6 | 0.2 |
| | | 235 | 0.5 | 0.2 | 150 | 0.7 | 0.2 |
| | | 241 | 0.4 | 0.2 | 146 | 0.6 | 0.2 |
| | | 253 | 0.4 | 0.2 | 143 | 0.5 | 0.1 |
| | | 272 | 0.3 | 0.1 | 233 | 0.1 | 0.0 |
| | | 279 | 0.2 | 0.1 | 330 | 0.3 | 0.1 |
| High Water | Directions of streams (degrees) | 287 | 0.1 | 0.0 | 323 | 0.5 | 0.1 |
| | | | 0.0 | 0.0 | 333 | 0.7 | 0.2 |
| | | | 0.1 | 0.0 | 001 | 0.5 | 0.1 |
| | | 139 | 0.1 | 0.0 | 115 | 0.4 | 0.1 |
| | | 270 | 0.2 | 0.1 | 139 | 0.3 | 0.1 |
| | | 210 | 0.3 | 0.1 | 147 | 0.5 | 0.1 |
| After High Water | Directions of streams (degrees) | 226 | 0.4 | 0.2 | 147 | 0.5 | 0.1 |
| | | 230 | 0.4 | 0.2 | 161 | 0.5 | 0.1 |

Note: At Station A a current of 0.6 knots 128° may be expected.

5601_9 Tidal Streams referred to HW at PORTSMOUTH

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

| Hours | Geographical Position | 50°39'2N 1 55-0W | | |
|-------------------|---------------------------------|---------------------|-----|-----|
| | | A | B | C |
| Before High Water | Directions of streams (degrees) | 344 | 1.4 | 0.7 |
| | | 346 | 1.2 | 0.6 |
| | | 354 | 1.0 | 0.5 |
| | | 004 | 0.7 | 0.3 |
| | | 029 | 0.3 | 0.2 |
| | | 157 | 0.3 | 0.1 |
| High Water | Directions of streams (degrees) | 179 | 0.8 | 0.4 |
| | | 180 | 1.1 | 0.5 |
| | | 178 | 1.2 | 0.6 |
| | | 172 | 1.1 | 0.6 |
| | | 156 | 0.6 | 0.3 |
| | | 026 | 0.3 | 0.1 |
| After High Water | Directions of streams (degrees) | 347 | 1.2 | 0.6 |

