



East Coast Rivers Cruising Companion

by Janet Harber

20th Edition

Update No. 1 – April 2017

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

pp. 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

In April 2017 the seasonal red can buoy Oxley was in a position about a quarter of a mile east of the bungalow; the seasonal green conical buoy Weir was a little further north, about halfway between the Bungalow and the beacon.

Positions of the Orford Haven and two seasonal buoys (liable to be moved) in April 2017:

Orford Haven SWM	52°02'.00N 01°28'.20E
Oxley (port-hand)	52°02'.14N 01°27'.72E
Weir (starboard-hand)	52°02'.32N 01°27'.62E

Early reports suggest that the approach is shallow but fairly flat. 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. Breaking water on the North Shoal and strong cross currents have been seen just inside the river. As ever, the best advice is to follow the buoyage as you find it when you approach.

For latest positions of these buoys check with Orford Quaymaster Philip Attwood, who can be contacted on 07528092635 or VHF Ch 08/16; or see www.debenestuarypilot.co.uk.

Chapter 4 RIVER ALDE

pp. 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.

Chapter 5 THE RIVER DEBEN

pp. 43, 44, 45, 46: Entrance

At the time of writing, in April 2017, the Haven buoy and the three seasonal buoys West Knoll, Knoll Spit and Mid Knoll are still in similar positions to those of 2016.

However, the **channel they mark is now very narrow and shallow**. On his survey conducted at LWS on March 30th 2017 Felixstowe Ferry Harbourmaster John White found a **least depth of 0.2m between Knoll Spit red can and Mid Knoll green conical**.

Local fishing boats are using an alternative route that has opened up over last winter opposite Martello Tower 'U' on the Felixstowe shore. The 'Fishing Boat Gap' runs in a NW/SE direction between the shore near Bawdsey Manor and the most northerly of the knolls. On the ebb the current sets strongly across from the Felixstowe shore and out through this gap.

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

In April 2017 positions of the Woodbridge Haven and three seasonal buoys (liable to be moved):

Woodbridge Haven SWM	51°58'.10N 01°23'.70E
West Knoll	51°58'.24N 01°23'.16E
Knoll Spit	51°58'.48N 01°23'.24E
Mid Knoll	51°58'.59N 01°23'.33E

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

Despite a High Court ruling against Trent Wharfage and in favour of 'village green' status for the Quay, it is believed that TW is applying to make yet another appeal. So, in early 2017, the construction site-style fencing is still in place along the edge of the quayside.

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. 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 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.

pp. 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 15 THE MEDWAY

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

Chapter 16 THE SWALE

pp. 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

Chapter 17 CROSS ESTUARY ROUTES

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

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. 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.

