ADMIRALTY
PAPER CHART SERVICE

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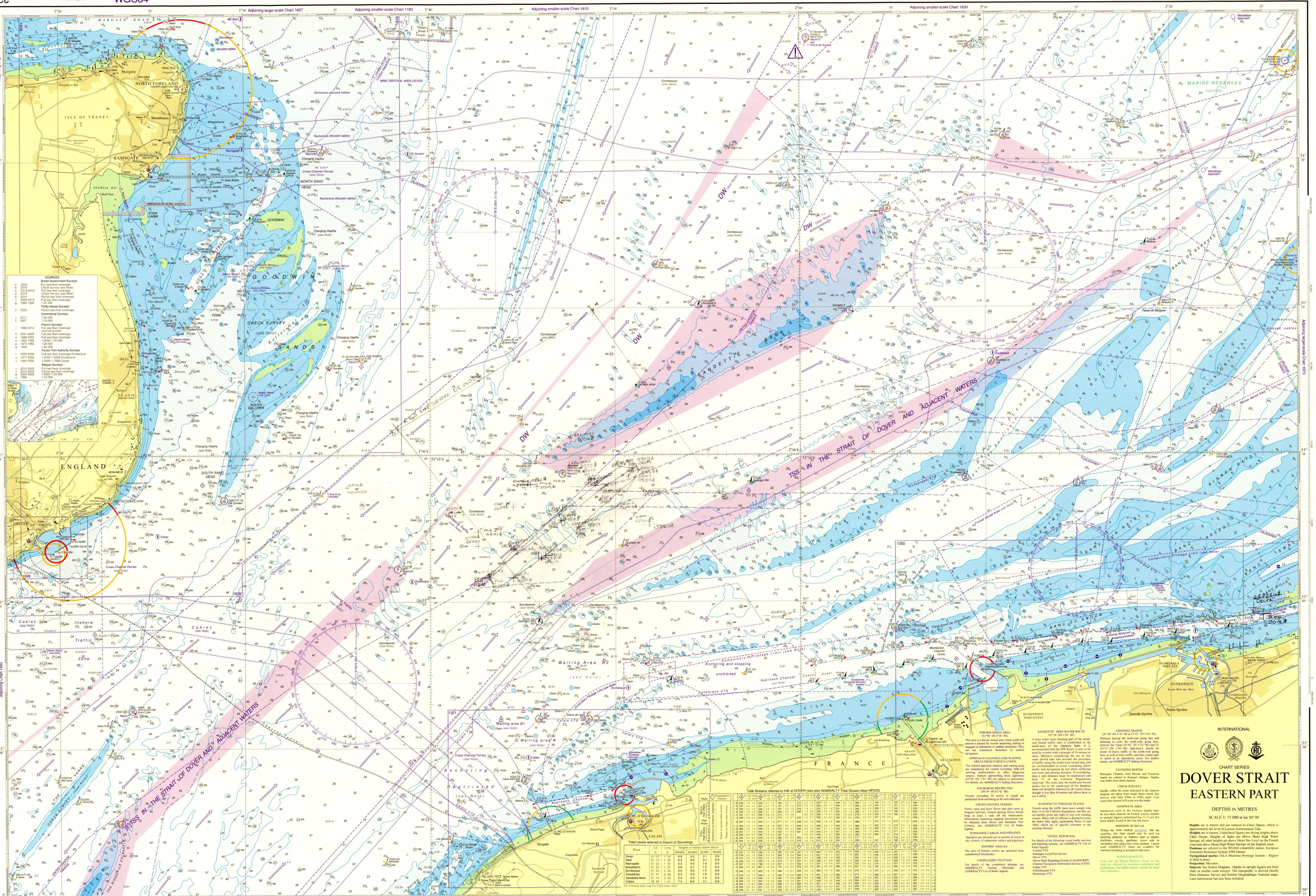
IMPORTANT – SEE RELATED ADMIRALTY PUBLICATIONS
Notices to Mariners (Annual, Permanent, Preliminary and Temporary); NP5011 (Symbols and Abbreviations);
The Mariner's Handbook (especially Chapters 1 & 2 on the use, accuracy and limitations of charts); Sailing Directions (Pilots);
List of Lights & Fog Signals; List of Radio Signals; Tide Tables (or their digital equivalents).
KEEP CHARTS AND PUBLICATIONS UP-TO-DATE AND USE THE LARGEST SCALE CHART APPROPRIATE



