

## SAILING DIRECTIONS CORRECTIONS

**PUB 191**      **9 Ed 2000**      **LAST NM 44/01**

Page 127—Lines 6 to 7/R; read:  
primarily used as a cross-channel terminal for ro-ro ferries.  
The harbor is enclosed by Admiralty Pier, Southern  
(BA NP 28) 45/01

Page 128—Lines 12 to 13/R; read:  
prominent.  
Langdon Battery, with a radar surveillance station, is  
situated about 0.4 mile N of the root of Eastern Arm.  
(BA NP 28) 45/01

Page 129—Line 10/R; read:  
entrance (see paragraph 1.1).  
(BA NP 28) 45/01

Page 130—Lines 21 to 53/L; read:  
often occurs in the central part of Outer Harbour.  
A spoil ground (dumping area), which may best be seen  
on the chart, lies centered 1.5 miles SSE of the E entrance.  
Vessels passing Dover are warned that cross-channel  
ferries, including high speed craft, frequently enter or leave  
the port by both the W and E entrances. Vessels are  
cautioned to keep at least 1 mile seaward of Southern  
Breakwater (see Regulations).

### Dover to Folkstone

**7.5** The coast between Dover and Folkstone, 5 miles SW, is formed mostly by chalk cliffs.

Shakespeare Cliff, 103m high, stands about 1 mile SW of Dover and is the first chalk cliff. It is prominent and appears conical when seen from the E. Abbot's Cliff, standing 2.5 miles SW of Dover, is also prominent.

A conspicuous radio mast, with an elevation of 382m, is situated near Hougham, about 0.7 mile N of Abbot's Cliff.

**Copt Point** (51°05'N., 1°12'E), with a conspicuous martello tower standing above it, is located 4.5 miles SW of Dover. Copt Rocks, formed by drying ledges of sandstone, front the point and extend up to 0.3 mile E.

Mole Head Rocks extend SW from Copt Rocks to the vicinity of the entrance to Folkstone.

East Wear Bay lies between Copt Point and Abbot's Cliff, 2 miles NE. It provides good holding ground and is sheltered on the W side. However, this bay is recommended only as a temporary anchorage for vessels waiting for the tide. The best berth is in the middle of the bay in a depth of about 9m.

**Caution.**—Numerous wrecks, which may best be seen on the chart, lie offshore between Dover and Folkstone.

Yacht racing marker buoys are moored in season (April to November) about 0.6 mile WSW of Abbot's Cliff.

Several submarine cables, which may best be seen on the chart, extend seaward from the vicinity of Copt Point.  
(BA NP 28) 45/01

Page 130—Lines 1 to 2/R; strike out.  
(NIMA) 45/01

Page 130—Lines 5 to 55/R; read:  
**7.6** Folkstone is a terminal for cross-channel ferries, including high speed craft. It is rarely used by other regular cargo vessels.

**Tides—Currents.**—The tides rise about 7.2m at MHWS and 5.7m at MHWN.

Off the head of the breakwater the ENE-going tidal current starts about 2 hours before HW at Dover and attains a rate of 2 knots at springs. The WSW-going current starts about 3 hours 20 minutes after HW at Dover and attains a rate of 1.5 knots at springs.

During the ENE-going current, an eddy runs W along the coast from Copt Point, and sets strongly toward South Quay head.

**Depths—Limitations.**—Three berths, with depths of 5 to 6m alongside, are situated along the NE side of the main breakwater and are used by ro-ro ferry vessels and high speed craft. Outer Harbour dries but has depths of 3 to 4.5m at HWS. South Quay, at the S side of Outer Harbour, has a depth of 5m alongside at HWS. The N side of Outer Harbour is used by fishing vessels and pleasure craft.

**Aspect.**—A light is shown from a prominent tower, 13m high, standing at the head of the main breakwater. A lighted range, which may best be seen on the chart, indicates the approach to the ferry berths. A conspicuous motel is situated about 0.2 mile WNW of the root of the main breakwater.

