

5.4m, extend up to about 2 miles S of the shore, 2.8 miles NE of St. Georges Island.

Knight Errant Patch, at the SE end of the shoals, has a depth of 6.2m and lies about 2.7 miles E of The Ranneys; a patch, with a least depth of 5m, lies near the SW end of the shoals.

Looe Harbour (50°21'N., 4°27'W.) lies at the mouth of the River Looe, about 0.5 mile N of Hannafore Point. This small drying harbor is used by fishing vessels and pleasure craft. It has depths of 4m at HWS and 3m at HWN. Vessels up to 16m in length and 2.9m draft can enter. A stone bridge spans the river about 0.4 mile above the entrance.

The roadstead off Looe affords good shelter from W winds and is exposed only to the S through E. The best anchorage is in depths of 7 to 13m, sand, between 0.5 and 1 mile SE of the river mouth.

Rame Head (50°19'N., 4°13'W.), at the W side of the entrance to Plymouth Sound, appears from seaward as a conical hill. Rising to a height of 102m close within, the headland, with an old chapel standing on its summit, is very prominent and clearly defines the position of the sound.

A prominent radio mast, 23m high, is situated 0.4 mile NE of Rame Head. A beacon stands at an elevation of 128m about 1.5 miles N of the head and is prominent from seaward.

Whitsand Bay lies W of Rame Head and is bordered by cliffs 30 to 75m high. Portwinkle, a small drying harbor, is situated 4.3 miles NW of Rame Head and is used by fishing boats.

Caution.—A submarine exercise area lies in the approaches to Looe Harbor and Whitsand Bay.

A spoil ground and disused explosive dumping area lies centered 1.5 miles W of Rame Head and may best be seen on the chart.

A small arms firing range is situated on the shore of Whitsand Bay, about 1.5 mile E of Portwinkle. Red lights and red flags are displayed from flagstaffs in its vicinity when firing is in progress.

1.20 Eddystone Rocks (50°11'N., 4°16'W.), lying 8 miles S of Rame Head, do not completely cover. They are fairly steep to outside a radius of 0.3 mile, but vessels are recommended to give them a wide berth. A main light (Eddystone) is shown from a prominent granite tower, 49m high and surmounted by a helicopter platform, standing on the rocks. This tower is radar conspicuous. A racon is situated at the light.



Eddystone Light

Hand Deepes, located about 3.5 miles NW of Eddystone Rocks, consists of a group of rocky shoals with a least depth of 7m. In bad weather the position of this shoal area is indicated by a short breaking sea in its vicinity, and in good weather usually by tide rips.

Plymouth (50°20'N., 4°10'W.)

World Port Index No. 35370

1.21 The port of Plymouth is entered between Penlee Point and the island of Great Mew Stone, 3.2 miles ESE. The commercial facilities, including a ro-ro ferry terminal, are situated in the areas of Mill Bay Docks and Cattewater. HM Naval Base, Devonport, a large naval dockyard, is situated in the W part of the port. It stands on the E bank of an area known as Hamoaze.

Winds—Weather

During the summer and winter the sea breeze is primarily from the SW during the day, the land breezes at night shifting mostly from NW or W. Gales obtain the highest incidence during the months of December and January, possibly reaching 3 to 4 days a month, but in summer they are rare.

Fog occurs on the average of 2 to 4 days a month in the spring and fall, but haze with visibility reduced to 2 to 6 miles may occur about four times in as many days.

Tides—Currents

The tides rise about 5.5m at springs and about 4.4m at neaps.

The tidal currents in the narrow channels can be irregular. Strong S winds usually prolong the flood current and delay the ebb by about 15 minutes. Strong N winds usually prolong the ebb current and delay the flood by about 15 minutes. Freshets after heavy rain have the same effect as a strong N wind and long summer droughts can prolong the flood current up to 30 minutes.

The flood current sets through Western Channel toward Asia Pass, and through Eastern Channel toward Smeaton Pass at a velocity of 1.2 knots at springs. The ebb current sets outward from the passes toward the respective channels at the same rate.

The tidal currents in Drake Channel, the Narrows, and Hamoaze set generally in the direction of the channels, with a spring velocity of 2.5 knots in the Narrows and about 1.5 knots in Hamoaze.

Depths—Limitations

Penlee Point, dark and rocky, is located 1.5 miles ENE of Rame Head. Draystone, a shallow reef, fronts the SE side of this point and is marked by a lighted buoy.

