



ROYAL WESTERN
YACHT CLUB OF ENGLAND



RWYC Visitor Moorings

Plymouth Anchorages & Moorings

Paul Farren. Editor

Foreword.

This collection of mostly free Moorings and Anchorages, all within a day sail of Plymouth harbour, is a 'not-for profit' production freely available as a RWYC 'Members Benefit'. Indeed, it was conceived as a structure to which experienced cruising members could easily add their own favourite anchorages for the benefit of new members and visitors and perhaps those with less experience of the area covered. It can be distributed electronically in Adobe.pdf format or printed and sold at cost without infringing the copyright requirements.

Paul Farren—Editor 2016



First Issue of this Anchorages & Moorings Guide—April 2016.

© The Editor , Paul Farren, has asserted his right to be identified as the author of this work in accordance with the Copyright, Designs and Patents Act 1988.

© The Admiralty Charts are Reproduced by permission of UK Hydrographic Office, Crown Copyright. Not to be used for navigation. Always use up to date Charts. A non commercial licence has been applied for.

© The Google Earth images include the appropriate attribution text which recognises both Google and the relevant Data Providers in accordance with their Permissions guidelines .

© The Flickr images are used under the Flickr 'Creative Commons' Attribution Licence and credit to the Author is included in the image, or the author has been approached directly for permission to use his work in this Guide.

© The Front Cover Flickr image is issued under the Flickr 'Creative Commons' Attribution Licence with credit to the Author Robert Pittman.

© Other images and text have been included copyright free and where available recognition has been given to the author or provider, or were provided copyright free by 'photosafloat.co.uk'.

DISCLAIMER & IMPORTANT NOTE.

Whilst every care has been taken in compiling this guide, the publishers, author, editors, RWYC Ltd and their agents accept no responsibility for any errors or omissions, or for any accidents or mishaps which may arise from its use or the methods described in this guide.

Readers are advised at all times to refer to current official charts and publications and notices. The charts in this book may have been re-scaled and are not to be used for navigation.


Contents

- 1. Introduction to the area covered**
 - 1.1. How to use this Guide
 - 1.2. Introduction – The Port of Plymouth
 - 1.3. Charts
- 2. General advice on Mooring & Anchoring**
 - 2.1. No Anchoring!
 - 2.2. Mooring
 - 2.3. Anchoring
 - 2.3.1. Tripping Line
- 3. Tides**
 - 3.1. Tidal Streams in Plymouth Sound & English Channel
 - 3.2. Tidal Ranges
- 4. North Winds**
 - 4.1. Eastern Gear
 - 4.2. Sand Acre Point
 - 4.3 Antony Passage
 - 4.4. South Hooe
- 5. West Winds**
 - 5.1. Barn Pool
 - 5.2. The Looking Glass & Cove Head
 - 5.3. Crooked Spaniard
- 6. South West Winds**
 - 6.1. Kingsand, Cawsand
 - 6.2. Dandy Hole
- 7. South Winds**
 - 7.1. Cremyll
 - 7.2. Drake's Island
- 8 East Winds**
 - 8.1. Clifton Quay
 - 8.2. Jennycliff Bay
- 9. Appendices**
 - 9.1. Weather
 - 9.2. Local Admiralty Charts & Tidal Streams
 - 9.3. VHF Communications in Plymouth Sound
 - 9.4. Useful Phone Numbers
 - 9.5. Useful Websites
 - 9.6. Acknowledgements
- 10. Templates for Members own Anchorages**

1. Introduction to the area covered.

1.1. How to use this Guide

A unique feature of this portfolio is the way the Anchorages are organised. Most Pilot Books and Guides are laid out in geographical order, typically East to West, as in Dartmouth through Penzance. **In this book the Skipper should first identify the wind direction for the day and then choose his anchorage from the Contents page list.** Usually the wind direction and corresponding sea swell determine the safest and most comfortable berth and the layout of anchorages by wind direction should help avoid choosing a potentially dangerous spot through lack of awareness.

Each Mooring or Anchorage is a 2 page spread and has sufficient information to identify the place suggested for a given wind direction. The Wind Rose 'pie chart' shows the **Sheltered—Green**, **Marginal—Amber** & **Exposed (or lee shore) —Red** wind directions. The actual spot to drop the hook or pick up a mooring buoy is marked with a symbol thus  **The depths to anchor in refer to Chart Datum.**

Whatever else goes with you on your cruise—make sure you have an up to date local weather forecast and a means to keep it updated, a current chart and the tide times and tidal range for the day. A knowledge of the rule of 12's might be handy!

1.2. Introduction – The Port of Plymouth.

See aerial footage of Plymouth Sound, Saltash, Devonport, The Hoe, Drake's Island, Penlee, Rame Head, Kingsand & Cawsand; sponsored by Yacht Havens and filmed by the crew that made the 'Coast' series for TV; click on this link if online.

<https://www.youtube.com/watch?v=Ho0qBPDqAW0>

Plymouth is primarily a Naval and Commercial Port under the jurisdiction of the Queen's Harbour Master and all shipping movements are controlled by the 'Longroom Port Control' VHF 14—located in a tower just west of the entrance to Millbay Docks. In the buoyed channels north of the Breakwater International Regulations for Preventing Collisions at Sea (Colregs) rule 9 applies and leisure boats must not impede larger vessels confined to a channel.

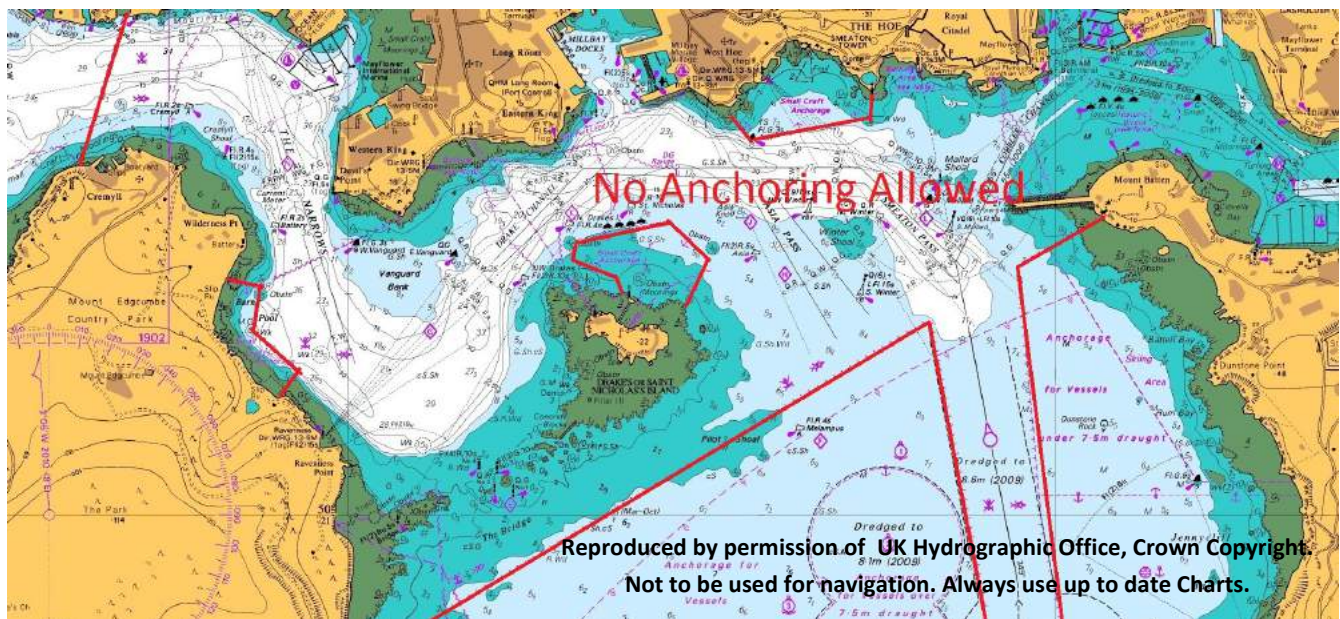
1.3. Charts

This Guide is not intended to be a replacement or alternative to any commercially available publication - rather a collection of destinations put together by Members for Members. The charts, photos and screen shots herein are '**Not to be used for Navigation**' and Copyright Notices apply to them. The reason for this is that in the production of this book diagrams and photos may have been re-scaled and aspect ratios lost, so any measured distances or bearings may not be correct. Always use up to date Hydrographic Charts, Almanacs and Pilot Guides & Tide Tables which are all available very locally to RWYC. There is a list of local charts in Appendix 9.2.

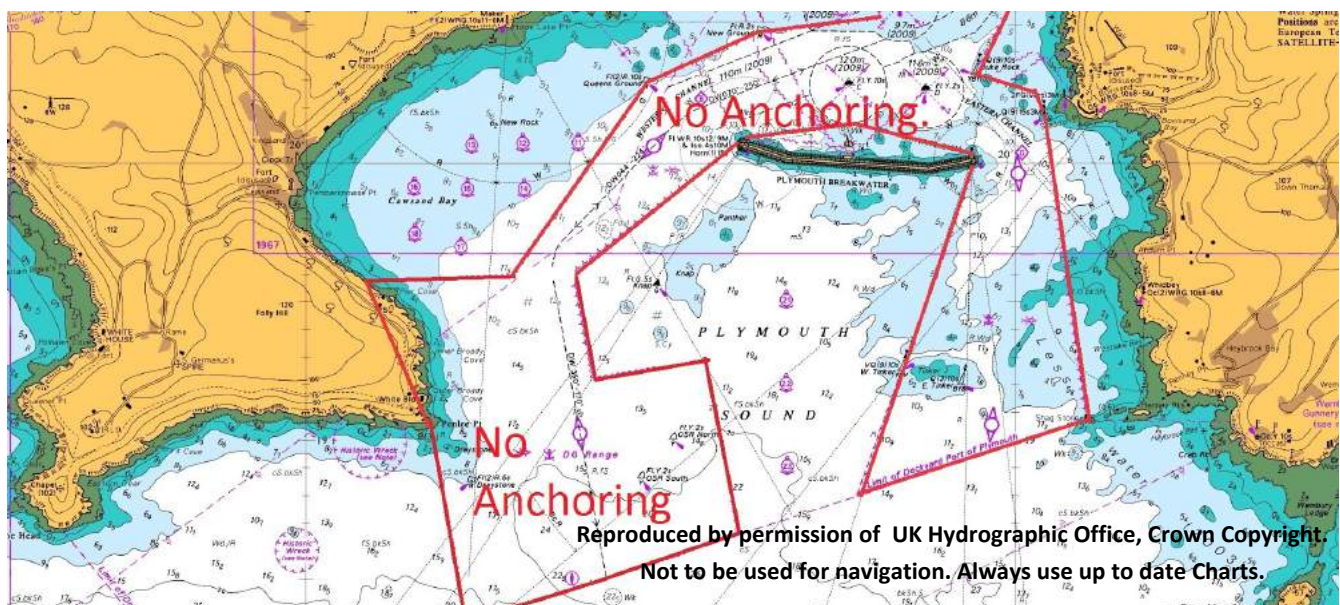
2. General advice on Mooring & Anchoring

2.1. No Anchoring!

A surprisingly large area of Plymouth Sound is designated as ‘anchoring forbidden’ by Queen’s Harbour Master. Studying the chart closely reveals a mass of limits and boundaries which can be quite confusing especially when viewed on a small chart plotter. Within these zones there are exceptions where anchoring is allowed e.g. ‘Barn Pool’ north, and areas which have recently been lost on environmental grounds e.g. just south of The West Hoe—[LNTM No 15/16](#). It is always worth keeping up to date with the latest ‘Plymouth Local Notices to Mariners’ (PLNM’s) on the [QHM website](#). These chartlets give the general picture but refer to large scale charts for details and notices about Anchoring, Bathing and Skiing areas.