**Pilotage.**—Pilotage is compulsory, except for vessels exempt by law. Pilotage should be requested from the Port Control. Pilots may be contacted by VHF and board by arrangement. Vessels should contact the Port Control on VHF channel 15 and request permission to enter or leave the port.

**Signals.**—International Port Traffic Signals are displayed from a mast at the head of the main breakwater. These signals control vessels leaving and entering, and, when shown, ensure that traffic is one-way (see paragraph 1.1).

(BA NP 28) 45/01

Page 131—Lines 1 to 7/L; strike out.  
(NIMA) 45/01

Page 131—Lines 14 to 50/L; read:  
**Caution.**—High speed ferry craft may be encountered in the approaches to the port.

### Folkstone to Dungeness

**7.7** The coast between Folkstone and Dungeness, 13 miles SW, forms a bay. The shore of this bay is low and flat, but near Folkstone the interior hills join the coast, which then becomes cliffy.

Sandgate is situated about 2.5 miles W of Folkstone. Sandgate Roads provide sheltered anchorage in depths of 11 to 15m, good holding ground, mud and clay.

Two conspicuous green domes, surmounting hotels, are situated about 1 mile W of Folkstone and about 1 mile E of Sandgate.

**Hythe** (51°04'N., 1°04'E.) is situated about 2 miles WSW of Sandgate. Hythe Flats form a shallow bank fronting the shore in this vicinity and may best be seen on the chart. An outfall sewer pipeline extends 1.5 miles SSE across the flats.

A conspicuous radio tower, with an elevation of 268m, stands on Tolsford Hill, about 2 miles N of the town of Hythe.

To the SW of Hythe, the shore is low and flat with only embankments to hold the marsh land in place.

Dymchurch is situated 4 miles SW of Hythe and 7 miles N of Dungeness. Dymchurch Wall, an embankment protecting the pasturage of Romney Marsh, extends along the coast and terminates in Dymchurch Redoubt, 2 miles NE.

Six prominent martello towers stand along the shore between Dymchurch and Hythe. A conspicuous red brick tower is situated at Littlestone-on-Sea, 2.5 miles SSW of Dymchurch.

East Road provides anchorage, sheltered from SW through W to N, in depths of 12 to 18m, about 3 miles E of the tower at Littlestone-on-Sea.

Roar Bank, a ridge of sand with depths of 2.5m, runs nearly parallel with and about 1 mile off the shore to the E of Littlestone-on-Sea. Vessels should avoid this bank by keeping in a least depth of 10m.

A conspicuous dark grey water tower stands 0.8 mile inland at Lydd-on-Sea, 2 miles S of Littlestone-on-Sea and 2 miles N of Dungeness.

**Dungeness** (50°55'N., 0°59'E.), the SE extremity of a large area of marsh, is a very low point. It is steep-to on the SE side but fronted elsewhere by a shingle beach which is progressively advancing seaward.

A main light is shown from a conspicuous tower, 43m high, standing on the point. This tower is floodlit at night.

A prominent disused light tower is situated 0.3 mile W of the light.

The prominent buildings of a nuclear power station, 51m high and marked by red lights, stand 0.5 mile W of the light. These buildings are radar conspicuous.

It is reported by vessels approaching from SW that the power cables and pylons running inland in a WNW direction from the power station appear prominently on radar prior to the low shoreline.

For information concerning the Dover Strait TSS, off-lying banks, and navigation aids in this vicinity, see Sector 6.

**Caution.**—A rifle range, with a danger area extending 2 miles seaward, is situated close SW of Hythe. When firing is taking place, red flags are displayed by day and red lights are exhibited at night between Dymchurch Redoubt and Hythe. Range safety craft also patrol the area.

When approaching from E, vessels must take care not to confuse the water tower standing near Lydd-on-Sea, 2 miles N of Dungeness, with either of the two light towers at Dungeness.

Several disused submarine cables, which may best be seen on the chart, extend seaward from a point on the shore about 1 mile N of Dungeness.

(BA NP 28)

Page 131—Lines 1 to 49/R; strike out.  
(NIMA)

45/01

Page 132—Lines 1 to 8/L; strike out.  
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