Great Mew Stone (50°18'N., 4°06'W.) lies about 0.5 mile S of Wembury Point to which it is connected by a drying rocky reef. This island is 57m high, conical, and prominent.

Plymouth Sound, entered between the above point and island, has general depths of 26 to 5.5m. However, several



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Plymouth

shoal areas lie in the approach and may best be seen on the chart.

Plymouth Breakwater, about 0.8 mile long, is detached. This breakwater lies at the E side of the sound with its W end situated about 1.5 miles NE of Penlee Point.

The Knapp extends up to about 0.6 mile S from the W end of the breakwater. This shoal area has depths of 5 to 8m and is marked on the SW side by a lighted buoy.

Tinker, with a least depth of 3.3m, lies at the S end of a shoal area extending up to about 0.8 mile S from the E end of the breakwater. This shoal patch is marked by two lighted buoys.

Two approach channels, which may best be seen on the chart, lead through the sound to the port.

Eastern Channel lies between the E end of Plymouth Breakwater and Staddon Point, about 0.4 mile ENE. It is not recommended for use by small craft during strong W winds due to a dangerous sea. The least depth in the approach is 6.2m over a width of about 100m. However, vessels are recommended to maintain an underkeel clearance of at least 2m due to scend and inequalities of the rocky bottom.

Western Channel, the main approach channel, rounds the W end of Plymouth Breakwater. It is maintained at a dredged depth of 11m as far as a position about 0.5 mile NW of the E end of Plymouth Breakwater.

An entrance fairway, dredged to a depth of 8.6m, then leads NE and N from the inner end of Western Channel to the outer ends of Smeaton Pass, Asia Pass, and Cobbler Channel.

A recommended deep-water track, which may best be seen on the chart, leads through Western Channel, the entrance fairway, and Smeaton Pass. Its outer end lies about 0.8 mile SE of Penlee Point.

Cobbler Channel leads NE and E to the commercial berths of Cattewater and Sutton Harbour.

Smeaton Pass, with a least depth of 25m, and Asia Pass, with a least depth of 7.6m, lead NW between the shoals lying ENE of Drake's Island to Mill Bay Docks and the outer end of Drake's Channel.

The naval facilities along Hamoaze are accessible via Drake's Channel and The Narrows. Hamoaze is formed by the lower portion of the River Tamar. A railroad bridge and a road bridge, close N, span the river at the N end. They have vertical clearances of 30m and 35m, respectively.

Drake Channel is reported (1995) to have a least charted depth of 10.7m. Recommended tracks, which may best be seen on the chart, lead through the fairways to the Hamoaze.

Vessels intending to berth at the naval facilities are recommended to contact the local authorities for the latest information concerning depths, regulations, etc., prior to arrival.

The main berths at the E side of Hamoaze include Rubble Jetty, 130m long, with a depth of 10m alongside; and No. 1 Jetty, 145m long, with a depth of 9.8m alongside. No. 5 Basin is the largest and deepest. It is maintained at depths of 9 to 9.5m and may best be seen on the chart. The seawall extending S of the entrance to this basin provides the deepest berths. There is 508m of total quayage with a depth of 11.9m alongside. Weston Mill Lake Jetty, close N of No. 5 Basin, provides 503m of quayage with depths of 8.5 to 9.2m alongside.

The largest drydock at the naval base is 242m long with a depth of 14.7m on the sill at HWS. Its length can be increased by 12m by using a caisson. The dock is entered from No. 5 Basin, which has a maximum entrance width of 37.7m at HWS.

Yonderberry Point oil jetty is situated at the W side of Hamoaze. It has a berthing head, 61m long, with a depth of 11.6m alongside.

Ernesettle Pier is situated at the NE end of Hamoaze, close N of the bridges. It provides a berth, 100m long, with a depth of 6.1m alongside.

An extensive marina fronts the NW entrance point of Stonehouse Pool, at the N side of the channel, at the N end of The Narrows.

Mill Bay Docks has a ro-ro ferry and cruise ship terminal situated at the W side of the outer basin. The inner basin is only used by small craft. A marina lies at the E side of the outer basin. There are two berths with depths up to 9m alongside. Vessels up to 200m in length and 8.5m draft can be accommodated.

Cobbler Channel is maintained at a dredged depth of 5.5m as far as the entrance to Sutton Harbour. The fairway in Cattlewater has a dredged depth of 5m (1995).

Sutton Harbor has a non-tidal basin, which is entered via a small lock with a width of 12m. It provides two quays, with depths of 3.5m alongside, for fishing vessels and facilities for small craft and yachts.