Plymouth Sound—North Part



Plymouth Sound—South Part

2.2. Moorings

Moorings are nearly always privately owned and there can be no certainty about the condition or strength of the ground tackle. Additionally the owner or allocated yacht may return at any time and they may be less than pleased to find your boat attached to their berth.

However, if you are prepared to take this risk and always leave someone onboard who can re-moor your vessel, then a short stay on someone else's mooring should be acceptable. If you are asked to pay a fee, as for the RWYC visitor moorings, or the moorings off the Crooked Spaniard at Cargreen, then you can rest easy that the berth is yours for the time being. Politeness and discretion are the watchwords here!



Others, including the RYA, have written at length about methods of picking up moorings and their errant hand buoys. An approach upstream is usually safest and a simple mooring line loop or lasso is very quick and easy for the short or light handed crew until a secure line can be attached to the top ring or the pick-up buoy recovered more easily with a boat hook.

2.3. Anchoring

The RYA in their Day Skipper courses recommend an anchor scope of either 6 times the depth of water for a rope and short chain combination or a scope of 4 times the depth for an all chain setup.

After many years of using an all chain rig I have concluded that the RYA formulae is a little simplistic and calculates too little chain at shallower depths. In my opinion, proportionately more chain is required as the depth of water reduces to take into account the catenary effect which is required to ensure the pull on the anchor is nearly horizontal. I devised the formulae $3D+10$

which means 3 times the depth of water plus 10 meters as an easy to remember aide memoir and the table shows the comparison formulae. The choice is yours!

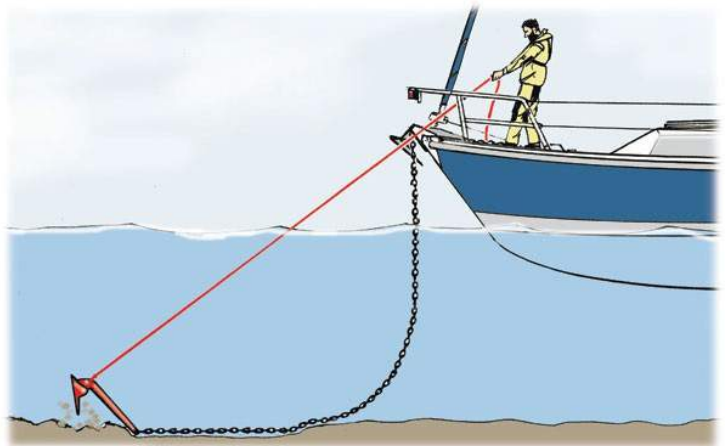
With the correct amount of anchor scope deployed, and especially before an overnight stay, it is good practice to 'dig in' the anchor by gently reversing the boat using its engines up to about 2,000 rpm and seeing that the boat's position is eventually held stationary by using beam, sight transits. This should equate to a stiff force 6 wind pulling on the anchor and chain, and give a great sense of security ahead of the overnight stay.

Recommended Anchor Scope in meters.			
Depth m	Warp RYA=6D	Chain RYA=4D	Chain PF=3D+10
1	6	4	13
2	12	8	16
3	18	12	19
4	24	16	22
5	30	20	25
6	36	24	28
7	42	28	31
8	48	32	34
9	54	36	37
10	60	40	40

2.3.1. Tripping Line comments from an experienced RWYC Race Mark layer :-

"I'm fortunate enough to be in a rather unique position when it comes to 'exposure' to tripping lines.

Over the past 3 years I have been laying and re-laying race marks for the RWYC every Wednesday or Sunday in Plymouth Sound with typically 5 mark drops and 3 re-lays during each race. I can report that there is a lot of foul ground in the harbour particularly around the North end of Jennycliffe Bay and the Eastern Entrance in general. I've also had to trip anchors on the South side of Kingsand Cawsand Bay, and in Barn Pool, but fouling can occur anywhere due to rocks and seabed.



The race mark anchors foul on average 1 drop in 4 or 25% of the time – surprisingly often, so we had to devise a solution to recover our precious ground tackle. We shackle the chain directly onto the crown of the Bruce anchor near the flukes, and tape the chain with just a few turns of PVC tape to the anchor shank. A fouled anchor chain will break the pvc tape and then lift the anchor free as a tripping line would. The function of holding the relatively light race marks in place is largely performed by the weight of the chain. Now, I do not recommend this technique for yachts as the anchor will likely trip inadvertently but it highlights the potential frequency of fouled anchors around our lovely Naval Port.

*Armed with this experience I now always use a tripping line on my own boat which carries a 50Kg anchor and 80m x 10mm s/s chain. The tripping line is 80 metres of 14mm x 3 strand laid rope wound onto an empty garden hose reel winder (£12 from Aldi) so very portable and tidy. One end clips into the anchor crown hole and the rope runs off the drum which is sitting on the foredeck freely as the anchor is lowered. The trick is to **not** use an anchor float but keep the line close alongside the anchor chain itself and attached to the drum which is tied to a foredeck cleat. Even though the boat swings around the anchor overnight I have not had trouble with the tripping line fouling the chain because the whole length of line 'rotates' with the anchor chain and the boat. On recovery it is best to raise the anchor and flake the tripping line down on the deck in order to wind it neatly onto the drum later.*

If you anchor without a tripping line be very sure of the sea bed and degree of foul ground, an open beach is unlikely to be a problem, and be prepared to buoy your chain if you need to release it fast from the yacht because it is fouled. Of course, the inner end of your anchor chain is attached to the boat with a short length of rope which you can cut through quickly and easily and not a chain and rusty shackle which may need an angle grinder to release !"

3. Tides

3.1. Tidal Streams in Plymouth Sound & English Channel

Off the south coast of Devon and Cornwall in the English Channel, the flood tidal stream flows 'up channel'—West to East. After the flood tide, slack water high occurs about 3 hours after high water Devonport. After the ebb flow, slack water low occurs about 3 hours before high water Devonport. So a vessel setting out from Plymouth Sound towards the West at local high water will encounter a contrary foul tide for the next 2.5 hours or so. The slack water times in the English Channel are approximately 3 hours out of synch with local high and low water. All becomes clear in NP 254 The West Country Tidal Atlas.

Within Plymouth Sound and the upper reaches of the harbour the tidal streams are aligned with local high and low water times. Slack water high and low times generally match the times of local high and low tide. The tidal streams can be surprisingly significant and ebb streams in the harbour can reach in excess of 3 knots in the Narrows near Barn Pool and 5 knots in the upper reaches of the Tamar on a Spring tide. Heavy rain and low pressure can increase these stream rates.

3.2. Tidal Ranges

Devonport	Range	Heights
Springs	4.7m	MHWS 5.5m; MLWS 0.8m
Neaps	2.2m	MHWN 4.4m; MLWN 2.2m

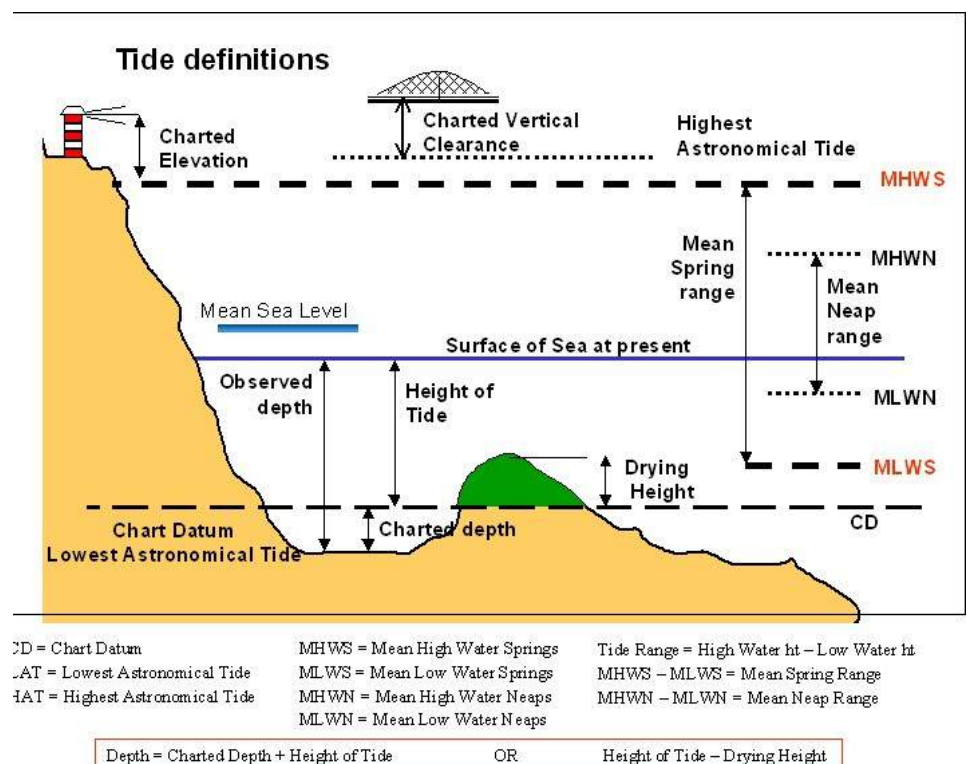
HAT is on Admiralty Charts & in Reeds Nautical Almanac & is 5.9m above CD.