SOURCES

		British Government Surveys
a	2020	Full sea floor coverage
b	2019	Check Survey (see Note)
c	2016-2019	Full sea floor coverage
d	2015	Check Survey (see Note)
e	2014	Partial sea floor coverage
f	2003-2013	Full sea floor coverage
g	1989-1998	1:25 000
		Trinity House Surveys
h	2020	Partial sea floor coverage
		Commercial Surveys
j	2017	1:20 000
k	2007	1:10 000
		French Surveys
l	1998-2010	Full sea floor coverage (annual survey)
m	2001-2009	Full sea floor coverage
n	1999-2005	Full sea floor coverage
o	1962-1995	1:5000-1:20 000
p	1973-1982	1:20 000
q	1959	1:50 000
		French Port Authority Surveys
r	2003-2006	Full sea floor coverage Dunkerque
s	1977-2006	1:2000-1:5000 Dunkerque
t	1994-2002	1:2000-1:7500 Calais
		Belgian Surveys
u	2015-2020	Full sea floor coverage
v	2015-2016	Partial sea floor coverage
w	2000-2008	1:5000-1:20 000
x	1968	1:40 000

Tidal Levels referred to Datum of Soundings

Place	Lat N	Long E	MHWS	MHWN	MLWN	MLWS
			Heights in metres above datum			
Dover	51°07′	1°19′	6·8	5·3	2·1	0·8
Deal	51 13	1 25	6·3	5·0	2·1	0·9
Ramsgate	51 20	1 25	5·2	4·0	1·4	0·6
Broadstairs	51 22	1 27	4·6	3·7	1·3	0·4
Dunkerque	51 03	2 22	6·0	5·0	1·5	0·6
Gravelines	51 01	2 06	6·5	5·3	1·6	0·6
Sandettié Bank	51 15	2 03	5·4	4·4	1·3	0·5
Calais	50 58	1 51	7·3	6·0	2·1	0·8

For offshore data, see Co-Tidal Chart 5057

Tidal Streams referred to HW at DOVER (see also ADMIRALTY Tidal Stream Atlas NP233)

Hours: Before High Water (−6 to −1), High Water (0), After High Water (+1 to +6). Columns for each Geographical Position: Directions of streams (degrees); Rates at spring tides (knots); Rates at neap tides (knots).

Hours	A 51°03′·9N 1 21·9E			B 50°57′·4N 1 23·5E			C 51°16′·3N 1 27·3E			D 51°09′·0N 1 27·7E			E 51°05′·1N 1 29·7E		
−6	226	1·9	1·0	226	2·1	1·2	195	2·0	1·1	212	2·2	1·2	220	2·0	1·1
−5	233	2·2	1·2	227	2·7	1·6	197	2·6	1·5	213	2·2	1·2	224	3·0	1·7
−4	236	2·3	1·3	228	2·9	1·4	197	2·8	1·5	216	1·9	1·1	225	3·3	1·8
−3	240	1·9	1·0	229	2·1	1·0	202	2·4	1·3	228	1·3	0·8	230	2·6	1·5
−2	261	0·7	0·3	259	0·8	0·3	215	1·0	0·6		0·0	0·0	230	1·3	0·7
−1	038	0·9	0·5	044	1·4	0·7	012	1·3	0·7	032	1·2	0·7	058	0·4	0·2
0	047	1·9	1·0	045	2·7	1·3	017	2·7	1·5	038	2·0	1·2	042	1·8	1·0
+1	054	2·4	1·4	046	2·9	1·6	027	3·2	1·7	039	2·3	1·3	039	3·0	1·7
+2	060	2·3	1·3	048	2·2	1·4	018	2·6	1·4	034	2·2	1·2	041	3·1	1·7
+3	061	1·7	1·0	053	1·2	1·0	022	1·7	0·9	031	1·5	0·8	042	2·4	1·3
+4	059	0·9	0·5	090	0·4	0·4	037	0·6	0·3		0·0	0·0	053	1·2	0·7
+5	245	0·4	0·2	218	0·9	0·2	205	0·4	0·2	203	1·0	0·6	146	0·4	0·2
+6	224	1·6	0·9	225	1·9	0·9	197	1·6	0·9	210	1·8	1·0	213	1·4	0·8

