





**EASTERN APPROACHES to the SOLENT**

- Outer Nab 1  $\downarrow$  VQ (9) 10s; 50°38'·18N 00°56'·88W.
- Outer Nab 2  $\downarrow$  VQ (3) 5s; 50°38'·43N 00°57'·70W.
- Nab Tower  $\downarrow$  FI 10s 17m 12M; Horn (2) 30s; RACON T; 50°40'·08N 00°57'·15W; 992351136.
- N 2  $\downarrow$  FI Y 2·5s. 6M; 50°41'·03N 00°56'·74W.
- N 1  $\downarrow$  FI Y (4) 10s; 50°41'·26N 00°56'·52W.
- N 4  $\downarrow$  FI Y 7·5s; 50°41'·86N 00°57'·24W.
- N 3  $\downarrow$  FI (3) Y 15s; 50°41'·63N 00°56'·74W.
- N 5  $\downarrow$  FI Y 5s; 50°41'·99N 00°56'·97W.
- N 7  $\downarrow$  FI Y 2·5s; 50°42'·35N 00°57'·20W.
- New Grounds  $\downarrow$  VQ (3) 5s; 50°41'·84N 00°58'·49W.
- Nab End  $\downarrow$  FI R 5s; Whis; 50°42'·63N 00°59'·49W.
- Dean Tail  $\downarrow$  FI G 5s; 50°42'·99N 00°59'·17W.
- Dean Tail S  $\downarrow$  VQ (6) + L FI 10s; 50°43'·04N 00°59'·58W.
- Dean Tail N  $\downarrow$  Q; 50°43'·13N 00°59'·57W.
- Horse Tail  $\downarrow$  FI (2) G 10s; 50°43'·23N 01°00'·23W.
- Nab East  $\downarrow$  FI (2) R 10s; 50°42'·86N 01°00'·80W.
- Dean Elbow  $\downarrow$  FI (3) G 15s; 50°43'·69N 01°01'·88W.
- St Helens  $\downarrow$  FI (3) R 15s; 50°43'·36N 01°02'·41W.
- Horse Elbow  $\downarrow$  QG; 50°44'·26N 01°03'·88W.
- Cambrian Wreck  $\downarrow$  50°44'·43N 01°03'·43W.
- Warner  $\downarrow$  QR; Whis; 50°43'·87N 01°03'·99W.

**BEMBRIDGE**

- St Helen's Fort  $\star$  (IOW) FI (3) 10s 16m 8M; large  $\circ$  stone structure; 50°42'·30N 01°05'·05W.
- Bembridge Tide Gauge  $\downarrow$  FI Y 2s 1M; 50°42'·46N 01°05'·02W.

**SOUTH EAST COAST of the ISLE OF WIGHT**

- St Catherine's Point  $\star$  50°34'·54N 01°17'·87W; FI 5s 41m 25M; vis: 257°·117°; FR 35m 13M (same Twr) vis: 099°·116°.
- Ventnor Haven W Bwtr  $\downarrow$  2 FR (vert) 3M; 50°35'·50N 01°12'·30W.
- Sandown Pier Hd  $\downarrow$  2 FR (vert) 7m 2M; 50°39'·05N 01°09'·18W.
- W Princessa  $\downarrow$  Q (9) 15s; 50°40'·16N 01°03'·65W.
- Bembridge Ledge  $\downarrow$  Q (3) 10s; 50°41'·15N 01°02'·81W

**LANGSTONE and APPROACHES**

- Eastney Pt Fraser Trials Range  $\downarrow$  FR, Oc (2) Y 10s, and FY Lts (occas) when firing taking place; 50°47'·19N 01°02'·22W.
- Winner  $\downarrow$ ; 50°45'·10N 01°00'·10W.
- Roway Wk  $\downarrow$  FI (2) 5s; 50°46'·11N 01°02'·28W.
- Langstone Fairway  $\downarrow$  L FI 10s; 50°46'·32N 01°01'·36W.
- Eastney Pt Outfall  $\downarrow$  QR 2m 2M; 50°47'·23N 01°01'·68W.
- East Milton  $\downarrow$  FI (4) R 10s; 50°48'·16N 01°01'·76W.
- NW Sinah  $\downarrow$  FI G 5s; 50°48'·14N 01°01'·58W.

**CHICHESTER ENTRANCE**

- West Pole (tripod)  $\downarrow$  FI R 5s 14m 7M; 50°45'·45N 00°56'·59W.
- Bar  $\downarrow$  FI(2) R 10s 10m 4M; 50°45'·92N 00°56'·46W.
- Eastoke  $\downarrow$  QR; 50°46'·68N 00°56'·11W.
- West Winner  $\downarrow$  QG; Tide gauge. 50°46'·88N 00°55'·98W.

**EMSWORTH CHANNEL**

- Fishery  $\downarrow$  Q (6) + L FI 15s; 50°47'·38N 00°56'·07W.
- NW Pilsley  $\downarrow$  FI G 5s; 50°47'·50N 00°56'·20W.
- Verner  $\downarrow$  FI R 10s; 50°48'·20N 00°56'·63W.
- Marker Pt  $\downarrow$  FI (2) G 10s 8m; 50°48'·91N 00°56'·72W.
- Emsworth  $\downarrow$  Q (6) + L FI 15s; tide gauge; 50°49'·66N 00°56'·76W.

**THORNEY CHANNEL**

- Camber  $\downarrow$  Q (6) + L FI 15s; 50°47'·87N 00°54'·06W.
- Pilsley  $\downarrow$  FI (2) R 10s; 50°47'·98N 00°54'·24W.
- Thorney  $\downarrow$  FI G 5s; 50°48'·20N 00°54'·28W.

**CHICHESTER CHANNEL**

- NW Winner  $\downarrow$  FI G 10s; 50°47'·19N 00°55'·92W.
- N Winner  $\downarrow$  FI (2) G 10s; 50°47'·31N 00°55'·83W.
- Mid Winner  $\downarrow$  FI (3) G 10s; 50°47'·38N 00°55'·69W.
- Stocker  $\downarrow$  FI (3) R 10s; 50°47'·45N 00°55'·52W.
- Copyhold  $\downarrow$  FI (4) R 10s; 50°47'·50N 00°54'·93W.
- East Head Spit  $\downarrow$  FI (4) G 10s; 50°47'·45N 00°54'·82W.
- Snowhill  $\downarrow$  FI G 5s; 50°47'·52N 00°54'·34W.
- Sandhead  $\downarrow$  FI R 10s; 50°47'·67N 00°54'·25W.
- Chalkdock  $\downarrow$  FI (2) G 10s; 50°48'·49N 00°53'·30W.