Cotehele Quay

Springs	4.2m	MHWS 4.6m; MLWS 0.4m
Neaps	2.1m	MHWN 3.5m; MLWN 1.4m

So, in theory, if you anchor with today's tidal range of water **below the keel or props**, you will not go aground in Plymouth harbour as far upstream as Cotehele Quay!

Spring HW tides in Plymouth are normally morning & evening, Neaps approximately midday.



Anchorage & Moorings listed by Safe Wind Direction

4. North Wind

4.1. Eastern Gear

Position:

50,18.80N; 4,13.10W

Charts:

SC5602.13, BA1900, 30

Wind Rose:



Approach: After clearing Draystone, approach from the East or South East. Anchor on the 5m contour line E of pinnacle rock.

Dangers: An unexpected change in wind direction to the south would make this anchorage a lee shore & untenable.

Swell direction: Aligns with wind in red sector of Wind Rose. Any swell means the anchorage is untenable.

Holding/Seabed: Reported as good. Rock, Weed & Fine Sand.

Lights & Marks: Rame Chapel day mark.

Facilities ashore: None.

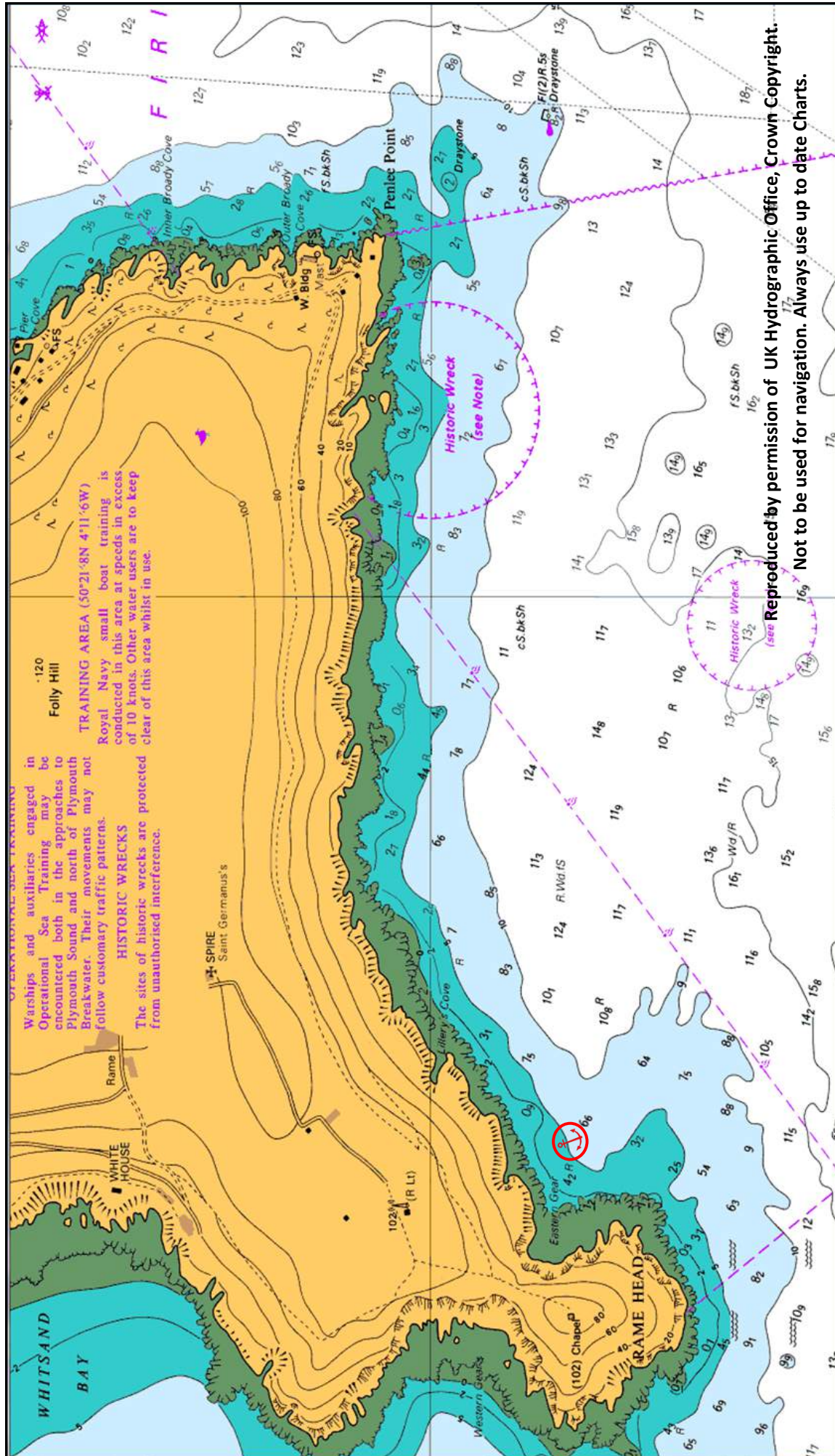
Overnight berth?: Not recommended.



Rame Head looking South

Notes:

This is a remote and attractive anchorage for a daytime stop in settled weather with Northerly direction winds, from which it is surprisingly well protected. It is possible to land ashore but the climb to Rame Head would be very difficult; and some would consider leaving the boat unattended to be unwise.



4.1. Eastern Gear

4. North Wind

4.2. Sand Acre Point—River Lynher

Position:

50,23.77N; 4,13.22W

Charts:

SC5602.17, BA 871

Wind Rose:



Approach: Enter the northern side of the river past port hand buoy 'Lynher Entrance' past Wearde Quay through local moorings.

Dangers: Wrecks close in to Sand Acre Bay shore; Beggars Island awash at HWS to S.

Swell direction: None.

Holding/Seabed: Anchor in 3m. Sand, shingle & mud.

Lights & Marks: Beggar Island & Lynher port hand marks are lit.

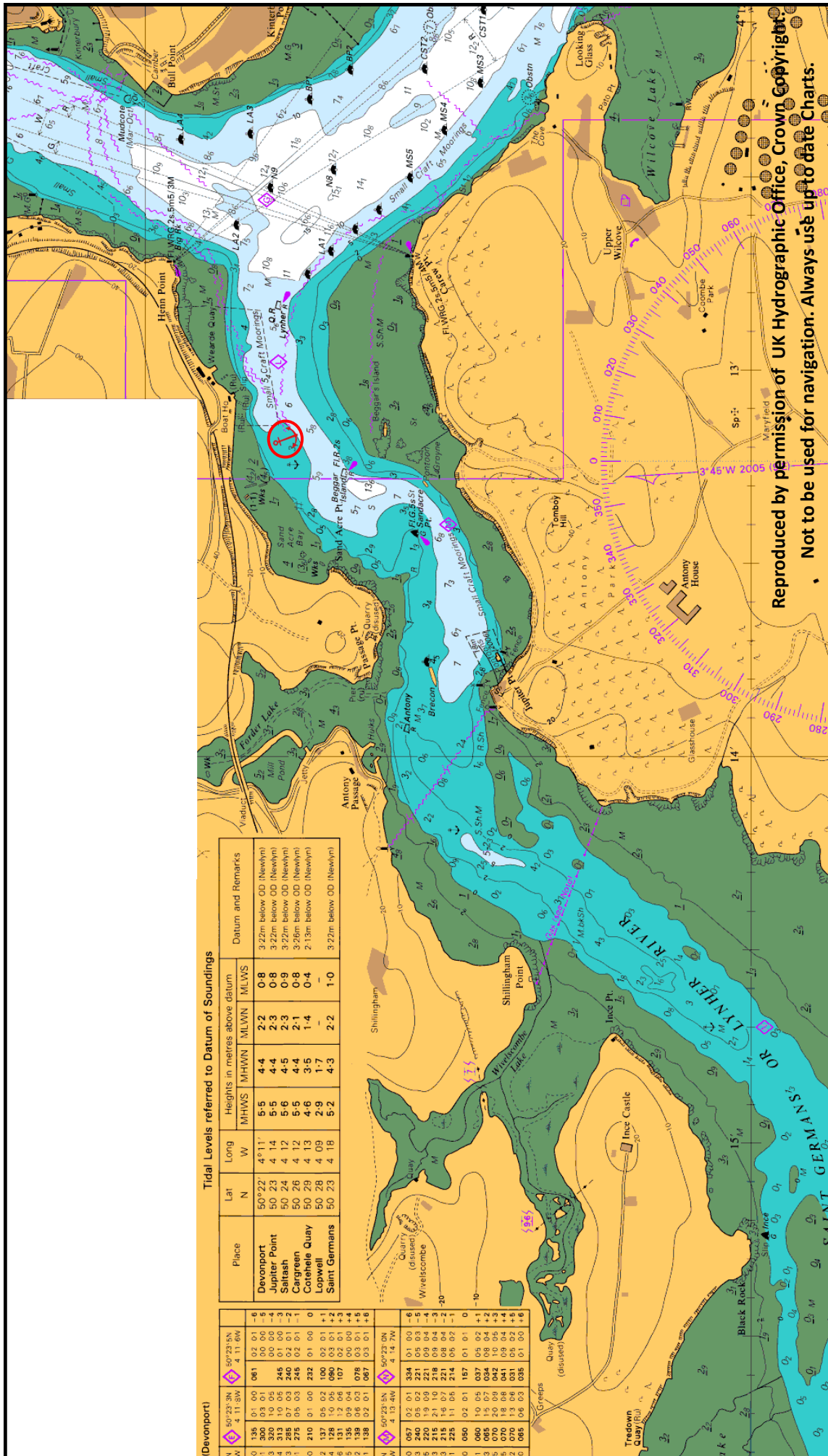
Facilities ashore: None.

Overnight berth?: Yes in settled high pressure conditions.



Notes: Anchor beyond the small craft moorings. Beware wrecks close in to shore. Proximity of railway may disturb the peace!

4. North Wind



4.2. Sand Acre Point

4. North Wind

4.3. Antony Passage —River Lynher

Position:

50,23.51N; 4,14.17W

Charts:

SC5602.17, BA 871

Wind Rose:



Approach: Follow the marked channel up river past Jupiter Point & the RN training ship. Leave Anthony Passage red can buoy to port & anchor in 2m SW of the underwater power cable marked by yellow posts on-shore.

