

Shell Channel Pilot

Revised 8th Edition 2021
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Supplement No.5
November 2021

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as Notices to Mariners.

Positions and waypoints

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

Bearings and lights

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

Note Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in **blue**.

Frontispiece chart

Channel light vessel is being replaced by buoy

Page 26 Sandwich

The downstream end of the wall is badly silted and forms a bank up to the edge.

Page 99 Newport

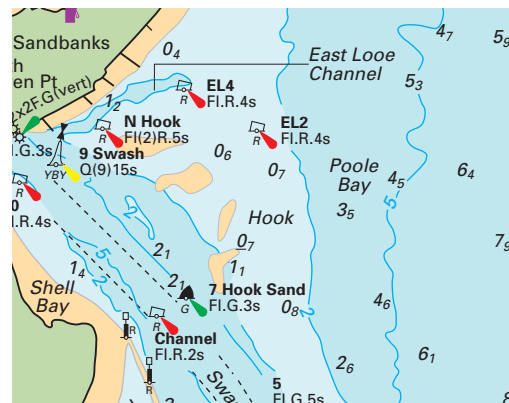
The upper reaches of the Medina have recently been dredged, but mariners are advised to be aware that the upstream end of the pontoon at Newport was unable to be reached. It is reported that some bilge keelers have had to lay a kedge and moor bows-in to avoid drying at a rather unpleasant angle.

Page 115 Beaulieu

There have been some changes to the anchoring restrictions and it is now allowed between piles 20 and 22 at all times of year.

Page 134 East Looe Channel Poole

Mariners are advised that due to shifting sand bars it has become necessary to re-position buoys EL2 and EL4 as per the chartlet below.



Page 155 Weymouth

The Sealife Tower has now been dismantled. Please erase from chart.

Rephrase end of first para under:

Approach

.....and a course shaped for the South Pier of Weymouth. This used to be easily sighted by the 53m Sealife Tower, but no longer, as it has been dismantled.



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Supplement No.4
March 2021

**This supplement refers to the original 8th edition only
(not the 2021 revised 8th edition)**



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Erratum IMPORTANT

The captions for all Tidal stream diagrams for Portland Bill on pages 147–9 relate incorrectly to HW Dover. This should be corrected in all instances to **HW Plymouth**.

The diagrams themselves are otherwise correct.

The implications of this are critical and should not be ignored.

Please see following pages

Page 27 River Stour entrance plan
See amended plan below.

Page 43 Brighton

Depths

Reports are in (May 2019) that depths are now even more restricted. One metre draught 2 hours either side of LW is the official version.

Page 296 Honfleur

Lock access

Amend to HW+2 to HW. It is advisable to check with the lock keeper on VHF Ch17 prior to arrival.

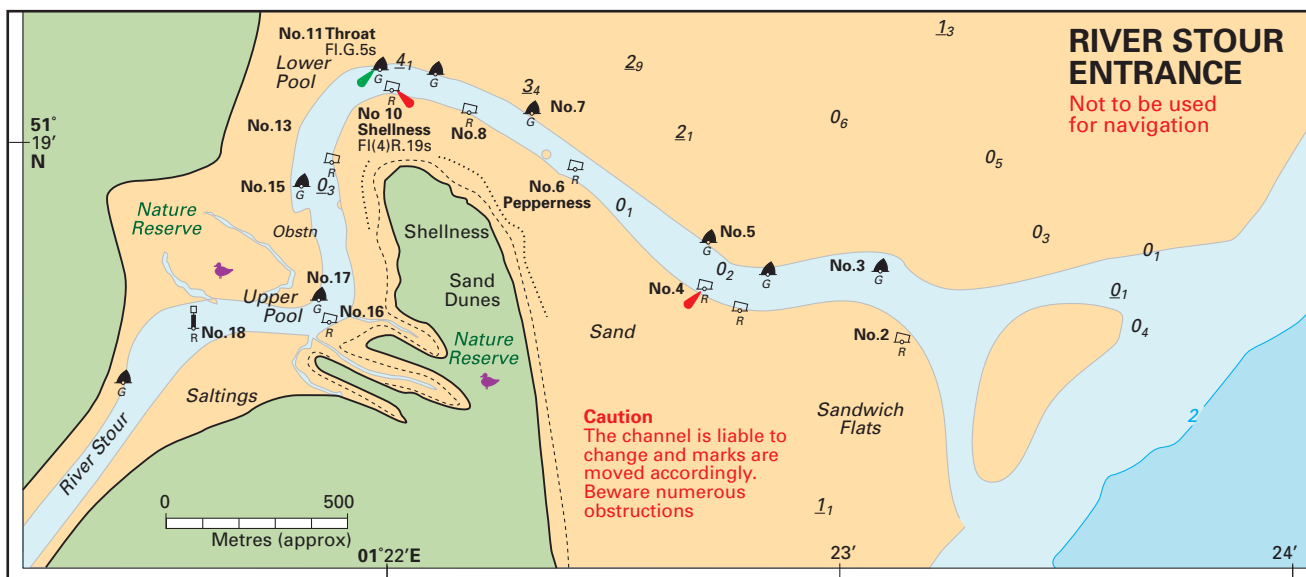
Bridge

The road bridge now opens at 1530 but no longer at 1930.

