



East Coast Rivers Cruising Companion

by Janet Harber

20th Edition

ALL UPDATES SINCE PUBLICATION (2016)

Updated May 2019

CAUTION

These updates should only be used for navigation in conjunction with up-to-date charts, chart plotters and Notices to Mariners, etc. We accept no liability for any errors or omissions, or for any accidents or mishaps which may arise from the use of this (or any) update or the original publication.

Chapter 1 LOWESTOFT

p. 17, 18: Hamilton Dock – Haven Marina Extension

The Haven Marina is no longer operating its pontoon berths extension in the Hamilton Dock, but the 140-berth Lowestoft Haven Marina continues on the south bank of Lake Lothing upriver of the harbour bridge.

Chapter 3 ORFORD RIVER

pp. 28, 29, 30: The Entrance

April 2019 Positions of the Orford Haven and two seasonal buoys (liable to be moved)

Orford Haven SWM 52° 02'.00N 01°28'.20E

Oxley (port-hand) 52° 02'.09N 01° 27'.70E

Weir (s'board-hand) 52° 02'.32N 01° 27'.60E

When coming from the south, keep offshore via the Haven Buoy and do not be tempted to head directly to Oxley across the South Shoal. Also be aware that on the flood the port-hand Oxley buoy can be swept south of the position given above.

For the latest position of these buoys check with the Orford Quaymaster Philip Attwood, who can be contacted on 07528 092635 or call *Chantry* on VHF Ch 08.

During the winter of 2018/19 the unmaintained orange beacon on the mainland/Oxley Marshes shore just inside the river lost its topmark, just the post remains.

p. 34 Orford Port Guide

Fuel: Friends Garage closed down early in 2019. It is possible that some sort of retail outlet with a fuel

pump may re-open in the future but currently there is no fuel available in Orford.

Chapter 4 RIVER ALDE

p. 36, 38: Aldeburgh

Peter Wilson has recently retired and the Aldeburgh Boatyard is now being run by Matthew Lingley and Euan Seel of Demon Yachts www.demonyachts.co.uk; they will continue to offer the same facilities.

p. 41 Snape Bridge Port Guide

In the summer of 2018, the Dutch barge *Onderneming* arrived at Snape and is now permanently berthed alongside being used as a houseboat/holiday let. She is not far off 100ft in length so space along the quay is somewhat restricted as can be seen in the photograph below.



Stores: The shop with post office in the village has closed. There is a convenience store at Church Garage on the B1094 Farnham Road, about one and a half miles away. Tel: 01728 688327.

Chapter 5 THE RIVER DEBEN

p. 43, 44, 45, 46: Entrance

April 2019 positions of the Woodbridge Haven and three seasonal buoys (liable to be moved):

Woodbridge Haven
SWM 51° 57'.99N 01° 23'.63E

West Knoll 51° 58'.31N 01° 23'.20E

Knoll Spit 51° 58'.48N 01° 23'.23E

Mid Knoll 51° 58'.60N 01° 23'.29E

Be aware that the tide runs across the buoyed channel in the vicinity of the Knoll buoys on both the flood and the ebb.

John White's website: www.debenestuarypilot.co.uk has a very useful downloadable guidance map showing the above information in more detail. This site should always be consulted for the latest situation as **the position of these buoys is very liable to change at short notice**. You can also contact John White on 07803 476621 or call *Odd Times* on VHF Ch 08.

p. 47: Bawdsey

Bawdsey Manor has recently been purchased by PGL who will be using the 144-acre site for its adventure holidays, starting in the summer of 2017.

p. 50: Waldringfield

Marine illustrator and cartoonist Claudia Myatt has moved her studio from Waldringfield Boatyard to nearby Martlesham.

Chapter 8 THE RIVER STOUR

p. 82: Mistley Quay

The local campaign to remove the construction-type fencing along the quay edge is ongoing. The village green status was upheld by the Court of Appeal who refused permission for Trent Wharfage to appeal to the Supreme Court. However, Trent Wharfage are still attempting to reverse the decision. It is hoped that eventually proceedings will be started to get the fence down.

Chapter 10 THE RIVER COLNE

p. 100: Wivenhoe

In 2016 Wivenhoe Town Council installed a public jetty / pontoon just upstream of the tidal barrier.