Dangers: Drying spit to south of anchor-age.

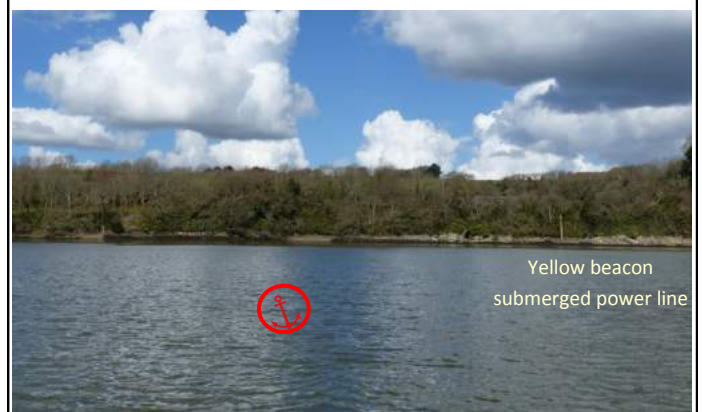
Swell direction: None.

Holding/Seabed: Sand, shingle & mud.

Lights & Marks: Unlit 'Antony Passage' port hand buoy & yellow post ashore.

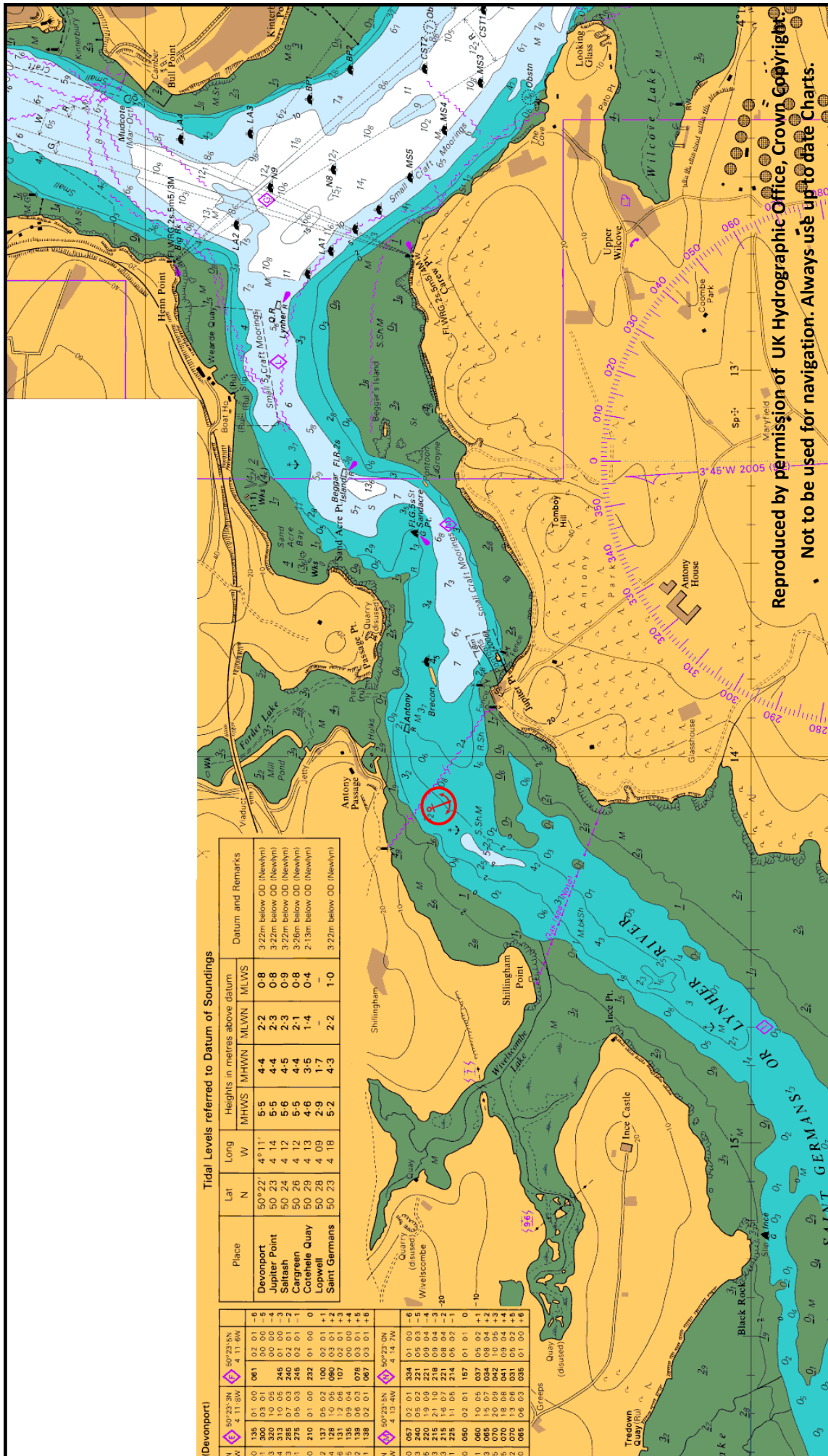
Facilities ashore: None

Overnight berth?: Yes in settled high pressure conditions.



Notes: Anchor south west of power line. A delightful quiet spot, useful for waiting for sufficient rise of tide to go up river to Dandy Hole.

4. North Wind



4.3. Antony Passage

4. North Wind

4.4 South Hooe—River Tamar

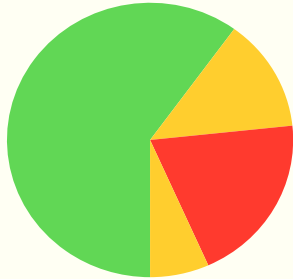
Position:

50,28.04N; 4,13.40W

Charts:

SC5602.19A/D, BA 871

Wind Rose:



Approach: Deepest water is through moorings & on outside of bends.

Dangers: The overhead cables at Weir Quay (16m @HAT) might be the limit for large yachts, keep well to starboard.

Swell direction: None

Holding/Seabed: Private moorings- condition unknown.

Lights & Marks: None

Facilities ashore: None, Weir Quay is a short distance by dinghy.

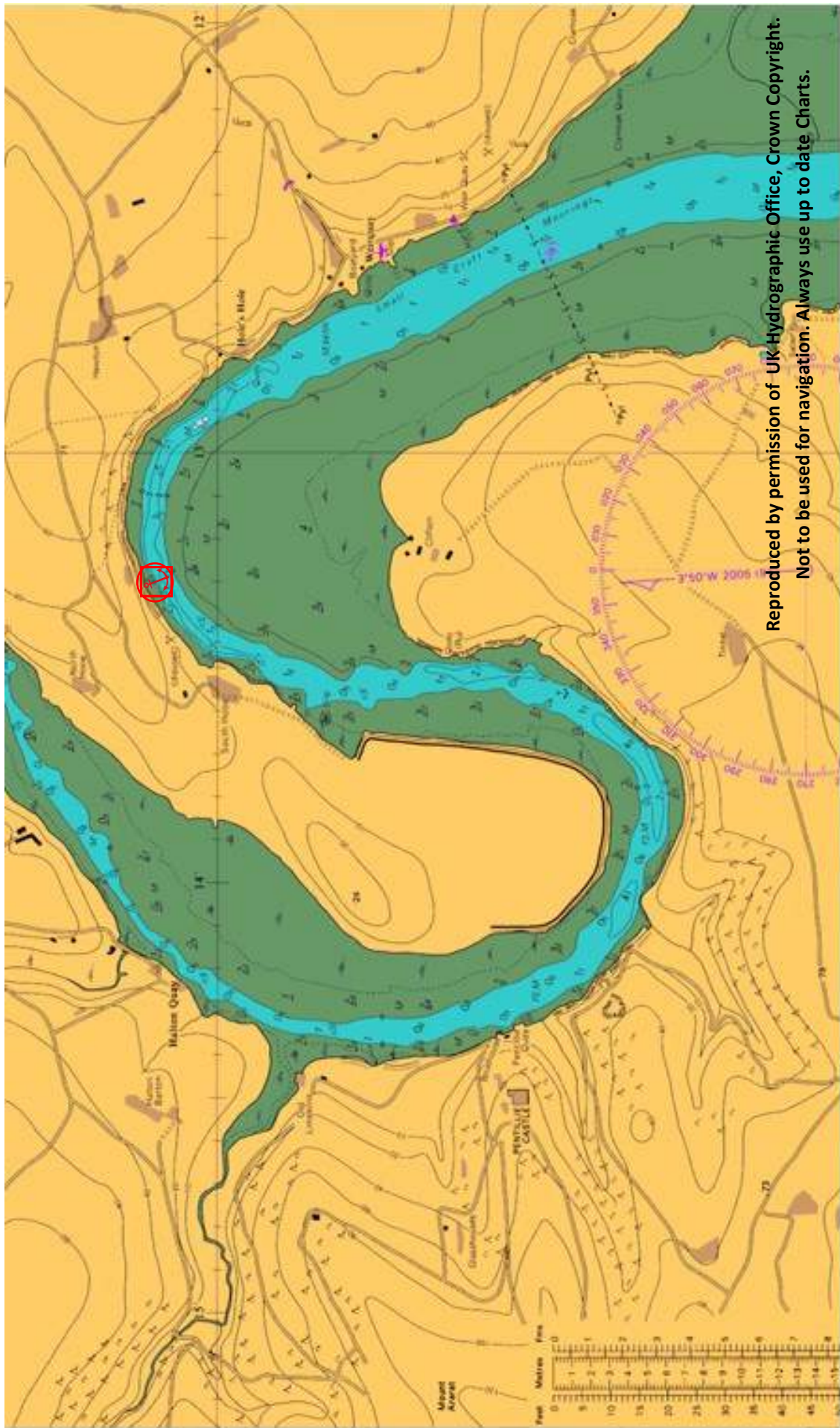
Overnight berth?: Yes, but don't leave the vessel unattended and be prepared to move off.



Notes: These are Private Moorings—see Section 2.2. A beautifully quiet & secluded location. Probably best navigated on a rising midday tide (depth @ MLWN=Chart+1.4m) with more depth at low water & weaker streams. Perfectly feasible to launch the dinghy & motor up to Cotehele or Calstock from here. A little way downstream Weir Quay boatyard may have visitors' moorings for hire.