Hours	F 51°15′·2N 1 33·4E			G 50°59′·9N 1 33·9E			H 51°20′·3N 1 34·2E			J 51°13′·0N 1 36·3E			K 50°59′·5N 1 38·9E		
−6	226	2·5	1·4	260	1·8	1·2	199	2·0	1·2	190	0·9	0·5	240	2·5	1·4
−5	230	3·1	1·7	260	2·6	1·8	204	2·6	1·5	191	2·3	1·3	238	3·3	1·9
−4	231	3·4	1·9	260	2·9	2·0	208	3·1	1·7	195	3·1	1·7	236	3·3	1·9
−3	234	3·3	1·8	260	2·7	1·9	213	2·8	1·5	196	3·2	1·8	234	2·5	1·4
−2	233	1·6	0·9	270	1·2	0·8	222	1·5	0·8	195	2·0	1·1	223	0·7	0·4
−1	049	0·8	0·4	035	0·8	0·5	357	0·8	0·5		0·0	0·0	058	1·6	0·9
0	049	3·0	1·7	060	1·7	1·1	015	2·5	1·4	013	1·3	0·7	055	2·8	1·6
+1	046	3·7	2·1	060	2·5	1·7	023	3·2	1·8	015	2·4	1·4	056	3·4	1·9
+2	049	3·4	1·9	060	2·6	1·8	029	2·9	1·6	014	3·1	1·7	056	2·9	1·6
+3	057	2·4	1·3	060	1·9	1·3	044	2·2	1·3	017	2·6	1·5	055	1·7	1·0
+4	065	0·9	0·5	053	0·8	0·5	059	1·2	0·7	018	1·7	1·0	050	0·5	0·3
+5	224	0·5	0·3	277	0·5	0·6		0·0	0·0	018	0·6	0·3	239	0·7	0·4
+6	225	2·1	1·2	260	1·9	1·3	197	1·4	0·8	189	0·5	0·3	240	2·0	1·1

Hours	L 51°09′·5N 1 44·0E			M 51°04′·9N 1 46·7E			N 51°13′·0N 1 52·9E			P 51°04′·4N 1 54·9E			Q 51°08′·8N 1 57·2E		
−6	231	1·0	0·6	236	1·4	1·0	225	0·9	0·6	247	1·4	1·0	244	1·4	0·8
−5	218	2·2	1·2	234	2·0	1·4	224	1·6	0·8	246	2·0	1·2	241	1·9	1·1
−4	213	2·8	1·6	233	2·2	1·4	219	1·9	0·9	241	2·3	1·3	238	2·2	1·2
−3	206	2·8	1·5	229	1·9	1·0	215	1·7	0·7	237	2·1	0·9	235	2·1	0·9
−2	207	1·5	0·8	198	1·0	0·3	207	1·3	0·4	233	1·2	0·4	207	1·2	0·4
−1	053	0·4	0·2	067	1·0	0·6	174	0·6	0·2	076	0·6	0·6	081	0·6	0·4
0	040	1·8	1·0	053	1·8	1·2	048	1·2	0·7	058	2·0	1·3	062	1·8	1·0
+1	035	2·3	1·3	046	1·9	1·5	045	1·6	0·9	058	2·4	1·5	061	2·3	1·3
+2	040	2·3	1·3	048	1·9	1·2	042	1·9	0·9	060	2·0	1·2	058	2·2	1·2
+3	030	1·9	1·0	054	1·6	0·8	036	1·8	0·8	061	1·4	0·7	054	1·6	0·8
+4	023	1·2	0·7	045	0·8	0·3	028	1·0	0·4	063	0·6	0·3	027	0·7	0·4
+5	345	0·4	0·2	321	0·2	0·4	025	0·4	0·1	203	0·3	0·4	272	0·3	0·2
+6	246	0·7	0·4	237	1·0	0·9	235	0·6	0·3	244	1·0	0·8	246	1·2	0·7