**2.3 PASSAGE INFORMATION**

More passage information is threaded between the harbours in this area. See 0.33 for distances across the central part of the English Channel. Admiralty Leisure Folio 5601 covers Exmouth to Christchurch, and 5600 covers The Solent & Approaches. **Bibliography:** *Channel Havens* (ACN/Endean); *Shell Channel Pilot* (Imray/Cunliffe); *Channel Pilot* (Admiralty NP27).

**CROSSING THE ENGLISH CHANNEL – CENTRAL PART**

(AC 2656) These notes cover the crossing (about 13hrs) Weymouth/Poole/Solent to Channel Is/Cherbourg/Le Havre and should help in compiling a cross-Channel passage plan. Distances are tabulated in 0.33.

**Departure and destination factors to be considered include:**

**Portland/Weymouth:** Good angle on the wind in SW/lies but passage extended by 7/8½M respectively to clear the E end of The Shambles Bank. There is no advantage to closing Portland Bill and Portland Race which should be avoided. Portland Bill Light loom provides a good headmark on night N'y crossing. Check the tidal streams and monitor course made good.

**Poole:** Leave on the ebb. At springs with a S/SE wind beware short steep seas in the Swash Channel. Studland Bay or Swanage Roads are useful departure  $\downarrow$ s. Anvil Pt Light and the Ferries provide useful visual cues on N'y crossing. Off Handfast, Peveril and Anvil Pts overfalls occur with wind against tide.

**Solent ports:** Decide whether to leave to the East via Nab Tower, using the tide to gain a lift on the ebb past Bembridge Ledge and across St Catherine's Deep or west via the Needles.

►The latter usually requires a fair tide through Hurst Narrows (HW Portsmouth -0100 to +0430) which dictates the ETD. ◀

The Easterly option has no tidal gate, but is longer if heading to Cherbourg or the Channel Islands and gives a less favourable angle on a SW'yly wind. It can offer better shelter initially in the lee of the IoW, but often has an uncomfortable chop especially on a return passage. Loom of St Catherine's and the Needles are useful guides at night, but can be deceptively far away.

Braye (Alderney) is accessible at all times, but allowance must be made to avoid being swept W to the Casquets at springs. Plan and monitor the track so as to approach from well up-tide. Braye Hbr is unsafe in fresh or strong E/NE'lies. From Braye you may make Guernsey, having negotiated the Alderney Race, or the Swinge. A direct passage is achievable off the Casquets or in benign conditions through Ortac Channel.

**Cherbourg** is accessible H24. Especially at springs, aim well up-tide and approaching the peninsula allow a large offset angle to maintain track. Harbours on the W side of the Cotentin (Diélette to Granville) are tidally constrained and exposed to the W but are options in E'lies if conditions in the Alderney Race permit on a W-going ebb tide or at slack water.

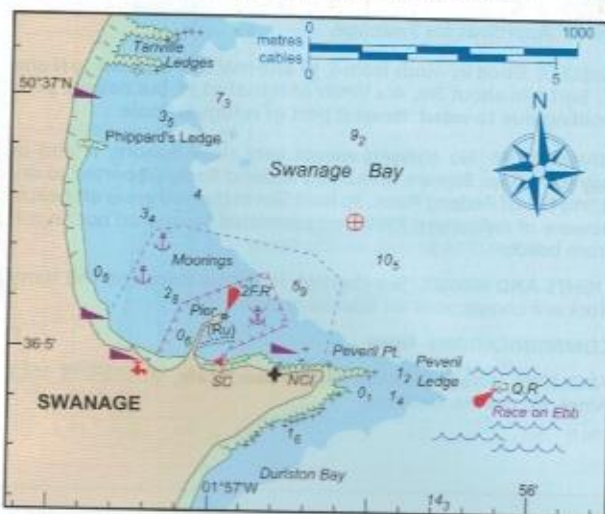
To the E, Barfleur and St Vaast are sheltered from the prevailing W'lies, but are tidally constrained. Barfleur dries and yachts off St Vaast until the marina gates open. Further to the E Le Havre is a port of refuge although approach requires care.

Thorough planning is a requirement for a safe and efficient crossing. Refer to 3.1, Passage Planning.

## 2.4 SWANAGE

Dorset 50°36'·70N 01°56'·55W

CHARTS AC 5601, 2615, 2172; Imray C10, C12, C4, 2300



TIDES HW Sp -0235 & +0125, Np -0515 & +0120 on Dover; ML 1-5

Standard Port POOLE HARBOUR (→)

Times		Height (metres)			
High Water	Low Water	MHWS	MHWN	MLWN	MLWS
—	0500 1100	2.2	1.7	1.2	0.6
—	1700 2300				

Differences SWANAGE

—	-0045	-0050	-0.1	+0.1	+0.2	+0.2
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NOTE: From Swanage to Christchurch double HWs occur except at neaps. HW differences refer to the higher HW and are approximate.

**SHELTER** Large, well sheltered bay with just 1.6m range at springs. Good ↓ in all winds except from NE to SE; Poole is closest port of refuge. ☂ may be possible on the pier which is owned by a trust and used extensively in the summer by tourist boats, ferries and other commercial concerns. Seek advice at the gate on arrival. Gate closes at dusk Oct to Apr.

**NAVIGATION** WPT 50°36'·70N 01°56'·55W, 240°/0.3M to Pier Hd. Tidal races off Peveril Point to the south and Handfast Point to the north can be lively in strong onshore winds and an ebb tide. Do not cut inside Peveril Ledge buoy.

Beware of ruins of old pier south of the main pier; Tanville and Phippard's Ledges in west side of bay both dry. At night, main hazard is other boats which may be difficult to see against background lights.

**LIGHTS AND MARKS** 2 FR (vert) on the Pier, difficult to see due to back scatter of street lights. Peveril Ledge PHM buoy, Q.R., but can be hard to pick out by day.