HAT can be found on Admiralty Charts & Reeds Nautical Almanac & here is 5.9m above CD.

4. North Wind



4.4. South Hooe

5. West Wind

5.1 Barn Pool

Position:

50,21.34N; 4,10.30W

Charts:

SC5602.16, BA 1967, 1901, 30

Wind Rose:



Approach: Via deep water Drake Channel, The Narrows or The Bridge. Anchor close in to shore in 3-4m in the northern end of bay.

Dangers: Foul ground, tripping line advised. Deep water till close in to the stony shore.

Swell direction: Very little close in.

Holding/Seabed: Fair to poor due to depth & foul ground. Yachts often drag anchors when tide turns.

Lights & Marks: Sector light on Ravenness Point. Port Hand 'Battery' mark is just north of the anchorage.

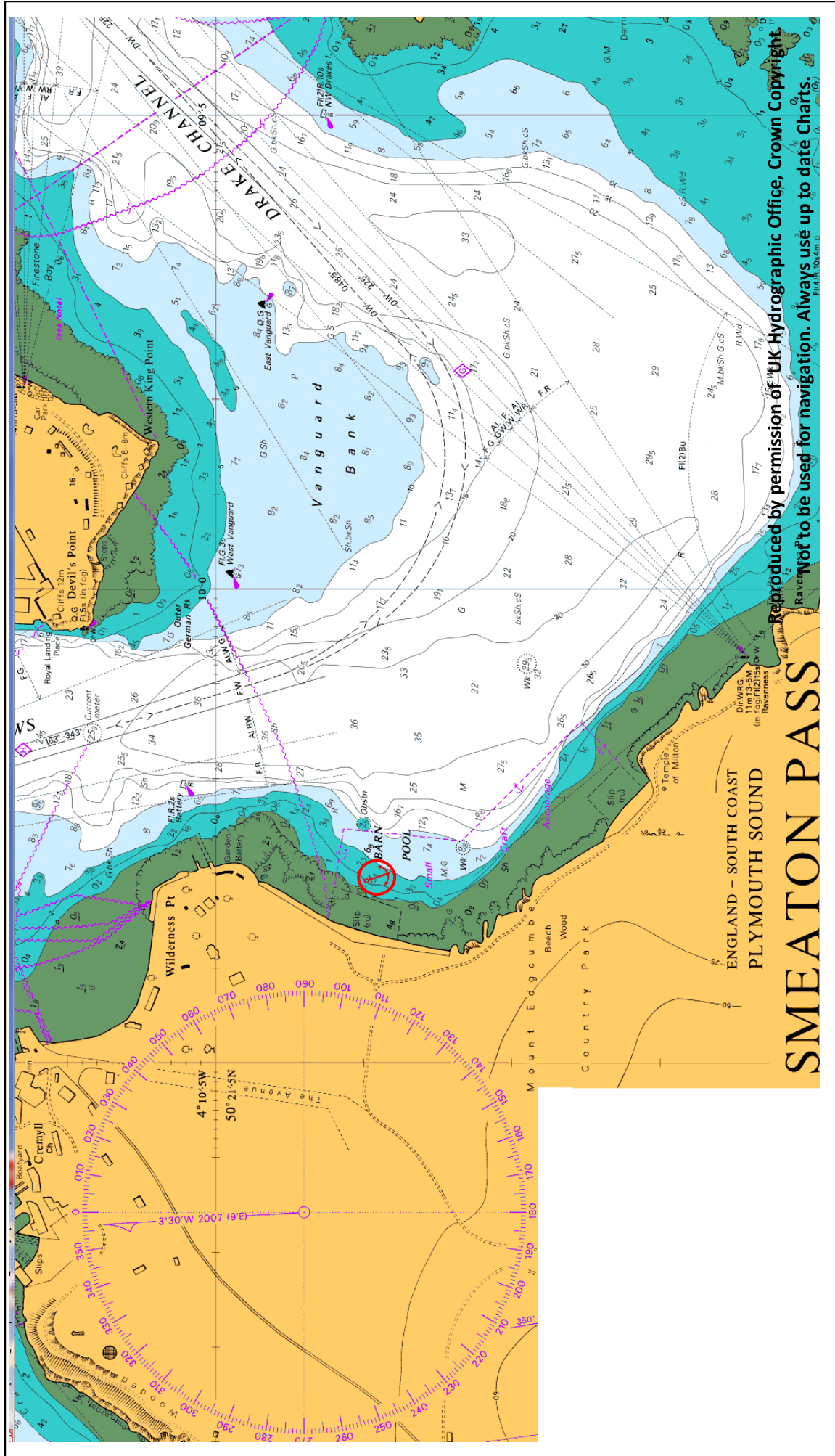
Facilities ashore: Country Park, Cafe and local pub—Edgecombe Arms. Water taxi to Stonehouse.

Overnight berth?: Not recommended.



Notes: Observe the 'Small Craft Anchoring' allowed area marked on Admiralty charts. This anchorage is out of the main tidal stream but may be affected by eddies. It is a delightfully peaceful spot surrounded by trees and the parkland of Mount Edgecombe Country Park.

5. West Wind



5. West Wind

5.2 Looking Glass & Cove Head—River Tamar

Position:

50,23.33N; 4,12.20W

Charts:

SC5602.17, BA 1902, 30

Wind Rose:



Approach: North of Torpoint & Yonderberry Point move over to West side of channel.

Dangers: Avoid commercial & naval shipping movements. Large naval mooring buoys nearby.

Swell direction: None.

Holding/Seabed: Private moorings of unknown condition.

Lights & Marks: None.

Facilities ashore: Cove Head slipway is private.

Overnight berth?: Yes providing the boat is not left unattended.



Notes: This spot makes an excellent lunch or short stay using private moorings. It is perfectly sheltered from a westerly blow. The moorings off the Looking Glass are surprisingly close to the shore in more than 5m of water. The moorings further North are managed by Cove Head Mooring Association and a fee may be levied.



5. West Wind

5.3 Crooked Spaniard—River Tamar

Position:

50.26.58N; 4.12.19W

Charts:

SC5602.19 A/D, BA 871

Wind Rose:



Approach: Leave the yellow 'Weir Quay' buoy well to starboard approaching from South.

Dangers: Ground tackle condition unknown, but may be maintained by Cargreen SC, in which case a fee is likely. Power line 21m above HAT.

Swell direction: None, uncomfortable in Easterly with wind across tide.

Holding/Seabed: Unknown. No pickup buoys on moorings.

Lights & Marks: Starboard hand beacon to North. Port hand Beacon and 'Weir Quay' buoy to south.

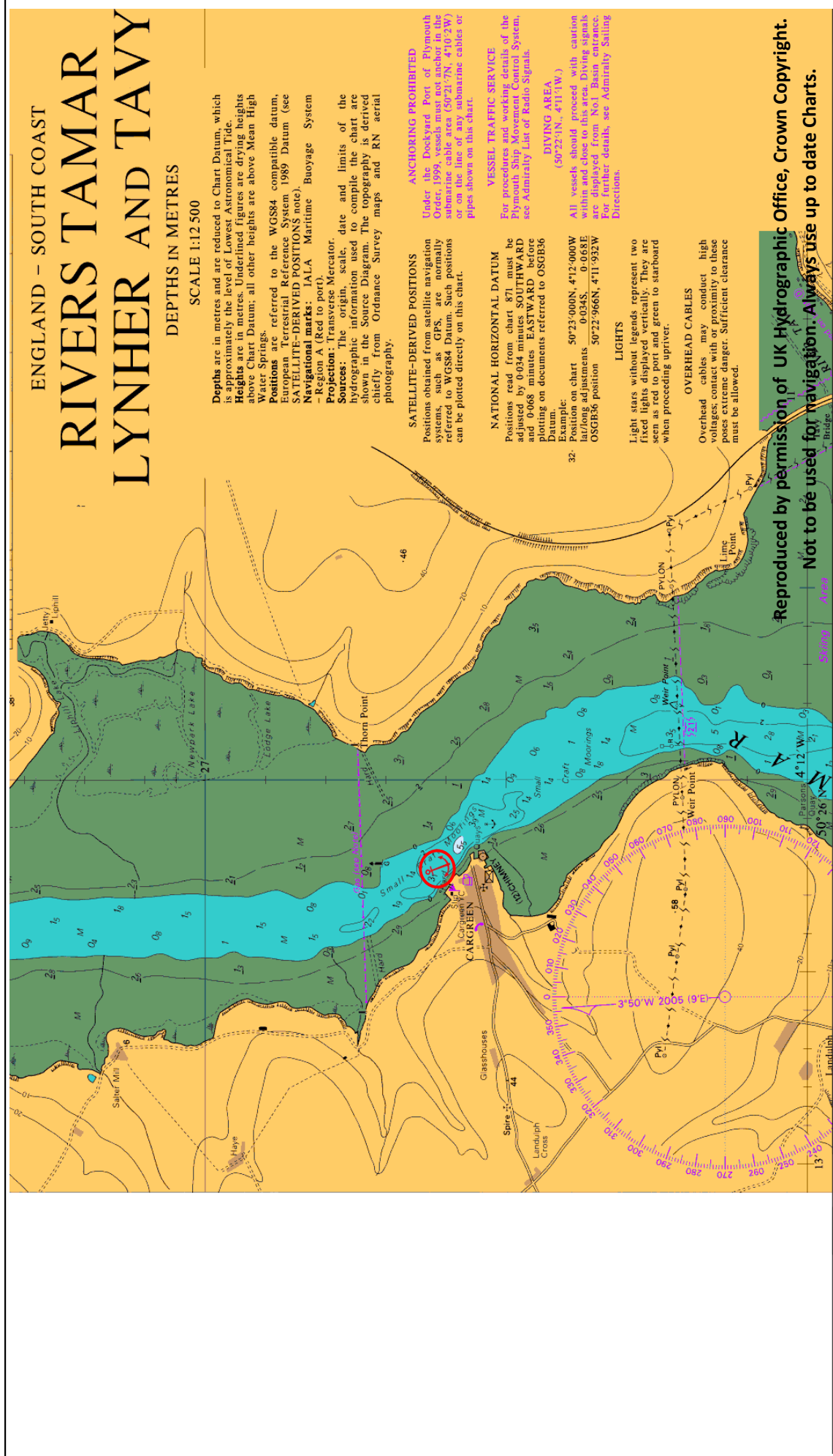
Facilities ashore: Cargreen and a short distance to CSC slip. Crooked Spaniard closed.