| Hours | Geographical Position | 50°41'26N 1 57-31W | | | 50°42'09N 1 57-77W | | | 50°41'90N 1 58-30W | | | 50°42'40N 1 59-15W | | |
|------------------|---------------------------------|-----------------------|-----|-----|-----------------------|-----|-----|-----------------------|-----|-----|-----------------------|-----|-----|
| | | A | B | C | D | E | F | G | H | I | J | K | |
| Before Low Water | Directions of streams (degrees) | 192 | 1.0 | 0.5 | 118 | 0.6 | 0.3 | 086 | 0.8 | 0.4 | 088 | 0.7 | 0.3 |
| | | 196 | 0.9 | 0.4 | 119 | 0.9 | 0.4 | 097 | 0.8 | 0.4 | 092 | 0.6 | 0.3 |
| | | 196 | 0.4 | 0.2 | 122 | 0.9 | 0.5 | 097 | 0.5 | 0.2 | 091 | 0.5 | 0.3 |
| | | 020 | 0.1 | 0.1 | 123 | 0.5 | 0.3 | | 0.0 | 0.0 | 010 | 0.1 | 0.0 |
| | | 017 | 0.6 | 0.3 | 279 | 0.1 | 0.1 | 278 | 0.4 | 0.2 | 269 | 0.6 | 0.3 |
| | | 006 | 0.6 | 0.3 | 292 | 0.4 | 0.2 | 277 | 0.5 | 0.3 | 260 | 0.8 | 0.4 |
| Low Water | Directions of streams (degrees) | | 0.0 | 0.0 | 277 | 0.2 | 0.1 | 286 | 0.2 | 0.1 | 270 | 0.2 | 0.1 |
| | | 190 | 1.2 | 0.6 | 114 | 0.5 | 0.2 | 092 | 0.4 | 0.2 | 095 | 0.6 | 0.3 |
| | | 187 | 1.9 | 0.9 | 108 | 1.1 | 0.5 | 095 | 1.1 | 0.5 | 095 | 1.2 | 0.6 |
| | | 187 | 2.0 | 1.0 | 103 | 1.4 | 0.7 | 095 | 1.4 | 0.7 | 094 | 1.6 | 0.8 |
| | | 195 | 1.6 | 0.8 | 100 | 1.4 | 0.7 | 097 | 1.4 | 0.7 | 085 | 1.8 | 0.9 |
| | | 205 | 0.9 | 0.5 | 101 | 1.2 | 0.6 | 099 | 1.1 | 0.6 | 078 | 1.3 | 0.7 |
| After Low Water | Directions of streams (degrees) | 305 | 0.2 | 0.1 | 104 | 0.5 | 0.2 | 094 | 0.4 | 0.2 | 066 | 0.5 | 0.3 |
| | | 015 | 1.2 | 0.6 | 272 | 0.6 | 0.3 | 275 | 0.5 | 0.2 | 264 | 0.8 | 0.4 |
| | | 023 | 1.9 | 1.0 | 274 | 1.1 | 0.5 | 272 | 1.2 | 0.6 | 268 | 1.6 | 0.8 |
| | | 026 | 2.1 | 1.0 | 279 | 1.6 | 0.8 | 268 | 1.3 | 0.6 | 273 | 1.6 | 0.8 |
| | | 024 | 2.2 | 1.1 | 290 | 1.4 | 0.7 | 270 | 1.1 | 0.5 | 265 | 1.5 | 0.7 |
| | | 020 | 2.0 | 1.0 | 295 | 1.2 | 0.6 | 273 | 0.9 | 0.4 | 263 | 1.2 | 0.6 |
| After Low Water | Directions of streams (degrees) | 012 | 1.6 | 0.8 | 299 | 0.9 | 0.4 | 276 | 0.7 | 0.4 | 266 | 0.8 | 0.4 |
| | | 354 | 0.8 | 0.4 | 300 | 0.6 | 0.3 | 279 | 0.5 | 0.3 | 265 | 0.6 | 0.3 |
| | | 323 | 0.4 | 0.2 | 300 | 0.4 | 0.2 | 285 | 0.4 | 0.2 | 265 | 0.4 | 0.2 |
| | | 245 | 0.3 | 0.2 | 299 | 0.3 | 0.1 | 295 | 0.2 | 0.1 | 273 | 0.2 | 0.1 |
| | | 212 | 0.6 | 0.3 | 294 | 0.1 | 0.1 | 345 | 0.1 | 0.0 | 015 | 0.1 | 0.0 |
| | | 195 | 0.8 | 0.4 | | 0.0 | 0.0 | 075 | 0.2 | 0.1 | 075 | 0.3 | 0.2 |
| 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 | 50°42'40N 1 59-15W | | | 50°42'38N 1 59-60W | | | 50°42'70N 2 01-56W | | |
|------------------|---------------------------------|-----------------------|-----|-----|-----------------------|-----|-----|-----------------------|-----|-----|