**COMMUNICATIONS** (Code 01929) NMOC (01305) 760439; Police 101; Dr 422231; ☎ 422202; Pier 427058. No VHF.

**FACILITIES** Pier Possible ☂; Swanage SC ☎422987 ☎ Boat Park (Peveril Pt) ☎ Services: Diving. Town ☎ (1½M) ☎ ☎ ☎ ☎ (bus to Wareham and Bournemouth), → (Hurn).

- Study the meteorological situation several days before departure so that advantageous wind and weather windows may be predicted and bad weather avoided.
- High pressure may provide quiescent conditions, but is often accompanied by reduced visibility owing to fog. Even if radar equipped and competent in its use, be wary of crossing if fog or poor visibility is forecast.
- For a yacht, consider the forecast wind direction, likely shifts and sea breezes which may affect the angle on the wind. Prevailing winds are SW/W, except in the spring when NE/E winds are equally likely. Check the tidal stream and the effect that this will have on Course to Steer. It is best to place the tide on the lee bow in order to gain the maximum benefit. It is very advantageous to get well to windward and up-tide of the destination. For example, from the Needles it may be beneficial initially to proceed W'wards, working the tides to advantage.
- For motor boats, windows with the wind in the N provide the best down sea conditions, maximising speed and reducing slamming.
- Choose the route, departure points and landfalls so that passage time out of sight of identifiable marks is minimised. This reduces the risk of navigational errors, anxiety and fatigue. A landfall at night or dawn/dusk is frequently easier due to the visibility of navigational marks on clear nights. The loom of a powerful lighthouse is often visible on the clouds at a distance greater than its nominal range.
- Consider tidal constraints at the points of departure and destination, and any tidal gates en route such as Hurst Narrows or the French coast between Cap Barfleur and Cap de la Hague.
  - ▶ Calculate the hourly direction/rate of tidal streams expected during the crossing so as to lay off the total drift angle required to make good the desired track. Rarely do 6 hrs of E-going tide cancel out 6 hrs of W-going (or vice versa); streams off the French coast are usually stronger. Note times and areas of races/overfalls and keep well clear. ◀
- Consider actions to be taken if fog sets in as the risk of collision is much increased. GPS may provide a position, but navigating 'blind' by radar demands intense attention. Other small boats and yachts may not be detected.
- AIS will only display vessels or marks which transmit.
- Cross on a heading as near 90° as practicable to the Traffic Routing between the Casquets TSS and the Greenwich Meridian. Consider motoring to expedite such a crossing.
- Keep a very sharp lookout particularly when in the Traffic Routing area in mid-Channel. Ensure the crew is aware of the directions from which to expect approaching traffic. It is commonsense and good seamanship to alter course early in order to keep well clear of large commercial ships. These may not alter for a small craft despite Rule 18 (a) (iv).
- Make use of additional navigational information such as soundings, noting when crossing distinctive seabed contours; the rising or dipping ranges of major lights; if equipped with radar, use clearly identifiable targets.
- Plan a harbour of refuge in case of fog, bad weather, accident or gear failure. For example, if unable to make Cherbourg in a strong SSW'ly and E-going tide, consider bearing away for St Vaast in the lee of the peninsula. Alternatively, in the event of engine failure identify a sheltered t. In extremis heave to and stay at sea notifying the appropriate CG or safety service.

**SWANAGE TO CHRISTCHURCH BAY**

Studland Bay (AC 2172) is a good  $\downarrow$  especially in winds from the S and W. Poole Bay offers good sailing in waters sheltered from the W and N, with no off-lying dangers.

▶ 1M NE of Durlston Head, Pevelin Ledge runs 2½ca seaward, causing a significant race which extends nearly 1M eastwards, particularly on W-going stream against a SW wind. Proceeding towards the excellent shelter of Poole Harbour, overfalls may be met off Ballard Pt and Old Harry on the W-going stream. ◀

(AC 2615) There is deep water quite close inshore between St Alban's Hd and Anvil Pt.

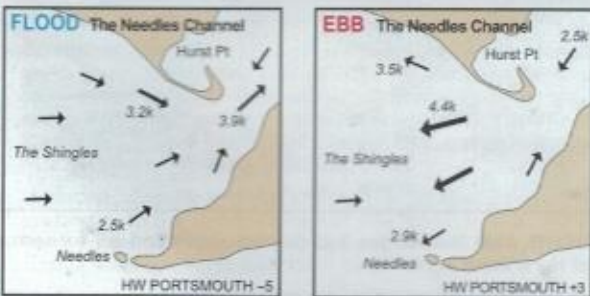
▶ Tidal streams are weak North of a line between Handfast Point and Hengistbury Head and within Christchurch Bay. The tide runs hard over the ledge at springs, and there may be overfalls. ◀

Hengistbury Hd is a dark reddish headland S of Christchurch Hbr with a groyne extending 1ca S and Beerpan Rks a further 100m E of groyne. Beware lobster pots in this area. Christchurch Ledge extends 2.75M SE from Hengistbury Hd. There is a passage between Christchurch Ledge and Dolphin Bank, some 1½M further SE. A wreck hazardous to surface navigation (PA) has been reported in this chan (2013).

**WESTERN APPROACHES TO THE SOLENT**

(AC 2035) The Needles are distinctive rocks at the W end of the Isle of Wight. The adjacent chalk cliffs of High Down are conspic from afar, but the Lt Ho may not be seen by day until relatively close. Goose Rk, and dries, is about 50m WNW of the Lt Ho, 100-150m WSW of which is a drying wreck. When rounding the Needles an offing of 1½ca will clear these. The NW side of Needles Chan is defined by the Shingles bank, parts of which dry and on which the sea breaks violently in the least swell. The SE side of the bank is fairly steep-to; the NW side shelves more gradually.

▶ The ENE-going flood runs from HW Portsmouth +0500 until HW -0130, Sp rates 3.1kn at The Bridge, a reef which runs 8ca W of the Lt ho and is marked by WCM, and 3.9kn at Hurst. The WSW-going ebb runs from HW -0100 until HW +0430, sp rates 4.4kn at Hurst, 3.4kn WSW across the Shingles and at The Bridge. The Needles Chan is well marked and in fair weather presents no significant problems, but in a SW 4 or above over the ebb, breaking seas occur near The Bridge and SW Shingles. In bad weather broken water and overfalls extend along The Bridge. S to W gales against the ebb raise very dangerous breaking seas in the Needles Chan and approaches. The sea state can be at its worst shortly after LW when the flood has just begun. There is then no wind-over-tide situation, but a substantial swell is raised as a result of the recently turned stream. ◀



In such conditions use the E route to the Solent, S of the loW and via Nab Tower; or find shelter at Poole or Studland.