Hours	R 51°07′·7N 2 04·3E			S 51°03′·0N 2 08·4E			T 51°15′·0N 2 13·9E			U 51°09′·4N 2 19·5E			V 51°23′·0N 2 26·7E		
−6	245	1·3	0·8	258	1·4	0·9	248	0·9	0·5	242	1·7	1·3	270	1·1	0·6
−5	237	1·5	1·0	255	1·6	1·0	236	1·6	0·8	240	2·1	1·4	255	1·6	1·0
−4	229	1·6	1·1	250	1·4	0·8	231	1·9	0·9	238	2·3	1·3	248	1·8	1·2
−3	223	1·5	1·0	242	1·0	0·4	225	1·7	0·7	239	1·9	0·9	245	1·7	1·2
−2	187	0·9	0·5	235	0·6	0·2	218	1·2	0·4	237	1·0	0·4	232	1·0	0·8
−1	089	0·5	0·4	081	1·0	0·8	166	0·5	0·2	066	1·2	0·8	153	0·8	0·5
0	056	1·2	0·8	076	1·7	1·0	075	0·7	0·5	059	2·2	1·4	075	1·5	0·8
+1	052	1·7	1·0	073	1·7	1·0	058	1·5	0·8	057	2·4	1·6	064	1·8	1·0
+2	053	1·8	1·1	069	1·4	0·8	052	1·8	0·9	059	2·1	1·2	060	1·9	1·1
+3	049	1·4	0·8	064	0·9	0·5	045	1·7	0·8	063	1·4	0·7	057	1·6	1·0
+4	028	0·8	0·4	060	0·3	0·2	039	1·3	0·5	066	0·5	0·3	052	0·9	0·6
+5	321	0·5	0·3	258	0·7	0·4	006	0·5	0·2	240	0·5	0·7	007	0·5	0·3
+6	250	1·0	0·7	259	1·3	0·7	260	0·7	0·4	244	1·4	1·2	297	0·8	0·4

FORMER MINED AREA
(51°06′·6N 2°16′·8E)

This area is a former mined area; mines could still present a hazard for vessels anchoring, fishing or engaged in submarine or seabed operations. They are not considered hazardous to surface navigation.

APPROACH CHANNELS AND WAITING AREAS FRENCH REGULATIONS

The charted approach channels and waiting areas are compulsory for vessels exceeding 1600 GT carrying hydrocarbons or other dangerous cargoes. Tankers approaching Dyck light-buoy (51°03′·0N 1°51′·8E) are subject to restrictions. For details, see ADMIRALTY Sailing Directions.

ANCHORING RESTRICTED
(50°59′·0N 01°42′·0E)

Vessels exceeding 50 metres in length are prohibited from anchoring in the area indicated.

CROSS CHANNEL FERRIES

Ferries enter and leave Dover and other ports at frequent intervals. Vessels passing Dover should keep at least 1 mile off the breakwaters. Information concerning shipping movements can be obtained from Dover and Ramsgate Port Controls. See ADMIRALTY List of Radio Signals.

SUBMARINE CABLES AND PIPELINES

Mariners are advised not to anchor or trawl in the vicinity of submarine cables and pipelines.

