



Langstone Bar. The breakers are particularly hazardous when a strong ebb tide is flowing.

CHICHESTER BAR (50°46'0N, 0°56'1W)

Chichester Bar is normally dredged to 1.5m below Chart Datum, but shoaling may occur after strong winds. Dangerous seas may be encountered in strong onshore winds, especially during the ebb tide. Consult Chichester HM for latest information.

NAB CHANNEL

The channel is for deeply laden inward bound tankers. Yachtsmen are advised to keep clear of the channel.

RACING BUOYS

The yellow racing buoys shown on this chart are positioned annually from spring to autumn by sailing clubs. Their names and positions may alter from one year to the next. All marks displayed as lit now exhibit a light Fl.Y.4s unless otherwise stated.

FORTS

Anchoring within one cable distance of Horse Sand Fort, No Man's Land Fort, Spit Sand Fort and St Helen's Fort is prohibited.

HIGH SPEED CRAFT

High speed craft operate in the Solent. Yachtsmen are advised to keep a good lookout.

HISTORIC WRECKS

The sites of historic wrecks are protected from unauthorised interference.

MOVEMENT OF SHIPPING

Loaded vessels with restricted manoeuvrability may be encountered within the area shown on this chart. Yachtsmen are advised to keep a good lookout at all times.

TIDAL DATA & PORT CONTACT DETAILS

Directions and rates of tidal streams, mean tidal heights and port contact details are all listed on the accompanying card.

CROSS CHANNEL FERRY TRAFFIC

Yachtsmen are advised that regular cross channel ferries operate within the area shown on this chart.

Lat. 50° 45' N