In strong winds the North Channel, N of the Shingles, is preferable to the Needles Channel. The two join S of Hurst Pt, where overfalls and tide rips may be met. Beware The Trap, a very shallow gravel shoal spit, 150m SE of Hurst Castle.

In E winds Alum Bay, with its coloured cliffs close NE of the Needles, is an attractive daytime  $\downarrow$  but beware Long Rk (dries) in the middle of the bay, and Five Fingers Rock 1½ca SW of Hatherwood Pt on N side. Totland Bay is good  $\downarrow$  in settled weather, but avoid Warden Ledge.

**THE SOLENT**

(AC 2035, 2036, 2037) There are few dangers in mid-chan. The most significant is Bramble Bank (dries) between Cowes and Calshot. The main fairway (buoyed) passes S and W of the Brambles, but yachts can use the North Chan to the NE of the Brambles at any state of tide.

▶ Tidal streams are strong at Sp, see 2.14. ◀

A Precautionary Area between Cowes and Calshot provides priority and safety for large commercial shipping. There are many yacht racing buoys (seasonal, Mar-Dec) in the Solent and Southampton Water. Most are fitted with a FI Y 4s light.

Several inshore spits, banks, rocks and ledges include: Pennington and Lymington Spits on the N shore; Black Rk 4ca W of entrance to Yarmouth; Hamstead Ledge 8ca W of entrance to Newtown River and Saltmead Ledge 1.5M to E; Gurnard Ledge 1.5M W of Cowes; Lepe Middle and Beaulieu Spit, S and W of the ent to Beaulieu R; the shoals off Stone Pt, marked by Lepe Spit SCM buoy; Shraple Mud, which extends N from the breakwater of Cowes Hbr and along to Old Castle Pt; the shoals and isolated rks which fringe the island shore from Old Castle Pt to Ryde, including either side of the ent to Wootton Creek; and Calshot Spit which extends almost to the deep water chan into Southampton Water.

Southampton Water is a commercial waterway with large tankers, container ships, frequent Ro-Ro and High Speed ferries. Yachts should monitor VHF Ch 12 (Southampton VTS) for shipping movements. Between the Fawley Marine Terminal and the BP jetty on the E side the fairway is narrow with little room for yachts to take refuge. To the N there is adequate water for yachts close outboard of the main buoyed channel; the banks are of gently shelving soft mud, apart from foul ground between Hythe and Marchwood. At night, unlit marks and large mooring buoys may be hard to see against the many shore lights. Except in strong N'lies, Southampton Water and the R Test and Itchen provide sheltered sailing. The R Hamble is convenient, but crowded.

Depending on the wind direction, there are many good  $\downarrow$ s: in W winds on E side of Hurst, as close inshore as depth permits, NE of Hurst It; in S winds, or in good weather, W of Yarmouth Harbour entrance, as near shore as possible; in winds between W and N in Stanswood Bay, about 1M NE of Stansore Pt. Just N of Calshot Spit there is shelter from SW and W, while Osborne Bay, 2M E of Cowes, is sheltered from winds between S and W; in E winds Gurnard Bay, to the W of Cowes, is preferable. Stokes Bay is well sheltered from the N, and at the E end of the loW there is good  $\downarrow$  in Priory Bay off Bembridge in winds from S, SW or W; but clear out if wind goes into E.

Shoal-draught boats can explore the estuaries at the top of the tide: Ashlett Creek between Fawley and Calshot, Eling up the R Test, and the upper reaches of the R Medina.

**ISLE OF WIGHT – SOUTH COAST**

(AC 2045) From the Needles eastward to Freshwater Bay the cliffs can be approached to within 1ca, but beyond the E end of the chalk cliffs there are ledges off Brook and Atherfield which require at least 5ca offing.