HISTORIC WRECKS

The sites of historic wrecks are protected from unauthorised interference.

COMPULSORY PILOTAGE

For details of the compulsory pilotage, see ADMIRALTY Sailing Directions and ADMIRALTY List of Radio Signals.

SANDETTIÉ - DEEP WATER ROUTE
(51°10′·8N 1°45′·4E)

A deep water route forming part of the north-east bound traffic lane is established to the north-west of the Sandettié Bank. It is recommended that the DW Route is only to be used by vessels with a draught of 16 metres or more. Mariners considering the use of this route should take into account the proximity of traffic using the south-west bound lane and are recommended to avoid overtaking where traffic and navigation do not allow sufficient sea room and passing distance. If overtaking, then a safe distance must be maintained and Rule 13 of the Collision Regulations observed. The main lane for north-east bound traffic lies to the south-east of the Sandettié Bank and should be followed by all vessels whose draught is less than 16 metres and allows them to use it safely.

WARNING TO THROUGH TRAFFIC

Vessels using the traffic lanes must comply with Rule 10 of the Collision Regulations, but they are not thereby given any right of way over crossing vessels. When risk of collision is deemed to exist, the Rules fully apply, particularly Rules 15 and 19(d), which are of specific relevance to the crossing situation.

VESSEL REPORTING

For details of the following vessel traffic services and reporting systems, see ADMIRALTY List of Radio Signals:
-London VTS
-Ramsgate Local Port Service
-Dover VTS
-Dover Strait Reporting System (CALDOVREP)
-Channel Navigation Information Service (CNIS)
-Calais VTS
-Scheldemond VTS
-Dunkerque VTS

CROSSING TRAFFIC
(51°05′·0N 1°35′·0E & 51°07′·5N 1°41′·5E)

Mariners leaving the north-east going lane and planning to cross the south-west going lane, between the Varne (51°01′·3N 1°23′·9E) and F1 (51°11′·2N 1°45′·0E) light-buoys should be aware of heavy traffic in the south-west going lane, as well as ferry traffic, and alter course and/or speed at an appropriate point. For further details, see ADMIRALTY Sailing Directions.

CHANGING DEPTHS

Ramsgate Channel, Gull Stream and Goodwin Sands are subject to frequent changes. Depths may differ from those charted.

CHECK SURVEYS

Depths within the areas indicated in the Sources diagram are taken from single beam check line surveys with lines 250m to 450m apart. Less water than charted will exist over the banks.

SANDWAVE AREA

Sandwaves exist in the vicinity; depths may be less than charted. In French waters, depths in upright figures underlined by ⁀⁀ are the least depths found in the last ten years.

OMISSION OF DETAIL

Within the limit marked ▭ and the coastline, this chart should only be used for planning purposes as features such as depths, platforms, wrecks, pipelines, minor aids to navigation and cables have been omitted. Larger scale ADMIRALTY charts are available for mariners intending to navigate in this area.

MARINE RESERVES

Entry into the Marine Reserves shown on this chart are affected by numerous restrictions and prohibitions. For further details, consult the local Port Authorities.

INTERNATIONAL

CHART SERIES

DOVER STRAIT
EASTERN PART

DEPTHS IN METRES

SCALE 1: 75 000 at lat 50°30′

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.
Heights are in metres. Underlined figures are drying heights above Chart Datum. Heights of lights are above Mean High Water Springs; all other heights are above Mean Sea Level on the French coast and above Mean High Water Springs on the English coast.
Positions are referred to the WGS84 compatible datum, European Terrestrial Reference System 1989 Datum.
Navigational marks: IALA Maritime Buoyage System – Region A (Red to port).
Projection: Mercator.
Sources: See Source Diagram. Depths in upright figures are from older or smaller scale surveys. The topography is derived chiefly from Ordnance Survey and Institut Géographique National maps. Later information has also been included.

(1100·0 x 750·9mm)

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