| | | A | B | C | D | E | F | G | H | I |
| Before Low Water | Directions of streams (degrees) | 088 | 0.7 | 0.3 | 079 | 0.7 | 0.4 | 107 | 0.7 | 0.3 |
| | | 092 | 0.6 | 0.3 | 077 | 0.8 | 0.4 | 102 | 0.8 | 0.4 |
| | | 091 | 0.5 | 0.3 | 071 | 0.9 | 0.4 | 102 | 0.7 | 0.3 |
| | | 010 | 0.1 | 0.0 | 069 | 0.7 | 0.3 | 107 | 0.2 | 0.1 |
| | | 269 | 0.6 | 0.3 | 240 | 0.1 | 0.0 | 263 | 0.4 | 0.2 |
| | | 260 | 0.8 | 0.4 | 260 | 0.2 | 0.1 | 269 | 0.7 | 0.3 |
| Low Water | Directions of streams (degrees) | 270 | 0.2 | 0.1 | 287 | 0.3 | 0.1 | 272 | 0.2 | 0.1 |
| | | 095 | 0.6 | 0.3 | 068 | 0.4 | 0.2 | 092 | 0.5 | 0.2 |
| | | 095 | 1.2 | 0.6 | 082 | 1.2 | 0.6 | 097 | 1.1 | 0.5 |
| | | 094 | 1.6 | 0.8 | 078 | 1.5 | 0.8 | 100 | 1.3 | 0.6 |
| | | 085 | 1.8 | 0.9 | 075 | 1.6 | 0.8 | 097 | 1.3 | 0.6 |
| | | 078 | 1.3 | 0.7 | 075 | 1.5 | 0.8 | 096 | 1.2 | 0.6 |
| After Low Water | Directions of streams (degrees) | 066 | 0.5 | 0.3 | 081 | 1.0 | 0.5 | 097 | 0.8 | 0.4 |
| | | 264 | 0.8 | 0.4 | 150 | 0.1 | 0.0 | 190 | 0.1 | 0.1 |
| | | 268 | 1.6 | 0.8 | 264 | 1.2 | 0.6 | 266 | 0.8 | 0.4 |
| | | 273 | 1.6 | 0.8 | 265 | 1.8 | 0.9 | 276 | 1.2 | 0.6 |
| | | 265 | 1.5 | 0.7 | 261 | 1.8 | 0.9 | 284 | 1.4 | 0.7 |
| | | 263 | 1.2 | 0.6 | 255 | 1.5 | 0.8 | 286 | 1.2 | 0.6 |
| After Low Water | Directions of streams (degrees) | 266 | 0.8 | 0.4 | 250 | 1.2 | 0.6 | 286 | 1.0 | 0.5 |
| | | 265 | 0.6 | 0.3 | 248 | 0.9 | 0.5 | 285 | 0.7 | 0.4 |
| | | 265 | 0.4 | 0.2 | 246 | 0.7 | 0.4 | 285 | 0.5 | 0.3 |
| | | 273 | 0.2 | 0.1 | 242 | 0.5 | 0.2 | 285 | 0.4 | 0.2 |
| | | 015 | 0.1 | 0.0 | 220 | 0.2 | 0.1 | 280 | 0.2 | 0.1 |
| | | 075 | 0.3 | 0.2 | 092 | 0.3 | 0.1 | 143 | 0.1 | 0.1 |
| 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 | | | | HEIGHT DIFFERENCES (IN METRES) | | | |
|-----------------------------------|--------------|-------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|--------------------------------|------------|------------|------------|
| | | | High Water | Low Water | 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 |
| <i>River Exe</i> | | | | | | | | | | |
| Exmouth Dock | 50 37 | 3 25 | +0035 | +0055 | +0050 | +0020 | -1.5 | -1.6 | -0.8 | -0.4 |
| 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 | o | -1.6 | -1.6 | -1.2 | -0.4 |
| Topsham | 50 41 | 3 28 | +0045 | +0105 | o | o | -1.5 | -1.6 | o | o |
| 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 |
| <i>Poole Harbour</i> | | | | | | | | | | |
| 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 |
| <i>Isle of Wight</i> | | | | | | | | | | |
| 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 |