Chapter 11 THE RIVER BLACKWATER

p. 103 Waypoints

New position for

Bench Head Buoy: 51° 44.57'N 01° 01.19'E

p. 109: Tollesbury

A new YB S Cardinal buoy 'Tollesbury Pier' has been laid on the north bank of the river in position: 51°44'.45N 00°51'.61E

The buoy marks the remains of Tollesbury Pier, which have become exposed due to erosion. The pier was built in the early 1900s to carry an extension of the now-dismantled branch railway line from Kelvedon to Tollesbury. The hoped-for yachtsmen never materialised to use what became known as the 'Crab & Winkle Line' and so the pier fell into decay.

Chapter 11 THE RIVER BLACKWATER

p. 116 Maldon Port Guide

Fuel: The Promenade Garage has closed down. The nearest fuel would be from Tesco at Fullbridge, a bit more of a walk, beyond the boatyards along Downs Road to the bridge, turn right and cross the river to Tesco.

Sailmaker: Taylors on The Hythe have closed down.

Thanks to Sam Riva of Shipways Yard Maldon for this info.

Chapter 12 THE RIVER CROUCH

p. 118: Crouch Approach Channels

The Crouch Harbour Authority issued a Notice to Mariners in March 2017 advising that an obstruction on the southern edge of the Buxey Sand, north of the Buxey Edge green conical buoy, has moved to a new position of:

51°40.93N 01°03.66E

The obstruction is now thought to be a wreck which could be up to 70ft long; stanchions have been sighted at low water protruding upwards for about 1m. Mariners are advised to remain within or close to the Fairway between Swallowtail No. 4 and Buxey Edge buoys when navigating in the area.

p. 120, 121: Burnham-on-Crouch

Burnham Fairway buoys No. 3, 5 and 7 have been altered from green conicals to green pillar buoys. Their position and lights remain unchanged.

Chapter 14 River Thames

p. 160 St Katharine Docks

The St Katharine Docks Marina is now managed by Camper & Nicholson's Marinas. Refurbishment has taken place. There are 170 berths and the shower/toilet/laundry facilities are no longer exactly where shown on our plan.

Chapter 14 RIVER THAMES

p.155 The Thames Barrier

3rd para London VTS/Thames Barrier Navigation
Control Telephone Number is now: 0203 2607711

p.156, Bugsby's Reach

1st para, line 10

Greenwich Yacht Club Harbourmaster:
Tel: 0208 396 0321

**p.156 Grays to Greenwich Port Guide –
Greenwich Yacht Club**

Tel: 0208 396 0321

harbourmaster@greenwichyachtclub.co.uk

VHF 37 (M or M1)

Visitors welcome on the pontoon. Booking is
advisable.

Thanks to Nick Day, Vice Commodore for this info

Since the publication of ECR 20th edition, the buoyage
in the East Swin has been discontinued making it
advisable to use the re-buoyed Middle Deep when
navigating between the Swin Spitway and the West
Swin.

More detailed Middle Deep buoyage is shown on p. 140
chart Thames Estuary Southern Part.

p. 192 Overland Passage and Copperas Channel

A recent Trinity House survey has shown four reduced
depths in and around the Copperas Channel. Extra care
should be taken when navigating near the Reculver and
Copperas buoys.

Chapter 15 THE MEDWAY

p. 162: The Grain Power Station chimney has now been
demolished.

p. 165 Queenborough Port Guide

ATL Pontoon VHF delete Ch 80, correct to Ch 8

Chapter 16 THE SWALE

p. 176, 180, 181: Faversham Creek

An unmarked obstruction (submerged from mid to high
tide) has been reported in Faversham Creek close to the
shore line between Buoys No. 5 and No. 7 in
approximate position:

51°20'.19N 00°54'.24E

p. 184 Whitstable Harbour

Oyster trestles have been established by the Whitstable
Oyster Fishery on parts of the drying flats opposite
Whitstable YC. These could cause obstruction or danger
to navigation. A good lookout should be kept in the
vicinity when the trestles are covered around HW.

Chapter 17 CROSS ESTUARY ROUTES

p. 189: Thames Estuary Chart

The changes to the suggested routes described above
have been incorporated into a new replacement chart for
p.189 (**overleaf**).

Also on this replacement chart, an alteration has been
made to the Copperas Channel route (via the Copperas
and Reculver buoys), which had been shown incorrectly
on the p.189 chart, although correctly described in the
text on p.192.

**p. 191: Crouch or Essex Rivers, Swin Spitway to
North Foreland**

