

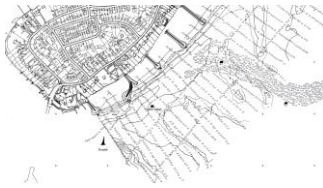
East Looe Cut

Mariners are advised that secondary harbour entrance approach from the east known as the “East Looe Cut” should only be used with caution. Mariners are advised to first calculate their underkeel clearance and consider sticking to fair weather and high water only. If current depths or vessels’ draft are in any doubt, this shortcut should be avoided and the Swash Channel used. It is marked by two port hand marks (EL2 and EL4).



Mariners should consider these buoys as marking the north and east extent of the worst of Hook Sands. **For passage planning purposes, it is safest to use a Controlling Depth of 0.7 metres below Chart Datum.** Expected under keel clearance should be calculated by taking the current Height of Tide (check [here](#)), adding 0.7 metres, subtracting current wave height and subtracting the vessel’s draft.

That said, a much more favourable deeper water channel can generally be found when leaving these buoys closely to port inbound and starboard outbound. Experienced mariners can request the latest detailed survey (to use at their own risk) by emailing harbourmaster@phc.co.uk.



Annual pre-season surveys show shifting sandbars leading to an ever-decreasing reliability for this approach. Buoys positions are reviewed each spring to check they guide the approximate deepest approach but there is an inevitable delay in responding to sudden changes to depths following particularly heavy weather (which may be temporary). The area’s shallow depths, swift tidal flows and large breaking wells require buoys with heavy sinkers and long risers, meaning that sinkers can be a hazard in themselves when often found scoured proud of the seabed and some distance from the buoy. As a result, since 2018, the cut is no longer referred to as a “channel” and the buoy positions are not included on Admiralty Charts or electronic chart updates (other than North and East Hook). In 2020, the starboard hand marks were also discontinued due to a significant reduction in use by commercial vessels and an increasing concern that the paired buoys being trialled were giving a false sense of security. The two port hand marks were last relocated in Spring 2021. **Buoy EL4 is at 50°41.056’N 001°56.136’W and Buoy EL2 is at 50°40.949’N 001°55.871’W** (see above chartlet).

Mariners are reminded that Radar, AIS, CCTV, telephone and VHF channels are recorded 24-7.

Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Water Sport Organisations should ensure that the contents of this Notice are made known to the masters or persons in charge of their vessels or craft. LNTM 11 of 2021 is hereby cancelled. This LNTM will be reissued when the buoys are next relocated.

Harry Gregory
HARBOUR MASTER

All Local Notices are available online: www.phc.co.uk/safety/local-notice-to-mariners