

SCHEDULE 1

Article 3

HARBOUR LIMITS

The Outer Harbour

1. So much of the Solent as is situated below the level of high water and bounded on its seaward sides by imaginary straight lines –

- (a) commencing at a point 50° 42.38' N, 01° 31.00' W, and terminating at a point 50° 42.57' N, 01° 31.00' W;
- (b) commencing at a point 50° 42.57' N, 01° 31.00' W and terminating at a point 50° 42.86' N, 01° 29.88' W;
- (c) commencing at a point 50° 42.86' N, 01° 29.88' W and terminating at a point 50° 42.38' N, 01° 29.82' W;

and on its landward side by the level of high water within the area so enclosed, and by the imaginary line referred to in paragraph (2)(a).

The Inner Harbour

2. So much of the natural harbour at Yarmouth (Isle of Wight) and of the river Yar as is situated below the level of high water and enclosed–

- (a) by an imaginary straight line drawn across the harbour entrance, commencing at a point at the eastern end of the west breakwater (reference point 50° 42.39' N, 01° 29.90' W) and terminating at a point at the northern end of the Inner Pier (reference point 50° 42.39' N, 01° 29.35' W); and
- (b) by the northern side of the road bridge known as the Causeway;

and by the level of high water within the area so enclosed, including all adjoining creeks, bays and inlets to the extent that they are situated below the level of high water but excluding any areas situated to the west of the imaginary line described in section 14(1)(ii) of the 1931 Order.

3. All docks, marinas and other natural or artificial watered areas navigable by seagoing vessels which adjoin the portion of the river Yar described in paragraph 2 (other than those parts of the river Yar which lie upstream of the bridge mentioned in paragraph 2(b)), including all such areas which are separated from the river by lock gates, sluices or other moveable devices through which seagoing vessels may pass, whether or not the same are in existence at the date of the coming into force of this Order.