Victoria Wharves, on the NW side of Cattlewater, provide two berths, 145m and 103m long, with depths of 6.5m alongside. Vessels up to 5,000 dwt, 130m in length, and 7m draft can be handled at HW. Vessels are generally limited to a maximum beam of 15m.

Cattledown, on the N side of Cattlewater, provides facilities for general cargo, bulk, and tanker vessels. The berth is 216m long with a depths of 6.5 to 7.4m alongside (1995).

Aspect

A main light is shown from a prominent granite tower, 23m high, standing on the W end of Plymouth Breakwater. A lighted beacon is situated at the E end.

The entrance channels are indicated by directional sector lights and ranges which may best be seen on the chart.

An orange flashing light is shown from all principal directional lights when the main power supply at the port is interrupted. Special high intensity fog lights are shown on request from several positions within the harbor and sound.

Two special lighted buoys (OSR North and OSR South) are moored about 1.2 miles SSW of the W end of Plymouth Breakwater, at the E side of the recommended approach track.

Within the sound the coast extending N of Staddon Point, located 2 miles NNW of Great Mew Stone island, is formed by high, steep cliffs. Two conspicuous radio towers stand at elevations of 175m and 173m on Staddon Heights, 0.7 mile NE of Staddon Point.

Picklecombe Point is located 0.7 mile NW of the W end of Plymouth Breakwater. An old fort, which has been converted into a prominent block of apartments, stands on this point.

Drakes Island, prominent and cliffy, lies 1 mile NE of Picklecombe Point and is fronted by drying rocky ledges. A signal station is situated on this island.

Within the harbor Mountbatten Tower stands on a small peninsula, 1.3 miles N of Staddon Point. A short breakwater extends W from the W side of this peninsula.

A conspicuous silo, 61m high, stands at the W side of Mill Bay Docks outer basin. It is surmounted by a tower and a flagstaff. A prominent hotel and the conspicuous Civic Center building are situated 0.3 mile and 0.6 mile, respectively, NE of the entrance to this dock basin.

Ocean Court is a long, white block of apartments standing on the N side of the channel at the N end of The Narrows. It is prominent and fronted by an extensive marina.

Smeaton Tower, 28m high, stands on The Hoe, a park area, about 0.5 mile E of the entrance to Mill Bay Docks outer basin. This historic monument, a former lighthouse, is conspicuous and easily identified by its white and red bands. The tower was erected on Eddystone Rocks in 1759 and moved to its present location in 1882 when the foundation was discovered to be unsafe.

The Naval War Memorial consists of a stone column, 30m high, surmounted by a copper sphere. It stands about 200m N of Smeaton Tower and is prominent.

The city of Plymouth is radar conspicuous.

Pilotage

Pilotage is compulsory for the following vessels:

1. All vessels over 50m in length proceeding to or from an alongside berth or buoy berth within the port.

2. All vessels over 100m in length proceeding within the areas lying N of lines extending from Maker Point Light (50°20.5'N., 4°10.9'W.) to the West Breakwater Light and from the East Breakwater lighted beacon to Staddon Point (50°20.2'N., 4°07.6'W.).

3. All vessels over 125m in length proceeding to an anchorage in Cawsand Bay (50°20'N., 4°11'W.).

4. All vessels carrying hazardous, noxious, or polluting cargo proceeding to or from a berth in the port, including vessels not gas-free from a previous cargo.

5. All vessels over 150m in length proceeding N of a line extending from Penlee Point to Shag Stone.

6. All vessels over 50m in length not having navigational charts showing all numbered anchorages of Plymouth (1:12,500 or larger) on board.

Pilotage of the following vessels will be at the discretion of the Queen's Harbor Master Plymouth, using an Admiralty Pilot when required:

1. HM ships.

2. Government owned ships/auxiliaries and foreign warships/auxiliaries navigating in port for the purpose of securing to or departing an anchorage or Ministry of Defence owned berth, dock or mooring.

3. Any vessel enroute between the Sound and a Ministry of Defence owned berth, dock or mooring.

Pilots board vessels of 150m in length and less within 0.75 mile of the W entrance to the Sound and vessels over 150m in length in position 50°18.5'N, 4°10.5'W (about 0.9 mile SE of Penlee Point). The pilot vessel is black with orange upperworks.

The call sign for commercial pilots is "Plymouth Pilots" and the call sign for Ministry of Defence pilots, for the naval berths, is "Long Room Port Control."