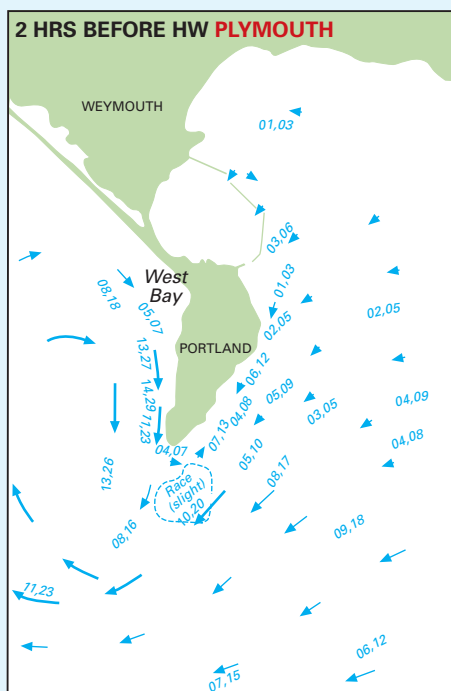
Page 413 Treguier

Berthing

Mid-stream pontoon at Treguier: Above the anchorage, a short way downstream of the marina, is a mid-river waiting pontoon which offers an option for an overnight stay, but has no power or water. However, this pontoon is notoriously free to swing close to shoal water on the bank opposite the town. This situation is reliably reported as having deteriorated in 2019, with even yachts moored on its town-side ending up with keels in the mud, so the pontoon might be best avoided if a stay involves the bottom of a big tide. Near the pontoon are a number of white visitors' moorings, also nudging up to the bank - perhaps too much so at LWS - so always reduce depths to soundings.



Note that this plan is issued in good faith from data given by local users. It is the best available at the time of publication but cannot be guaranteed. For latest information go to <http://sandwichphc.uk/estchart.html>



PORTLAND BILL TO HOPE'S NOSE

Chesil Beach has no dangers, other than being a notable lee shore in the prevailing SW wind. Indeed, apart from a number of well charted off-lying ledges and rocks, the whole of Lyme Bay is more or less clear outside the 10m contour. In calm weather, a cruise around its shoreline is rewarding. Otherwise the large bight is generally crossed from Portland to Torquay or Points South and West.

Golden Cap

A useful landmark 3M East of Lyme Regis and 3M West of Bridport. Golden Cap is a conical hill 187m high which has pronounced yellow cliffs at its summit. With the sun on them, these can be conspicuous from a long distance even in hazy weather.

Beer Head

This 130m-high headland is the last white cliff on the coast before chalk gives way to the red cliffs of Devon. It is surprisingly conspicuous when crossing Lyme Bay well offshore.



Golden Cap from the south



Beer Head from the anchorage

Note that two large mussel farms have been established approximately 3½ and 8 miles SW of Beer Head. They are marked with Fl.Y.5s buoys. The inshore farm is extensive and has six buoys, the corners being lit. The outer has but two lit buoys and no further marks.

With the exception of headlands, Channel tidal streams are slacker west of Portland. This is far from the case on the French side, but in Britain, West-country sailors are less bound by its movements than their compatriots further East.

Hope's Nose

This prominent point forms the Northern corner of Torbay. From the southward, the 32m-high Ore Stone stands out conspicuously as a rather lop-sided cone. Passage between this and the Lead Stone closer inshore is perfectly safe. However, passing 'inside' the Lead Stone or Thatcher Rock immediately south of the point is not recommended. Thatcher is steep-to on its landward side, but a nasty ledge extends fully halfway towards it from Thatcher Point whose seaward end is unclear to all but those with local knowledge. The navigable gap is less than 100 yards and any distance saved insignificant.

Note also the unmarked 'Morris Rogue' (0.8m) ESE of the East Shag which can catch the unwary bound for Torquay from the east.



Sailing past the Lead Stone off Hope's Nose inside the more conspicuous Ore Stone