



# The West Country

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**Supplement No.3**  
**Supplement Date: August 2015**

## Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The author and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

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*.

Note where lights have been modified in this text do please remember to alter them on the appropriate plan.

## Author's Caution

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board.

This Supplement is cumulative and the latest corrections are shown in blue.

## Inside front cover

Add: Chandlery at Salcombe,  
Repair yard and winter storage at Lincombe (Salcombe).

## Page 12 Weather broadcast tables

Times quoted are in local time (not UT).

## Page 13 Fuel and refueling Red diesel

'Red' diesel, is no longer available for leisure craft, but most waterside fuel stations will offer a discount, and fuel used for heating still receives favourable tax treatment.

## Page 30 Repairs and Chandlery

Add: Salcombe has a small chandlery and repair facilities at Lincombe Boatyard.

## Page 34 Lyme Regis Berthing and facilities

Change to: Visitors can berth at the outer end of Victoria Pier (dries to 0.3m).

## Page 45 River Exe

Paragraph 3: 'Between G21 and G25 (min depth 0.2m)'  
Change to: (min depth 0.2m, drying patch south immediately south of R18).

## Page 47 Starcross Yacht Club (Powderham)

It has been reported that it is not possible to anchor near the moorings at Starcross YC. It may be possible to dry out to the east of the club's moorings on Powderham Sound (shallow mud or sand further out). There is one short-stay visitor mooring (2m at LWS) but it is advisable to check availability in advance via the club's website or by calling.

## Page 74 Brixham

Paragraph 1: 'Shoalstone Bathing Pool is west of the slipway and breakwater.'

## Page 79 Dartmouth Box

'Visitors' pontoons...' Change to: 'Visitors' pontoon ('Town Jetty') just before the inner harbour. Outside berths only available between 1700 and 0845; cul-de-sac inside'.

## Page 81 Last paragraph

The Resnova Inn has closed.

## Page 86/87 Top photo

Change caption to: 'View of the river Dart from Stoke Gabriel towards Dittisham'.

## Page 86 Bottom photo

Change caption to: 'Approach to Steam Packet Quay'.

## Page 87 Totnes

Packet Boat Inn should read Steam Packet Inn.

Totnes, add: 'It is possible to moor up alongside the wooden SHDC quay to starboard, adjacent to the rowing club. Boats dry out at low tide'.

## Page 92 Plan

See revised plan with amended sectors at the end of this Supplement.

## Page 93 Salcombe

### Approach and entrance

Paragraph 2: '... in the red sector or the sectored light.'  
Should read '... in the red sector of the sectored light'.

## Page 94 Paragraph 1

Replace 'first red R1' with 'first red and white beacon, which will be on your port bow.'

## Paragraph 2

Delete paragraph and insert:  
Continue keeping further beacons close to port to follow the winding channel to Kingsbridge. The last beacon is just before the Rivermaid Boatyard Pontoons. Keep to the starboard side as you go past the boatyard and flats until

you can see and aim for a red port-hand buoy close to the west shore. Go hard to starboard at this buoy to then aim for the next red port-hand buoy. Turn to port and aim for the top of the slipway then turn to starboard and keep in mid channel until level with the visitors' pontoon and alongside berth on the west side of the basin.

#### **Page 95 Kingsbridge**

Paragraph 1: Delete paragraph and replace with:

All berthing at Kingsbridge dries to soft mud to the region of 2.5–3m and would be available for boats of 1m draft for HW  $\pm$ 2 hrs approx. Drying out and overnighting can sometimes be a noisy experience as the berths are alongside a car park.

#### **Page 103 Fuel**

Add: 'Plymouth Yacht Haven (diesel) – open 24 hours.'

#### **Page 105 Bigbury Bay box**

The phone number for the Bantam Harbourmaster should read 01548 561196.

#### **Page 106 Photo of Burgh island and River Avon entrance**

It has been reported that the inset photograph is confusing, please refer to the aerial. The reference to the 'right-hand chimney' relates to the two conspicuous end chimneys at the west end of the large farmhouse. This chimney lines up with the white apex of the bungalow below.

#### **Approach & Entrance**

It has been reported that the white mark is now invisible but a speed limit buoy after the first corner acts as a useful port-hand mark to avoid an inshore bank. A low-water survey or sighting from a safe distance is reported to be advisable.

#### **Page 107 Food and Transport**

Please note, it has been reported that the ferry does not run on Sundays. The harbourmaster can confirm days and times.

#### **Page 110 Yealm**

Paragraph 2: Delete paragraph and replace with:

'There is a pontoon at the River Yealm Harbour Authority (at the start of Newton Creek) with access to toilets, showers and water. Short stay only.'

#### **Page 118 Photo of Cattewater and Plymouth Yacht Haven**

Delete the 'N' and arrow from the photo.

#### **Page 119 Plymouth Yacht Haven**

Add 'Fuel: Plymouth Yacht Haven (diesel) open 24 hours.'

#### **Page 156 Veyan Bay**

Lath Rock has a minimum depth of 2.1m.

#### **Page 160 Falmouth box**

Royal Cornwall Yacht Club

There are no longer any visitors' moorings at the Royal Cornwall Yacht Club.

#### **Page 173 Food and Transport**

Smugglers Cottage is now a private residence and is no longer serves food and drinks.

#### **Page 176 Photo**

Annotated photo reads Gillam Creek, but should read Gillan.

#### **Helford River box**

Spelling should read: Sailaway St Anthony (Gillan)

#### **Page 210 Transport**

It has been reported that the British International Helicopter service ceased running in 2013.

#### **Page 211 Photos**

It has been reported that the photo captions 'Round Island lighthouse' and 'old lighthouse at St Agnes' are transposed.

#### **Page 214 Porth Cressa**

It has been reported that there are now approximately 10 visitors buoys here, with limited room to anchor inside them for shallow-draught boats.

#### **Inside back cover Weather forecast time tables**

Times quoted are in local time (not UT).