All vessels over 25m in length must send an ETA to the "Long Room Port Control" at least 24 hours in advance of

arrival or on leaving the last port, if later. The message should include name; nationality; draft; and berthing, anchorage, pilotage, or tug requirements.

Vessels carrying hydrocarbons or dangerous cargo must send an ETA at least 48 hours prior to arrival. The message must include a description, quantity or weight, and classification of the cargo.

All arriving vessels must contact "Long Room Port Control" when within VHF range to confirm pilotage requirements or report any serious defects.

Vessels are required to maintain a continuous VHF watch while underway or at anchor.

All vessels must report their position to "Long Room Port Control" when passing a line joining Penlee Point and Shag Stone (50°19.0N., 4°08.1W.) and attain permission to enter the sound. They must then report when passing Plymouth Breakwater and when berthed.

Commercial vessels should use VHF channel 16 or 4. Ministry of Defense vessels should use VHF channel 16, 8, 11, 12, or 13.

The Devonport Dockyard and Hamoaze signal station, call sign "Flagstaff Port Control," may be contacted on VHF channels 13 and 73. This station controls movements of vessels N of The Narrows.

Reporting vessels will be advised of traffic movements in the approaches. Tidal and wind speed information is available on request. Information on fog conditions is available on VHF channel 13, 14, or 16 from "Longroom Port Control" or "Flagstaff" stations.

Vessels may obtain information on the Traffic Signals displayed at Drake's Island from "Longroom Port Control" or "Flagstaff" stations.

When the Port Control Traffic Light System displays no lights there are no restrictions in force unless notified on VHF channel 13, 14, or 16.

Plymouth pilots may be contacted by e-mail, as follows:

pilot@plymouthport.org.uk

Regulations

Submarines frequently operate within the sound and the approaches with equipment extending up to 800m astern. Vessels should not pass within 200m of any submarine or cross astern within 800m. If in doubt, vessels should contact the submarine directly on VHF channel 13 or 16 to seek advice. If contact with the submarine cannot be established, vessels should call "Longroom Port Control."

The Dockyard Port of Plymouth is a naval port under the control of the Queen's Harbour Master. Special rules and regulations concerning navigation within the port are in force. Mariners are urged to consult the pilot for information on such regulations, and to obtain a copy on arrival.

A speed limit of 10 knots is in force N of latitude 50°20'N (Plymouth Breakwater). A speed limit of 8 knots is in force E of a line joining Fisher's Nose and Mount Batten Breakwater. A speed limit of 8 knots is also in force within the bathing areas of Crowsand Bay, Firestone Bay, Tinside East, and Bovisand Bay.

When two power-driven vessels proceeding in opposite directions are about to meet one another in any narrow channel of the Dockyard Port, the power-driven vessel navigating against the tidal current shall give priority of passage through such narrow channel to the vessel navigating with the current.

When, within the limits of the Dockyard Port, power-driven vessels underway (including a tug with a tow) are about to turn round at night or by day, such vessels shall signify their intention by sounding five short blasts of the whistle in rapid succession, followed after a short interval, if turning to starboard, by one short blast, and if to port, by two short blasts. While turning, vessels shall repeat such signals for any approaching vessel. These sound signals are only to be used by vessels in sight of one another.

All vessels over 60m in length, shall, when leaving the Outer basin of Millbay Docks and prior to entering the main channel, sound one prolonged blast in order to warn other traffic of their movement in accordance with Rule 34 of the Collision Regulations.

Signals

Visual traffic signals to control the movement of all vessels over 20m in length, which are required to use or cross the charted recommended track for deep-draft vessels, are displayed by day and at night from a lattice mast at Drake's Island for vessels to seaward of a line extending S from Mutton Cove (outside Hamoaze). The signals are also displayed at the Flag Port Control Signal Station in the naval base for control of vessels within the Hamoaze.

When the signal lights are unlit, there are no restrictions unless broadcast by VHF.

The following signals are shown:

1. Three red flashing lights indicate a serious emergency. All traffic movements are suspended throughout the port unless specifically directed by "Longroom Port Control" or "Flagstaff Port Control".

2. One red light over two green lights, all occulting, indicate outgoing traffic only may proceed on the recommended track. Crossing vessels must request approval.

3. Two green lights over one red light, all occulting, indicate incoming traffic only may proceed on the recommended track. Crossing vessels must request approval.

4. Two green lights over one white light, all occulting, indicates vessels may proceed in either direction but shall give a wide berth to any Ministry of Defence vessels using the recommended track.