Overnight berth?: Yes.



Notes: These are private deep water moorings. The chart shows an anchorage a little way to the south in 2m, holding unknown, in river mud.

5. West Wind



5.3. Crooked Spaniard

6. South West Wind

6.1 Kingsand, Cawsand

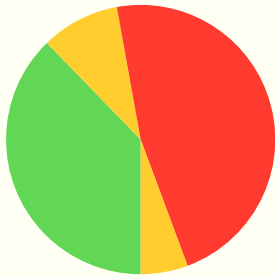
Position:

50.19.92N; 4.11.84W

Charts:

SC5602.14, BA 1967, 30

Wind Rose:



Approach: Through the Western Channel entrance from Plymouth, wide open & safe.

Dangers: Significant foul ground in southern part of bay—tripping line advised. Beware of summer ferries landing on Cawsand beach.

Swell direction: Any East in wind will bring uncomfortable swell around Penlee Point.

Holding/Seabed: Fine Sand, plenty of scope as anchors can drag here. Anchor in 2.5m.

Lights & Marks: None close by.

Facilities ashore: Provisions, pubs & restaurants.

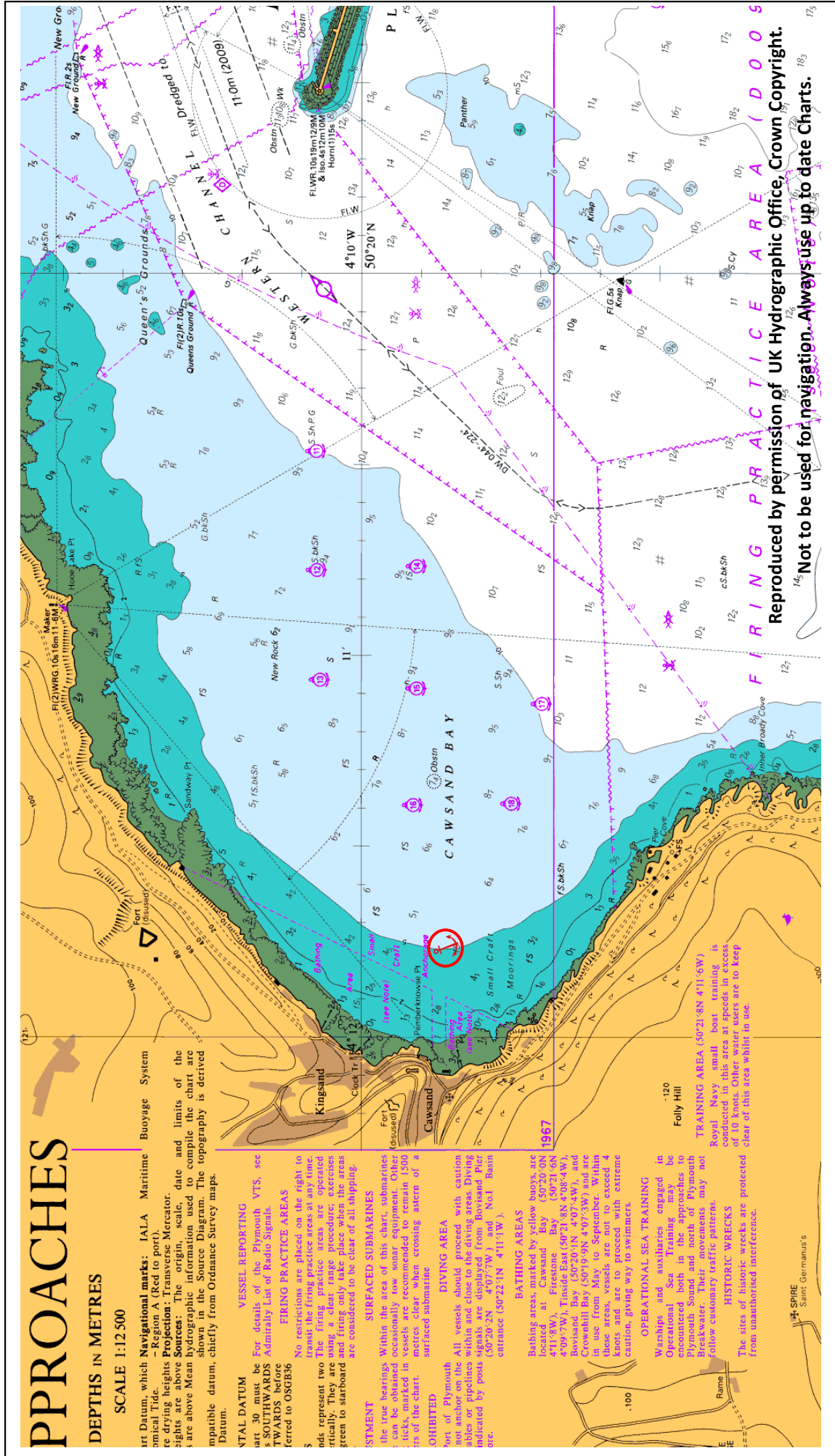
Overnight berth?: Yes. Dig the anchor in.



Notes: Excellent shelter in South West and Westerly winds but untenable in any Easterly. Observe 'No Anchoring' area from Penlee Point to just north west of Pier Cove.

A very popular spot with local boats, some of whom will even use it in an Easterly when it becomes a dangerous lee shore!

6. South West Wind



6.1. Kingsand, Cawsand

6. South West Wind

6.2 Dandy Hole—River Lynher

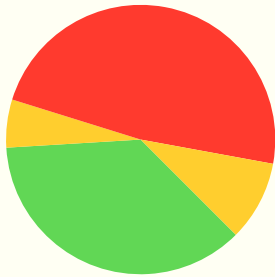
Position:

50.22.52N; 4.16.31W

Charts:

SC5602.17, BA 871

Wind Rose:



Approach: A depth sounder & a chart plotter will make this easier from Ince Point. Plan for a rising tide 2hours after low water. The anchorage is close in to the south shore.

Dangers: None, beware dragging anchor. Take anchor transits. Have weather forecast. Don't leave LW + or—2hours.

Swell direction: None.

Holding/Seabed: River mud, usually good, given sufficient anchor scope.

Lights & Marks: Port hand buoy to NE.

Facilities ashore: None.

Overnight berth?: Yes. Use anchor light as it can be very dark.



Notes: Total isolation! You can ride out a SW Gale here in a 3m pool. But beware if the wind veers into a Northern sector as it then becomes a dangerous lee shore.

It is possible to explore by dinghy further up river to St Germans and The Quay SC.

The commercially available cruising pilots give directions to this beautifully secluded anchorage. Incredible to think that Plymouth is just a few miles away. Some rate this river higher than the Helford for its natural beauty.



7. South Wind

7.1 Cremyll—River Tamar

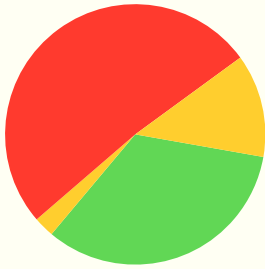
Position:

50.21.60N; 4.10.90W

Charts:

SC5602.16, BA 1901, 1902, 1967

Wind Rose:



Approach: From West Mud or Cremyll port hand lit buoys. The stream here appears to run NE through most of the tide cycle.

Dangers: Ground tackle condition unknown, but may be maintained by Mashfords Boat Yard, in which case a fee is likely.

Swell direction: None, uncomfortable in South Westerly with a long fetch down Millbrook Lake.

Holding/Seabed: Mooring only.

Lights & Marks: None close by. Cremyll should be visible.

Facilities ashore: None.

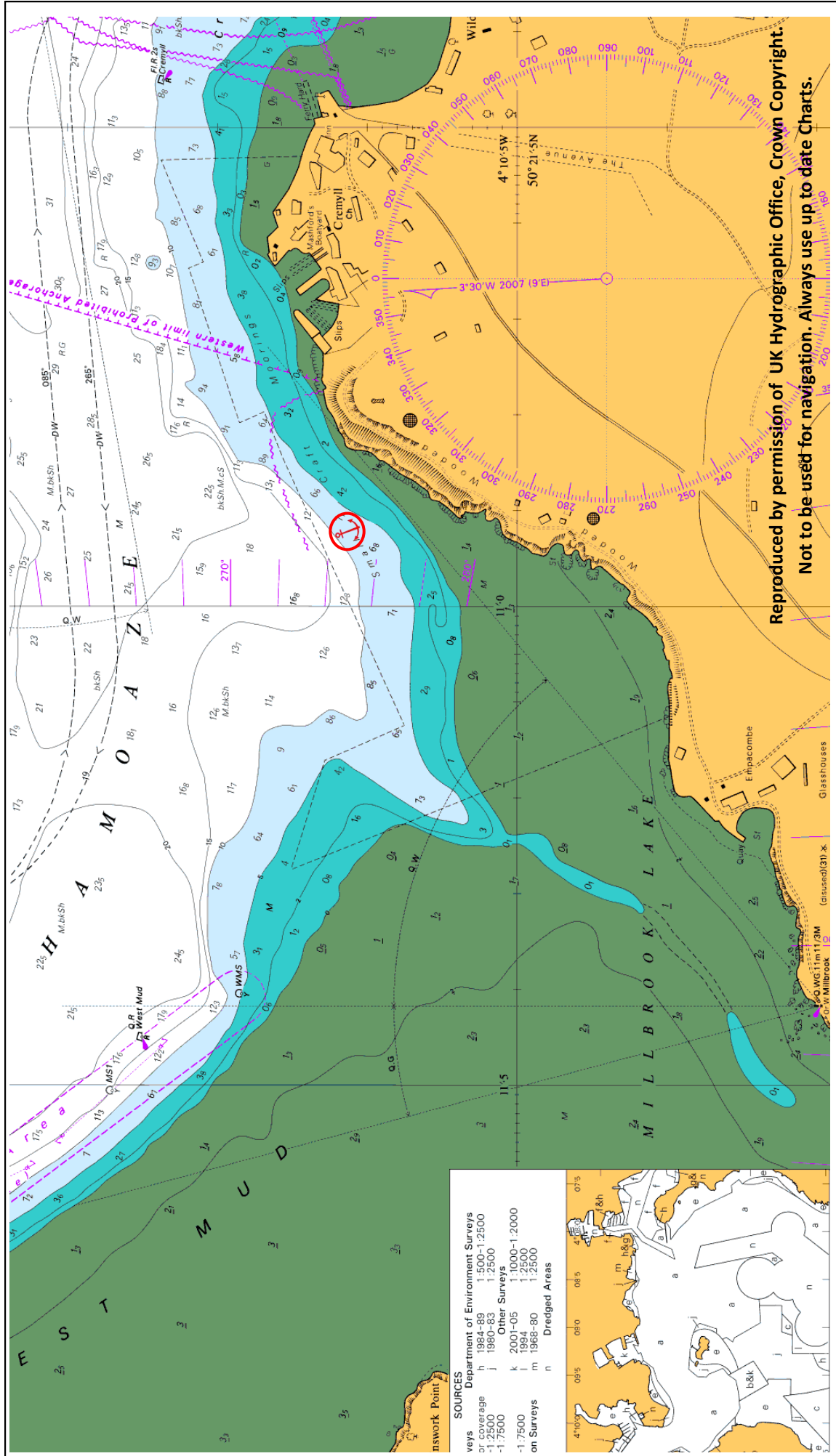
Overnight berth?: Yes.