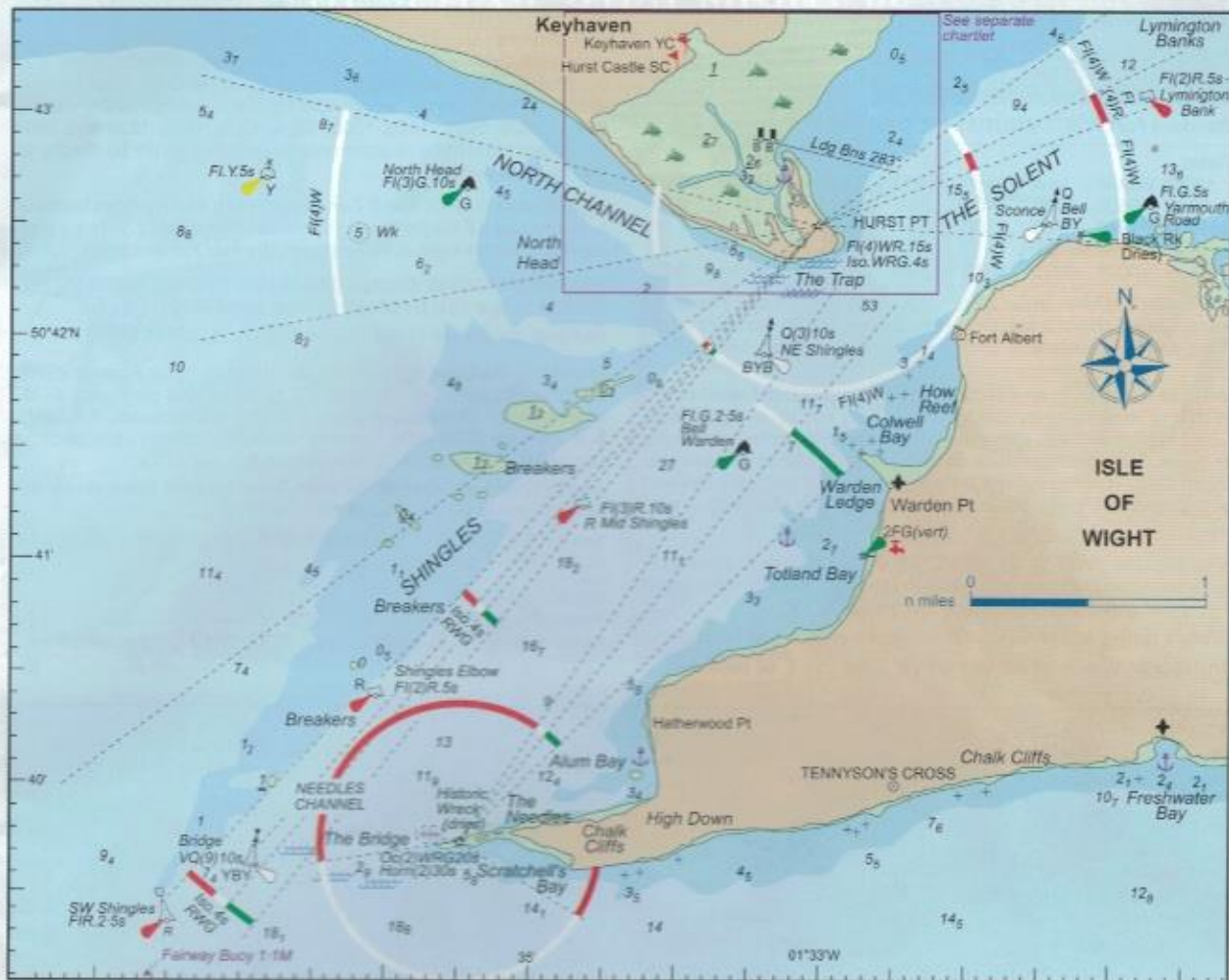
▶ The E-going stream sets towards these dangers. 4M SSW of the Needles the stream turns NNE at HW Portsmouth +0500, and W at HW -0030, Sp rate 2kn. It is safe to pass 2ca off St Catherine's Lt ho (conspic), but a race occurs off the point and can be very dangerous at or near Sp against a strong wind, particularly SE of the point on a W-going stream. St Catherine's should then be rounded at least 2M off, 1.25M SE of the point the stream turns E at HW Portsmouth +0520, and W at HW -0055, sp rate 3.75kn. ◀

Rocks extend about 2½ca either side of Dunnose where a race occurs. In Sandown Bay  $\downarrow$  off Shanklin or Sandown where the tidal streams are weak inshore.

▶ Off the centre of the Bay they turn NE x E at HW Portsmouth +0500, and SW x W at HW -0100, sp rates 2 kn. ◀

The Yarborough Monument is conspicuous above Culver Cliff. Whitecliff Bay provides  $\downarrow$  in winds between W and N. From here to Foreland (Bembridge Pt) the coast is fringed by a ledge of drying rocks extending up to 3ca offshore, and it is advisable to keep to seaward of Bembridge Ledge ECM It buoy.

2.9 NEEDLES CHANNEL



Central S England

- The NW side of the Needles Channel is defined by the Shingles, a bank parts of which dry, and on which seas break in the least swell. The SE side of the bank is fairly steep-to, the NW side is less defined. Dredgers work on the Pot Bank, 4ca S of Bridge WCM.
- On the ebb the stream sets very strongly (3-4kn) WSW across the Shingles. The Needles Channel is well lit and buoyed and in fair weather presents no significant problems. Be aware that even a SW Force 4 against the ebb will raise breaking seas near Bridge and SW Shingles buoys. Contact National Coastwatch Needles on VHF Ch 65 for local conditions.
- In strong winds the North Channel, N of the Shingles, is preferable to the Needles Channel. The two join S off Hurst Point where overfalls and tide rips may be met. Beware The Trap, a shoal spit extending 150m SE of Hurst Castle.
- In bad weather broken water and overfalls extend along The Bridge, a reef which runs 8ca W of the Lt ho. Lt's W extremity is marked by Bridge WCM Lt buoy, but in calm weather it is feasible to pass E of Bridge buoy to avoid the worst of the ebb stream.
- Gales from S-W raise very dangerous breaking seas against the ebb in the Needles Chan, at points only 250m wide. The sea state can be at its worst shortly after LW when the flood has just begun. Although wind is with tide a substantial swell is raised as a result of turbulence in the recently turned stream. In such conditions consider using North Channel; the E route to the Solent, S of the IoW and via Nab Tower; or find shelter at Poole or Studland.

The Needles are distinctive rocks at the W end of the Isle of Wight (see AC 5600, 2035, 2021). By day the chalk cliffs of High Down are conspicuous from afar but the Lt ho may not be seen by day until relatively close. Goose Rk, dries, is about 50m WNW of the Lt ho, 100-150m WSW of which is a drying wreck.