When any traffic light signal specified above is displayed, no vessel shall enter the main channel except in the direction indicated by that signal. Any vessel already in the channel and proceeding in a contrary directional must clear the channel. Vessels less than 20m in length may proceed in a contrary direction so long as they navigate with caution and do not impede the passage of a vessel for which the signal is being shown.

Wind strength warning lights are exhibited from the mast on Drake's Island by day when there is no traffic light signal in force. One white occulting light indicates wind at force 5 to 7; two white occulting lights disposed vertically indicate wind greater than force 7.

Anchorage

Anchorage can be obtained in Cawsand Bay to the W of the W end of Plymouth Breakwater. The roadstead is sheltered from all but SE winds and has depths 5.6 to 10.5m. The berths are numbered 11 to 17 and may best be seen on the chart.

An anchorage area for vessels with drafts of less than 7.5m lies close S of Drake's Island. The berths are numbered 3 to 5 and may best be seen on the chart. Another anchorage for these vessels, which may best be seen on the chart, lies E of the entrance channel and 0.3 mile S of Mount Batten Tower.

The quarantine anchorage lies in the S portion of Jenny Cliff Bay, about 0.7 mile S of Mount Batten Tower.

An anchorage area for vessels with drafts of 7.5m and over lies N of Plymouth Breakwater and on the NW side of the entrance channel. The berths are numbered 1, 2, 6, and 7 and may best be seen on the chart.

Anchorage berths, numbered 21 to 23, lie S of the W end of Plymouth Breakwater and may best be seen on the chart.

Four main mooring buoy berths are situated N of the breakwater and may best be seen on the chart. Buoy C, 0.4 mile ENE of the W end of the breakwater, has a maintained depth of 12m; Buoy D, 0.7 mile ENE of the W end of the breakwater, has a maintained depth of 11.6m; Buoy E, 0.8 mile NE of the W end of the breakwater, has a maintained depth of 9.7m; and Buoy F, 1.2 miles NE of the W end of the breakwater, has a maintained depth of 8.6m.

Special anchorage rules apply to vessels carrying hydrocarbons, hazardous liquid chemicals, and liquefied gases. Also to vessels in ballast but not gas-freed after carrying such cargo.

Directions

If approaching from seaward, vessels should pass about 3 miles E of Eddystone Light, and steer for the light on the W end of Plymouth Breakwater bearing N. When Maker Light (50°20.5'N., 4°10.9'W.) is in sight, steer for it on a bearing of 350°; this course will bring the vessel to the pilot boarding ground.

Approaching from the W, pass about 1 mile S of Rame Head, with the summit of Great Mew Stone ahead bearing 080°. When Plymouth Breakwater Light bears about 020°, change course for the boarding ground, with Maker Light ahead bearing 350°.

From the E, steer to pass not less than 1 mile offshore, with Rame Head bearing 290°. When Maker Light bears 350°, steer for it and the boarding ground.

From the boarding ground, follow the recommended track, which may best be seen on the chart, through Western Channel.

In certain portions of Hamoaze, light-draft and deep-draft recommended tracks have been established. Vessels should consult the pilot before selecting one of these tracks.

Caution

Strong tidal currents may be encountered within the narrow channels.

Submarine cables extend across the channels at several places within the harbor limits and may best be seen on the chart.

Diving training areas are situated within the port and may best be seen on the chart.

Small boat training by naval craft is carried out within an area lying on the SW side of Hamoaze. The area is marked by buoys and may best be seen on the chart.

Several small craft mooring areas and groups of mooring buoys are situated within the port and may best be seen on the chart.

Local ferries cross the channel in a number of places within the port and may best be seen on the chart.

Degaussing ranges are situated within the port limits and may best be seen on the chart.

Several prohibited anchorage areas lie within the port and may best be seen on the chart.

Submarines may be frequently encountered in the sound and the approaches (see Signals).

High speed craft may be encountered in the approaches to the sound.

A navy shore establishment, HMS Cambridge, situated in the vicinity of Wembury Point (50°19'N., 4°06'W.), occasionally conducts gunnery training. The firing area extends up to 13 miles seaward between the bearings of 130° and 210°, and 12.5 miles between the bearing of 210° and 245°. When the range is operational, information may be obtained on VHF channel 16 from "Wembury Range."

Warships and auxiliary vessels, carrying out training exercises, may be encountered in the approaches and N of the breakwater. In addition, ships may carry out minelaying exercises in an area lying 3 miles S of the entrance to the sound. Such vessels may not follow the regular traffic patterns.