Notes: This is a great short stay/lunch spot well protected from a Southerly blow & probably free to use the private moorings for a short, attended stay. Fine views towards Mount Edgecumbe, Millbrook Lake, St John's Lake, Torpoint & Hamoaze.

Approach moorings upstream—usually in a SW direction—and have a lasso in hand to make the whole process quick & easy.

7. South Wind



7. South Wind

7.2 Drake's Island

Position:

50.21.45N; 4.09.13W

Charts:

SC5602.16, BA 1901, 1967

Wind Rose:



Approach: NE of Drake's Island, slightly east of the pier, well clear of local moorings in about 2m CD, in the allowed anchorage.

Dangers: Underwater obstruction 0.9m 400m north of the pier.

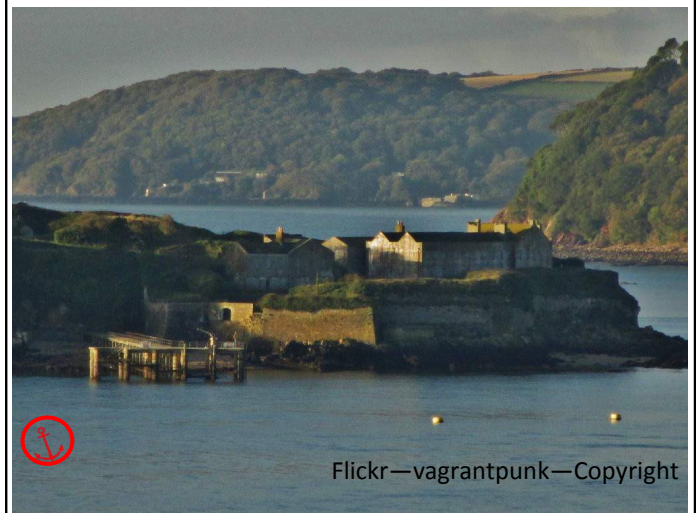
Swell direction: None, but passing vessels may produce annoying wash.

Holding/Seabed: Unknown. Sand and weed on bottom. No pickup buoys on moorings.

Lights & Marks: Asia, St Nicholas's Is., N.Drakes Is. are close by. Use pier as transit.

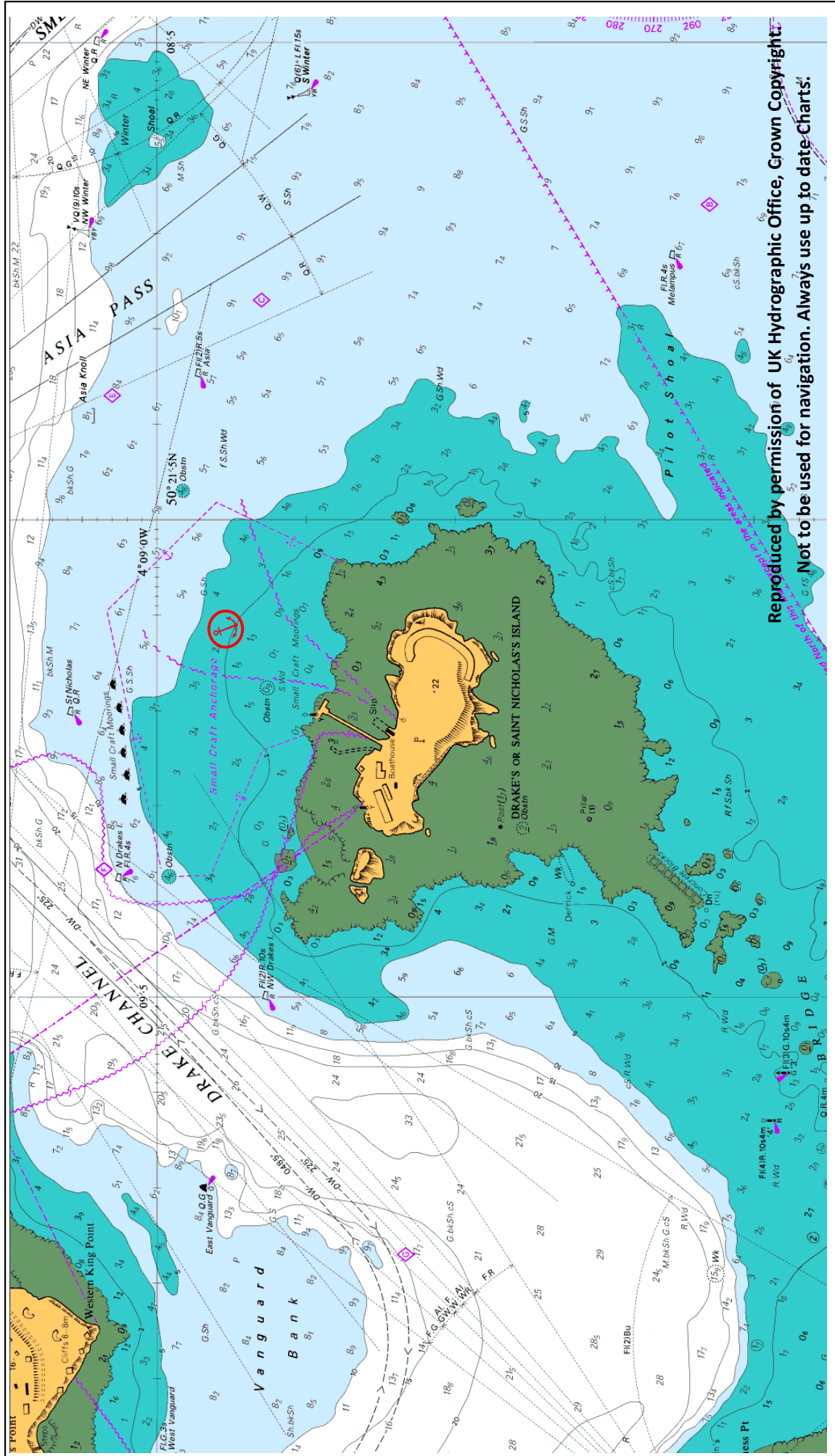
Facilities ashore: None, landing prohibited & probably dangerous.

Overnight berth?: Yes. Safer on a mooring buoy.



Notes: This is a tight, but attractive anchorage a short distance from most marinas. Other than using the anchorage it may be possible to attach to the large yellow mooring buoys for a short period, which are privately owned by the Ministry of Defence, providing the boat is not left unattended, and is prepared to follow requests to move off.

7. South Wind



7.2 Drake's Island

8. East Wind

8.1 Clifton Quay—River Tamar

Position:

50,27.6N; 4,13.5W

50,27.3N; 4,13.6W

Charts:

SC5602.19A/D, BA 871

Wind Rose:



Approach: Deepest water is through moorings & on outside of bends. Anchor in 2.7m or further south in 4.9m pool.

Dangers: The overhead cables at Weir Quay (16m @HAT) might be the limit for large yachts, keep well to starboard. The pools are generally narrow & may shift from charted position.

Swell direction: None

Holding/Seabed: Good. River mud.

Lights & Marks: None. Small summer-house.

Facilities ashore: None, small private slipway to north.

Overnight berth?: Yes, with anchor light, there may be trip/party boats in the dark.