**ANCHORAGES BETWEEN THE NEEDLES AND YARMOUTH**

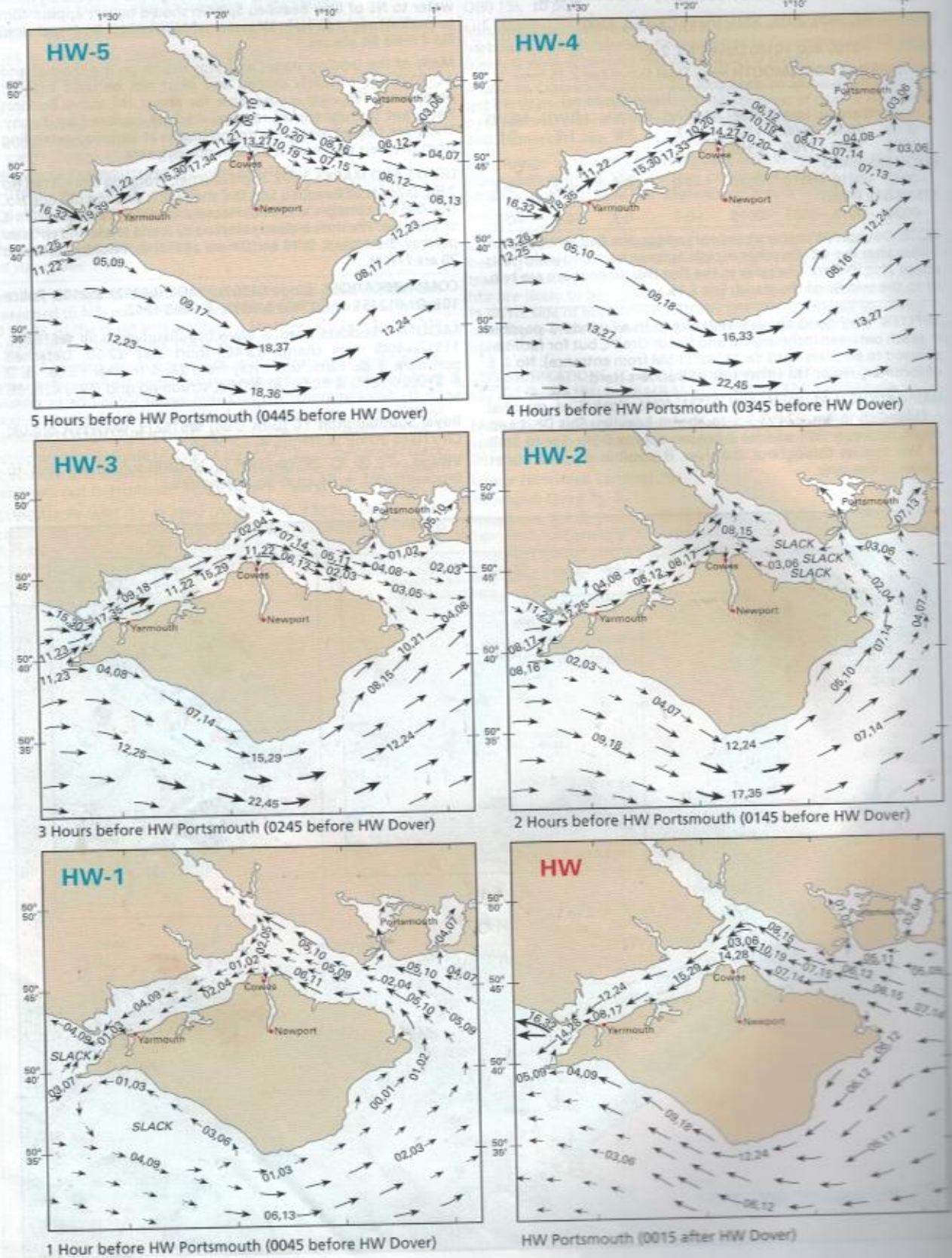
**ALUM BAY, 50°40'10N 01°34'33W. AC 5600, 2021.** Tides as for Totland Bay. Very good shelter in E and S winds, but squally in gales. Distinctive white cliffs to S and multi-coloured cliffs and chairlift to E. Appr from due W of chairlift to clear Five Fingers Rk, to the N and Long Rk, a reef drying 0-9m at its E end, to the S. ⚓ in about 4m.

**TOTLAND BAY, 50°40'98N 01°32'86W. AC 5600, 2035. ML 1-9m.** Good shelter in E lies in wide shelving bay between Warden Ledge (rks 4ca offshore) to the N, and Hatherwood Pt to the SW. Appr W of Warden SHM buoy FI G 2-5s to ⚓ out of the stream in 2m between pier (2FG vert) and old LB house; good holding. Colwell Bay, to the N between Warden Pt and Fort Albert, is generally rocky and shallow.

**ANCHORAGE EAST OF THE NEEDLES, SOUTH IOW**

**FRESHWATER BAY, 50°40'07N 01°30'61W. AC 5600, 2021. ML 1-6m.** Good shelter from the N, open to the S. The bay is 3-2M E of Needles Lt ho and 1-2M E of Tennyson's Cross. Conspic marks: Redoubt Fort on W side; a hotel on N side; Stag and Mermaid Rks to the E. The bay is shallow, with rocky drying ledges ¾ca either side and a rock (dries 0-1m) almost in the centre. Best to ⚓ in about 2m just outside the bay. ☒ ☒ X ☒.

2.14 ISLE OF WIGHT AND SOLENT TIDAL STREAMS

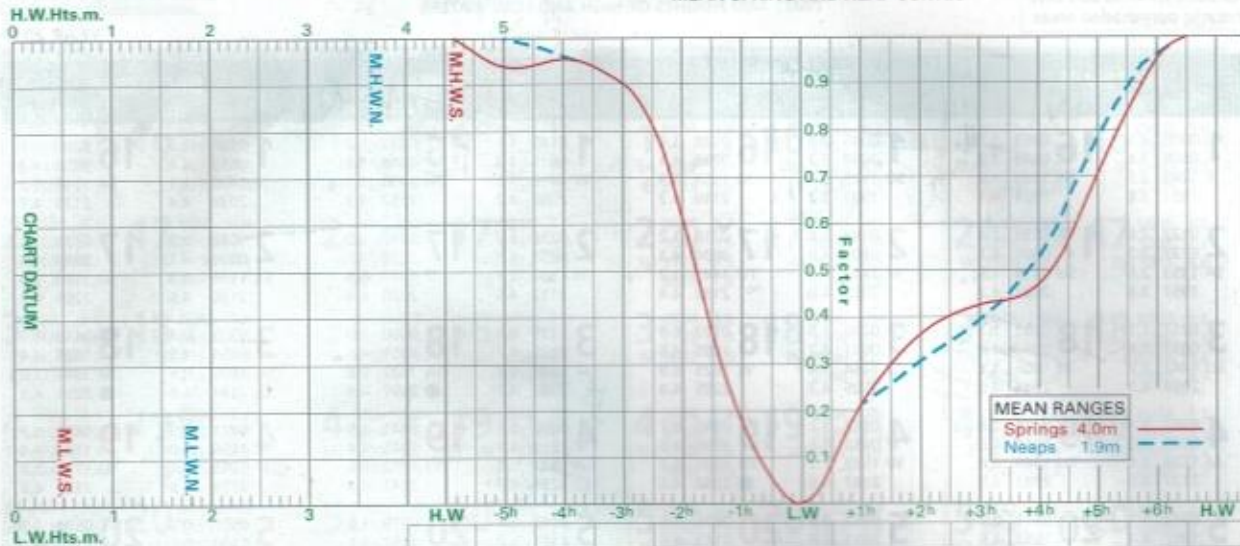








## SOUTHAMPTON MEAN SPRING AND NEAP CURVES



### 2.18 SOUTHAMPTON

Hampshire 50°52'65N 01°23'37W

CHARTS AC 5600, 2036, 2041; Imray C3, C15, 2200

TIDES HW (1st) -0001 Dover; ML 2-9

Standard Port SOUTHAMPTON (←)