o 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.

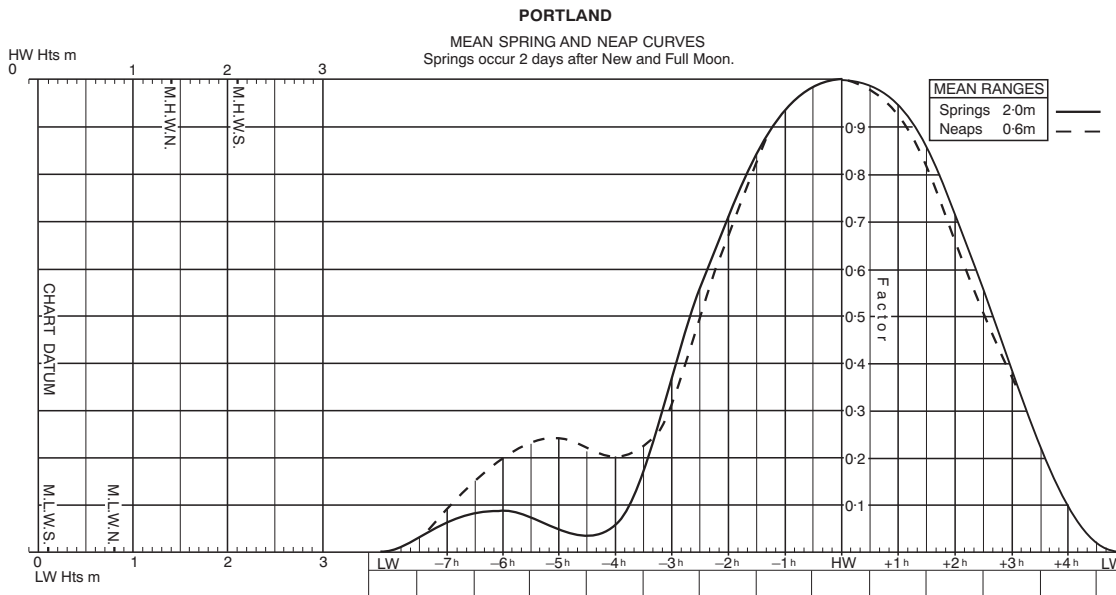
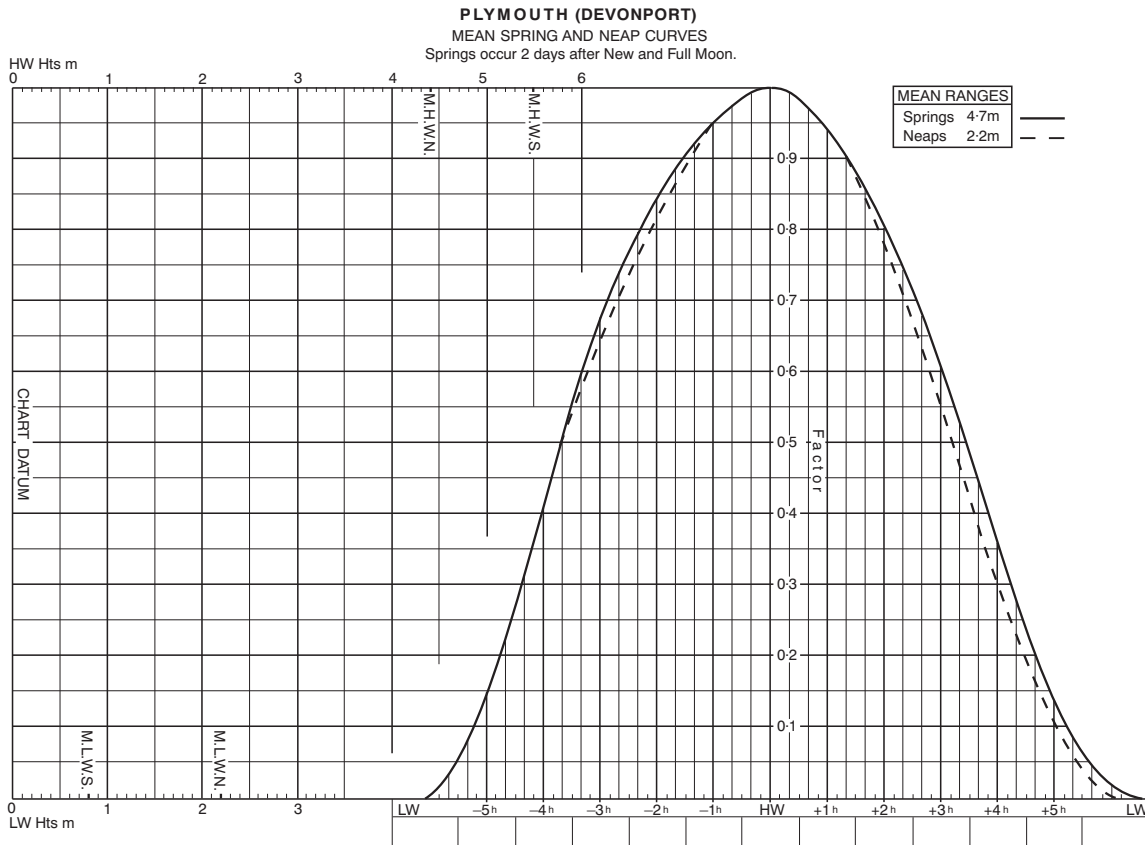
From Swanage to Christchurch double high waters occur except at neaps. High water differences refer to the higher high water when there are two and are approximate.

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.