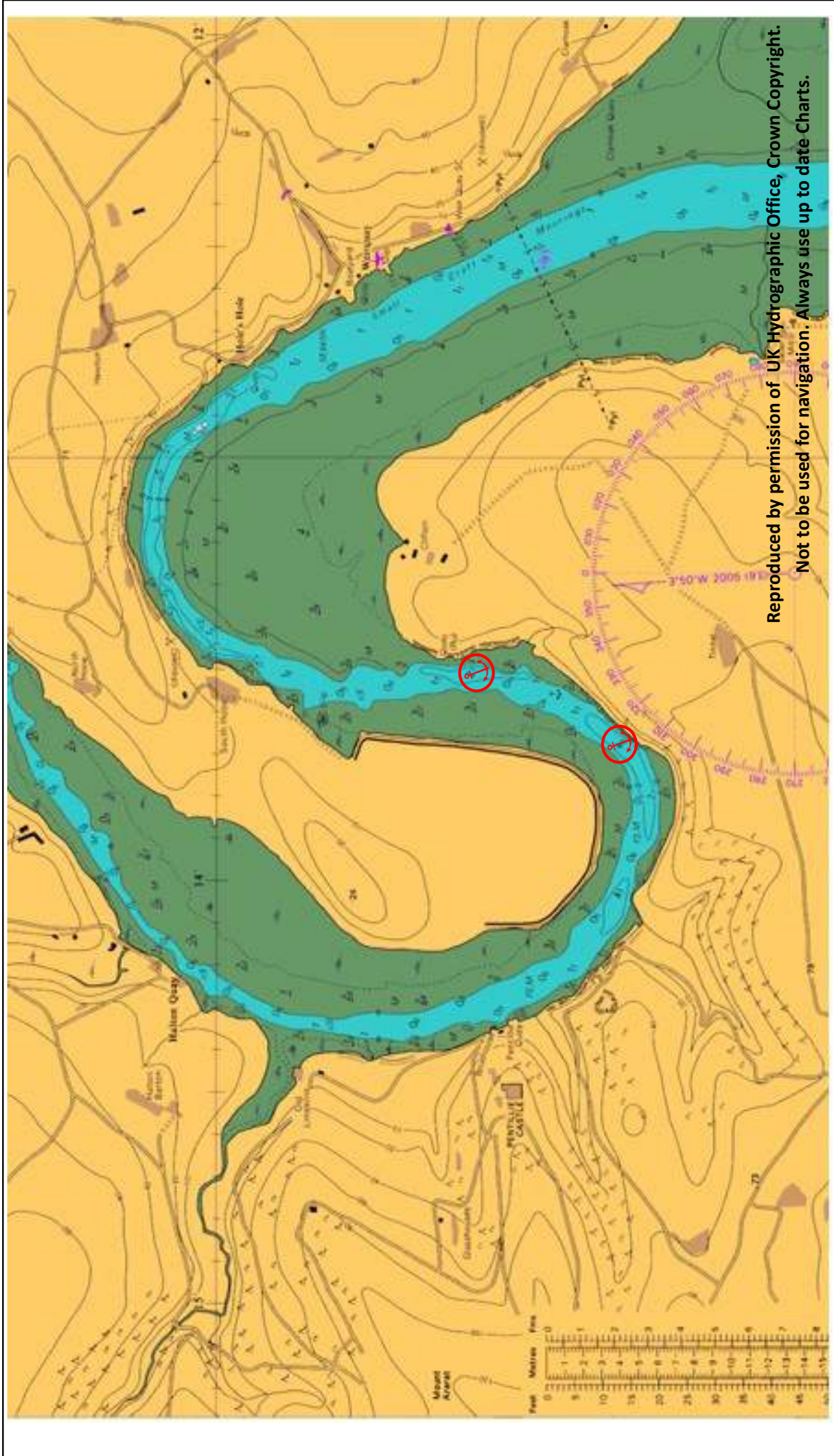


Notes: A beautifully quiet & secluded location. Probably best navigated on a rising midday tide (depth @ MLWN=Chart+1.4m) with more depth at low water & weaker streams. Perfectly feasible to launch the dinghy & motor up to Cotehele or Calstock from here. Be aware of the large trip boats as there is little room to pass at low water.

A little way downstream Weir Quay boatyard may have visitors' moorings for hire.

HAT can be found on Admiralty Charts & Reeds Nautical Almanac & here is 5.9m above CD.

8. East Wind



8.1. Clifton Quay

8.2 Jennycliff Bay

Position:

50,20.9N; 4,07.45W

Charts:

SC5602.15; BA 1901, 1967, 30

Wind Rose:



Approach: Wide open from the west, anchor well to the south of the green conical wreck buoy in 2m. Deeper water close in near Withyhedge directional beacon.

Dangers: Rocks awash on 1m line at LWS.

Swell direction: Generally from south.

Holding/Seabed: Good in mud and shingle.

Lights & Marks: Lit wreck buoy & Withyhedge beacon can give a fix.

Facilities ashore: None.

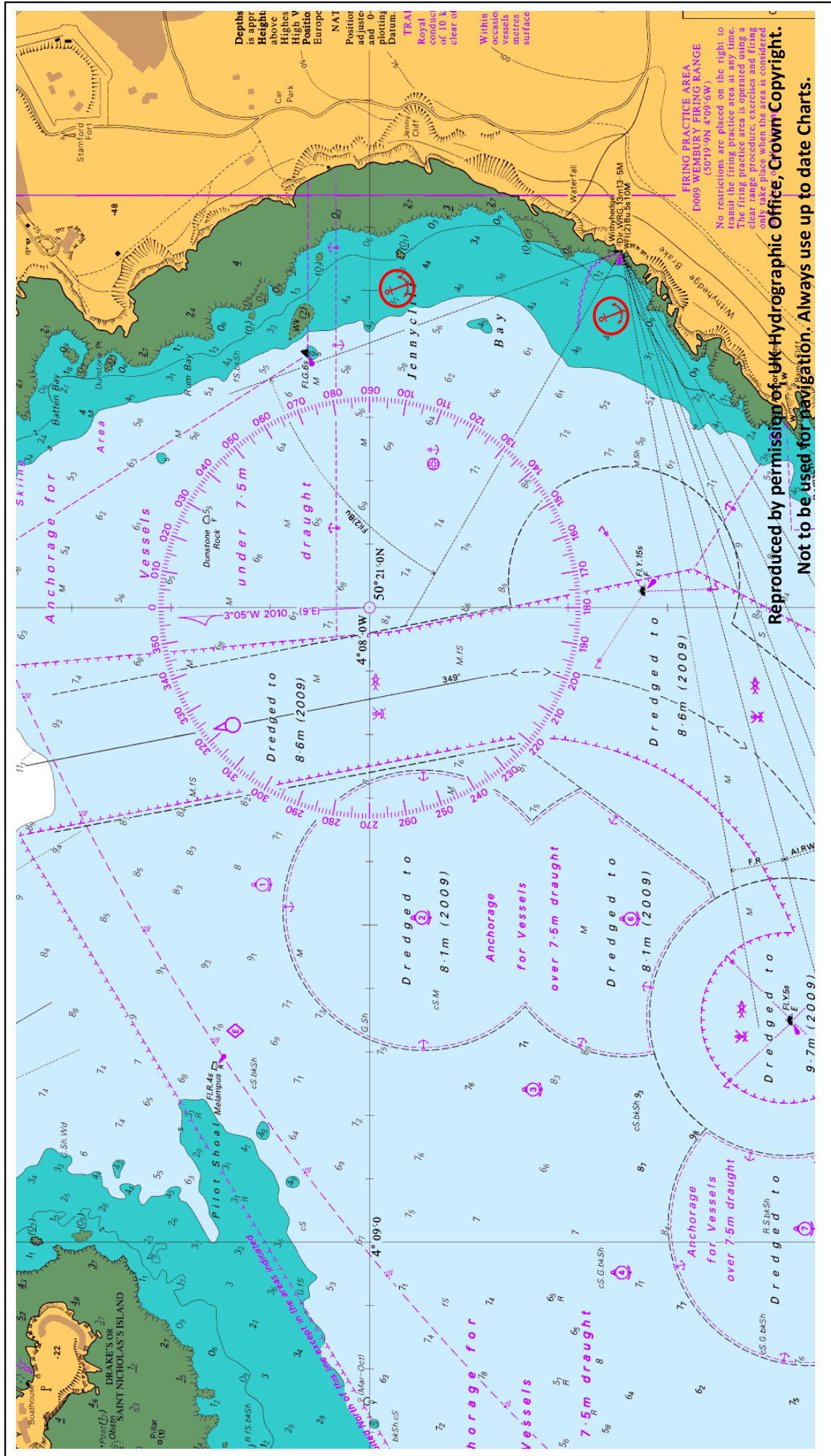
Overnight berth?: Yes if Easterly winds are forecast.



Notes: A popular anchorage close to Plymouth marinas and frequently used as a free overnight stop. It can become a dangerous lee shore if the wind has any West in it. A tripping line is advised as there is much foul ground in the vicinity.

Good wind protection from Staddon Heights above but beware catabatic gusts hitting the sea almost vertically in strong easterly winds.

8. East Wind



8. Jennycliff Bay

9. Appendices (click on www links if online)

9.1. Weather

www.nci-ramehead.org.uk/weather/Current_Monitor.htm Actual conditions.

www.windguru.cz/int/index.php?sc=98372 Forecast conditions.

HM Coastguard broadcast on VHF Ch 86 at 0730 & 1930 & every 3 hours.

9.2. Local Admiralty Charts & Tidal Streams

30	Plymouth Sound & Approaches & Hamoaze
871	Rivers Tamar, Lynher & Tavy
1900	Whitsand Bay to Yealm Head including Plymouth Sound
1901	Smeaton Pass & The Narrows
1902	Hamoaze to Ernesettle Pier
1967	Plymouth Sound & River Plym
SC5602	The West Country—Falmouth to Teignmouth—Leisure Folio
NP254	The West Country—Falmouth to Teignmouth—Tidal Stream Atlas
NP221	Plymouth Harbour & Approaches—Tidal Stream Atlas

9.3. VHF Communications in Plymouth Sound

Rame Head NCI	Channel 65	“Rame Head NCI”
Queen’s Harbour Master	Channel 14	“Longroom Port Control”

9.4. Useful Phone Numbers

Cattewater HM	01752 665 934
Environment Agency Incident Hotline	0800 807 060
Rame Head NCI	01752 823 706
MOD Police Marine Unit	01752 553 384
NHS Direct	111
Falmouth CG	01326 317 575
Longroom Port Control	01752 836 490
Weir Quay Boatyard	01822 840 474

9.5. Useful Websites

www.marinetraffic.com	AIS equipped vessels.
www.qhm.mod.uk/plymouth/movements	Shipping Movements.
www.royalnavy.mod.uk/qhm/plymouth/local-notice	PLNM’s.

9.6. Acknowledgements

For proof-reading & editorial comment I’m grateful to Liz Lehmann & Bill Joce.

10. Templates for Members own Anchorages

The following templates are provided to help Members add their own favourite anchorage into this collection. Please complete as many of the sections as possible and provide sea-level photos and views free of copyright if possible. The editor will proof-read, sanity check and construct the new entry and when sufficient entries have been received, a new issue of the Guide will be released.

The templates can be completed in digital form or just handwritten. They should be emailed as attachments to the RWYC office at admin@rwy.org for the attention of the Editor of the Guide, or if in hardcopy paper format, left with the RWYC Secretary.

~~~~~



Rame Head looking South—Eastern Gear to the East, left.

Anchorage Name

**Position:**

**Charts:**

**Wind Rose:** —List wind bearings e.g. 350° T—045° T

Safe,

Marginal,

Exposed.

Google Earth Aerial Photo in Here. Editor can source from Lat; Long.

**Approach:**

**Dangers:**

**Swell direction:**

**Holding/Seabed:**

**Lights & Marks:**

**Facilities ashore:**

**Overnight berth?:**

Landscape Photos in here. Please provide if available .

Copyright

**Notes:** Add notes on separate sheet if necessary.

? Windirection

|  |
|--|
|  |
|--|

Reproduced by permission of UK Hydrographic Office, Crown Copyright.  
Not to be used for navigation. Always use up to date Charts.



Anchorage Name

## Drake's Island & Folly Hill in morning sunshine.



Flickr—vagrantpunk—Copyright