Warships frequently enter the port via both channels to transfer personnel to and from support craft. These transfers are usually carried out 0730 to 0830, Monday to Friday except in August, in the vicinity of C, D, and E mooring buoy berths. Information regarding these operations may be requested from "Longroom Port Control."

Plymouth to Start Point

1.22 Yealm Head (50°18'N., 4°04'W.), located 1.2 miles E of Great Mew Stone, is the W extremity of a hilly peninsula. It forms the E entrance point of Wembury Bay and the S side of the mouth to the Yealm River.

Wembury Bay, with irregular depth of less than 15m, is used by small craft as an anchorage. The Yealm River, a yachting center, has a bar which dries.

The coast E of Yealm Head is craggy and reef strewn, with numerous dangers lying within the 20m curve. Stoke Point, located 2 miles E of Yealm Head, is the SE extremity of the above peninsula. Conspicuous cliffs stand about 0.5 mile NNE of this point.

Bigbury Bay lies between Stoke Point and Bolt Tail, 6.5 miles ESE. The mouth of the Erme River, located near the head of the bay, can be identified by clumps of trees just within the W entrance point. The river dries and can only be entered by small craft with local knowledge.

Wells Rock, with a depth of 1.2m, lies about 0.5 mile S of the E entrance point of the river.

The River Avon, used only by small craft, enters the bay 2.3 miles NNW of Bolt Tail. Burgh Island, 47m high, lies close off the N entrance point of the river. It is connected to the shore by a drying sandy neck and a small ruined chapel stands on the summit. A church, with a conspicuous spire, stands at Bigbury, 1.8 miles NE of the island.

Thurlestone Rock, 10m high and resembling the hull of a stranded vessel, lies close offshore, 1 mile N of Bolt Tail.

From a distance the coast in this vicinity appears as a line of even topped hills backed by the irregular mountainous outline of Dartmoor Hills, which rise to heights of over 500m, about 10 miles inland.

Bolt Tail (50°14'N., 3°52'W.) rises to a height of 87m about 0.3 mile within its extremity and is prominent from seaward.

Anchorage, according to draft, can be taken by small vessels in Hope Cove, on the N side of the point. It is only safe in offshore winds and local knowledge is required.

East Rutts (50°13'N., 3°59'W.), a steep-to isolated shoal, lies about 4.5 miles WSW of Bolt Tail and has a least depth of 8.9m. Two special lighted buoys (NGS West and NGS East) are moored about 2.3 miles S of the shoal.

Caution.—A spoil ground area, the limits of which may best be seen on the chart, lies 3.4 miles SSW of Stoke Point.

A continuous area of sandwaves, about 9 miles wide, lies with its centerline extending between 4.5 and 16.5 miles S of East Rutts.

The sand waves in this area attain an average height of 2 to 3m with isolated peaks of 5m. The distance between crests varies from 100m to 300m. The waves usually form in a N to S direction.

1.23 Bolt Head (50°13'N., 3°47'W.), a prominent headland, is located 3.8 miles SE of Bolt Tail. The coast between consists of a prominent succession of dark rugged cliffs rising abruptly to a height of about 120m. Large vessels are recommended to keep at least 1.5 miles off this part of the coast.

Several prominent radio masts, each 50m high, stand at an elevation of 180m near the coast, about 2.5 miles NW of Bolt Head. A fairly conspicuous notch in the cliffs exists about 0.8 mile SE of the masts.

A coast guard station stands on Bolt Head and a conspicuous radio tower is situated about 1 mile NNW of it. The headland is fronted by two small islands, known as The Mewstones.

Salcombe Harbour (50°14'N., 3°46'W.) (World Port Index No. 35380), approached between Bolt Head and Prawle Point, 2.5 miles E, is a small, well-sheltered inlet. The harbor is primarily an extensive yachting center. Vessels up to 30m in length and 5.5m draft can enter at HW. The entrance is obstructed by a bar with a least depth of 1m. A heavy sea breaks on this bar during S gales.

A range and a directional light indicate the channel across the bar; however, local knowledge is recommended. The harbor can be contacted on VHF channel 14 by day. Anchorage is available within the harbor, in depths of 5 to 8m. Anchorage is also available outside the bar, in a depth of 11m.

The town of Salcombe stands along the W side of the harbor. A ferry crosses the river between the town and Portlemouth, on the E bank. Local pilots may be obtained from Plymouth.

Start Point (50°13'N., 3°38'W.), described in paragraph 2.2, is located 3.3 miles ENE of Prawle Point.