Times		Height (metres)					
High Water	Low Water	MHWS	MHWN	MLWN	MLWS		
0400	1100	0000	0600	4.5	3.7	1.8	0.5
1600	2300	1200	1800				

Differences REDBRIDGE

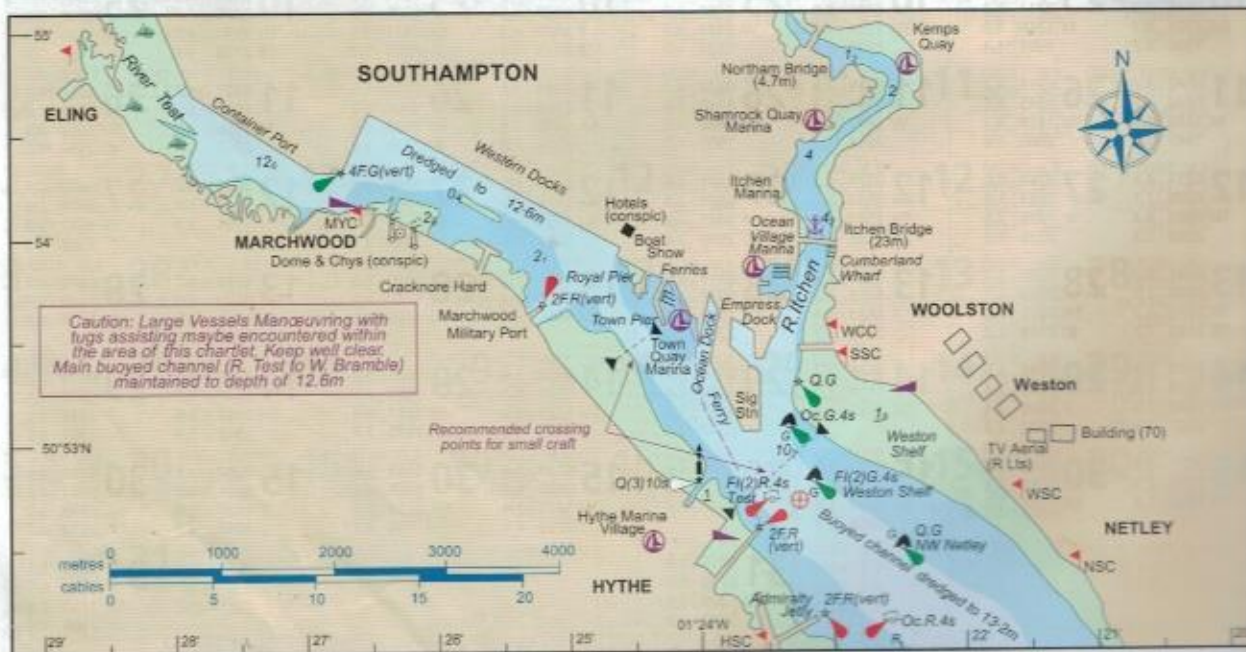
-0020	+0005	0000	-0005	-0.1	-0.1	-0.1	-0.1
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**NOTE:** At springs there are two separate HWs about 2hrs apart; at neaps there is a long stand. Predictions are for the first HW when there are two, otherwise for the middle of the stand. NE gales and a high barometer may lower sea level by 0.6m.

**SHELTER** Good in most winds, although a choppy sea builds in SE winds >F4, when it may be best to shelter in marinas. ⚓ berths available in Hythe, Town Quay, Ocean Village, Shamrock Quay and Kemp's Marinas. No specific yacht anchorages but temporary ⚓ is permitted (subject to HM) off club moorings at Netley, Hythe, Weston and Marchwood in about 2m. Keep clear of all channels and Hythe Pier. Public moorings for larger yachts opposite Royal Pier near Gymp Elbow PHM buoy in 4m (contact HM); nearest landing is at Town Quay Marina.

**NAVIGATION** WPT 50°50'0N 01°18'6W, just S of Hamble Point SCM, to Weston Shelf SHM buoy 312°/4M. Main channels are well marked.

- For a Yachtsman's Guide see [www.southamptonvts.co.uk](http://www.southamptonvts.co.uk).
- Yachts should keep just outside the buoyed lit fairway and when crossing it should do so at 90°, abeam Fawley chy, at Cadland and Greenland buoys, abeam Hythe and abeam Town Quay.