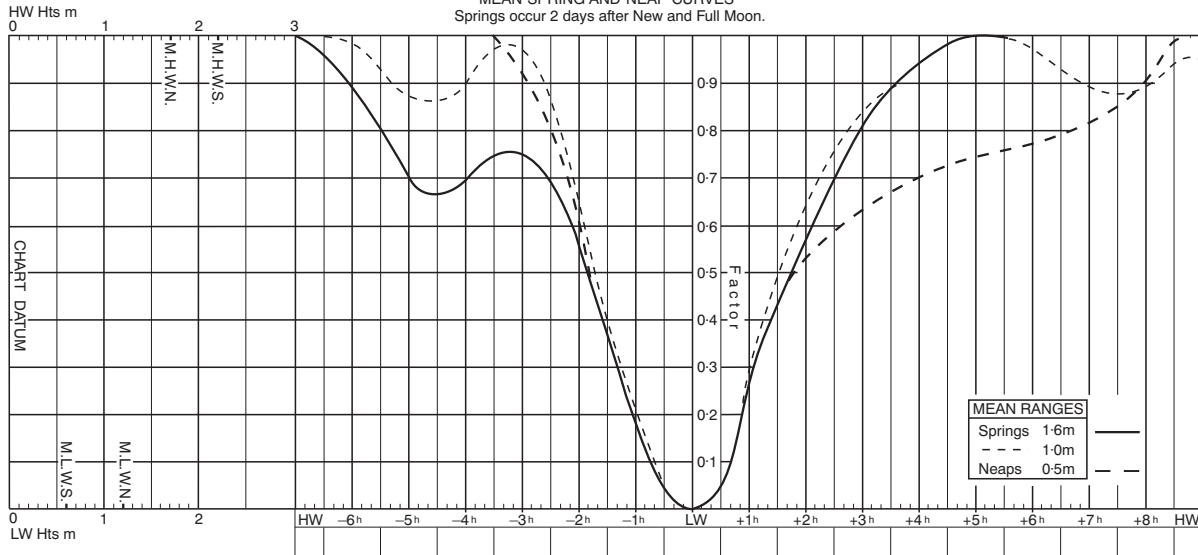
Tidal levels at Christchurch (Entrance are for a position inside the bar; outside the bar the tide falls about 0.6m lower at springs. The tide is above mean level from about 3 hours after low water to 2½ hours before the next low water.

Tidal Curve Diagrams



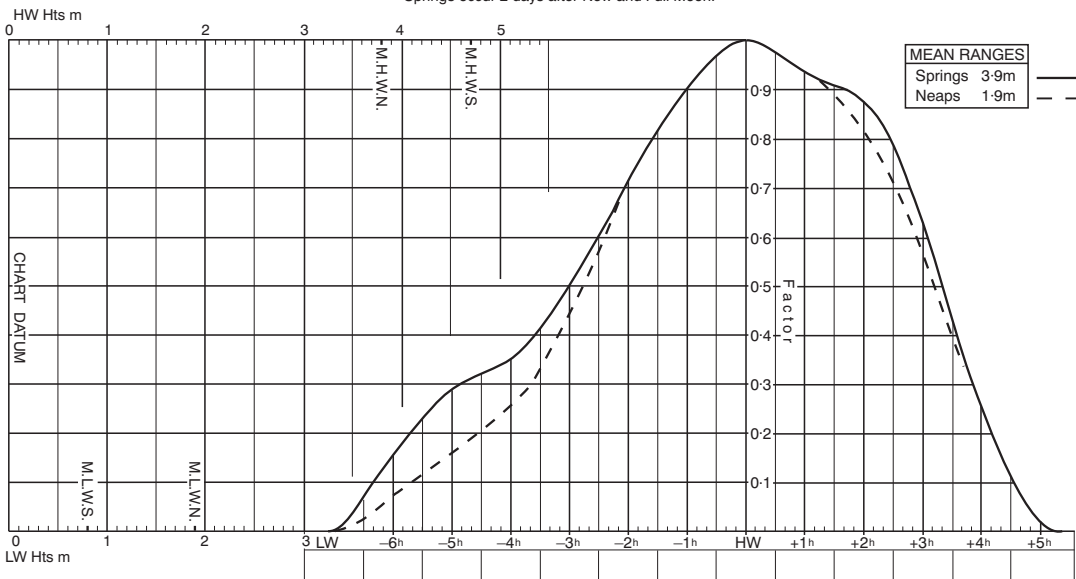
POOLE HARBOUR

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