**STANDARD TIME (UT)**

For Summer Time add ONE hour in non-shaded areas

**PORTSMOUTH** LAT 50°48'N LONG 1°07'W

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

Dates in red are **SPRINGS**  
Dates in blue are **NEAPS**

YEAR 2017

MAY		JUNE		JULY		AUGUST					
Time	m	Time	m	Time	m	Time	m				
1 0234	4.7	16 0214	4.3	1 0447	4.1	16 0345	4.2	1 0600	3.8	16 0534	4.1
0752	0.9	0727	1.2	1008	1.5	0904	1.2	1130	1.9	1050	1.6
M 1518	4.6	TU 1447	4.3	SA 1726	4.3	SU 1632	4.3	TU 1829	3.9	W 1813	4.2
2019	1.2	1948	1.5	2240	1.7	2136	1.4			2342	1.6
2 0336	4.4	17 0256	4.2	2 0545	4.0	17 0448	4.1	2 0003	1.9	17 0650	4.0
0850	1.2	0808	1.4	1110	1.7	1004	1.4	0713	3.7	1222	1.7
TU 1625	4.4	W 1533	4.2	SU 1821	4.1	M 1731	4.3	W 1233	2.0	TH 1926	4.2
2128	1.5	2034	1.7	2343	1.8	2244	1.5	1941	3.9		
3 0442	4.2	18 0345	4.0	3 0647	3.9	18 0556	4.1	3 0106	1.9	18 0102	1.5
1008	1.5	0859	1.6	1210	1.7	1118	1.5	0822	3.8	0803	4.2
W 1730	4.2	TH 1730	4.0	M 1921	4.1	TU 1836	4.3	TH 1332	1.9	F 1334	1.5
2250	1.7	2132	1.8					2043	4.0	2031	4.3
4 0552	4.0	19 0444	3.8	4 0043	1.8	19 0002	1.5	4 0203	1.7	19 0207	1.3
1125	1.6	1004	1.7	0749	3.9	0705	4.1	0920	4.0	0907	4.4
TH 1840	4.1	F 1730	4.0	TU 1308	1.7	W 1235	1.5	F 1426	1.8	SA 1434	1.3
		2249	1.9	2018	4.1	1941	4.3	2134	4.2	2126	4.5
5 0001	1.8	20 0553	3.8	5 0140	1.7	20 0113	1.4	5 0252	1.5	20 0302	1.0
0703	3.9	1129	1.7	0849	4.0	0811	4.2	1008	4.2	1000	4.6
F 1231	1.6	SA 1842	4.0	W 1401	1.7	TH 1341	1.3	SA 1513	1.6	SU 1521	1.1
1953	4.2			2110	4.2	2042	4.5	2218	4.3	2214	4.7
6 0105	1.7	21 0016	1.8	6 0231	1.5	21 0215	1.1	6 0335	1.3	21 0351	0.7
0810	4.0	0707	3.9	0941	4.1	0912	4.4	1049	4.4	1048	4.7
SA 1329	1.5	SU 1244	1.5	TH 1450	1.5	F 1440	1.1	SU 1556	1.4	M 1614	0.8
2105	4.3	1950	4.2	2156	4.3	2136	4.6	2256	4.4	2259	4.8
7 0200	1.5	22 0118	1.5	7 0316	1.4	22 0311	0.9	7 0414	1.1	22 0437	0.6
0904	4.1	0809	4.1	1027	4.3	1006	4.6	1127	4.5	1133	4.8
SU 1420	1.3	M 1341	1.3	F 1535	1.4	SA 1535	1.0	M 1635	1.2	TU 1659	0.7
2147	4.4	2042	4.5	2239	4.4	2226	4.8	2332	4.5	2343	4.8
8 0247	1.3	23 0210	1.2	8 0358	1.2	23 0402	0.7	8 0452	0.9	23 0520	0.5
0943	4.3	0900	4.4	1110	4.4	1058	4.7	1202	4.6	1219	4.8
M 1506	1.1	TU 1431	1.0	SA 1617	1.3	SU 1626	0.8	TU 1712	1.1	W 1741	0.6
2209	4.5	2128	4.7	2318	4.5	2313	4.8				
9 0331	1.1	24 0259	0.9	9 0437	1.1	24 0451	0.5	9 0005	4.5	24 0027	4.7
1022	4.4	0946	4.6	1150	4.5	1148	4.8	0528	0.8	0601	0.5
TU 1548	1.0	W 1520	0.7	SU 1655	1.2	M 1713	0.7	W 1236	4.6	TH 1306	4.8
2245	4.5	2213	4.8	2355	4.5			1746	1.0	1822	0.7
10 0411	1.0	25 0346	0.6	10 0513	1.0	25 0000	4.8	10 0038	4.6	25 0113	4.7
1104	4.4	1033	4.8	1226	4.5	0536	0.5	0603	0.8	0641	0.7
W 1628	1.0	TH 1606	0.6	M 1731	1.2	TU 1238	4.8	TH 1310	4.6	F 1353	4.7
2323	4.6	2257	5.0			1758	0.7	1821	0.9	1901	0.9
11 0449	0.9	26 0432	0.5	11 0029	4.5	26 0048	4.8	11 0111	4.5	26 0159	4.5
1145	4.5	1120	4.9	0647	1.0	0621	0.5	0637	0.8	0719	0.9
TH 1705	1.0	F 1653	0.5	TU 1301	4.5	W 1332	4.8	F 1346	4.6	SA 1436	4.6
		2343	5.0	1805	1.2	1842	0.8	1857	0.9	1939	1.1
12 0001	4.6	27 0517	0.4	12 0101	4.5	27 0137	4.7	12 0147	4.5	27 0244	4.4
0523	0.9	1209	4.9	0621	1.0	0704	0.7	0713	0.8	0756	1.2
F 1226	4.5	SA 1739	0.5	W 1335	4.5	TH 1429	4.7	SA 1425	4.6	SU 1514	4.5
1738	1.1			1839	1.1	1927	0.9	1934	1.0	2016	1.4
13 0038	4.5	28 0030	5.0	13 0134	4.4	28 0228	4.5	13 0228	4.5	28 0326	4.2
0554	1.0	0603	0.4	0656	1.0	0748	0.9	0753	0.9	0833	1.5
SA 1304	4.5	SU 1302	4.9	TH 1411	4.5	F 1517	4.6	SU 1510	4.5	M 1550	4.3
1809	1.1	1825	0.6	1915	1.2	2011	1.2	2017	1.1	2056	1.6
14 0110	4.5	29 0121	4.9	14 0210	4.4	29 0320	4.4	14 0319	4.3	29 0407	4.0
0623	1.1	0650	0.6	0733	1.0	0833	1.2	0838	1.1	0918	1.8
SU 1336	4.4	M 1402	4.8	F 1452	4.4	SA 1559	4.5	M 1603	4.4	TU 1629	4.1
1839	1.2	1914	0.9	1955	1.2	2059	1.4	2108	1.3	2148	1.9
15 0140	4.4	30 0216	4.7	15 0253	4.3	30 0409	4.2	15 0422	4.2	30 0455	3.8
0653	1.1	0740	0.8	0815	1.1	0923	1.5	0934	1.4	1031	2.1
M 1409	4.4	TU 1512	4.7	SA 1538	4.4	SU 1641	4.3	TU 1704	4.3	W 1718	3.8
1911	1.4	2007	1.2	2041	1.3	2153	1.7	2214	1.5	2316	2.1
		31 0317	4.5			31 0500	4.0			31 0618	3.6
		0835	1.1			1023	1.7			1201	2.2
		W 1612	4.5			M 1728	4.1			TH 1848	3.7
		2108	1.4			2257	1.9				

Chart Datum: 2.73 metres below Ordnance Datum (Newlyn). HAT is 5.1 metres above Chart Datum.

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