

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

In early April 2021, following a Trinity House survey, the entrance buoys were laid in the following positions (**liable to change**):

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

Oxley (port-hand) 52° 02'.02N 01° 27'.96E

Weir (s'board-hand) 52° 02'.22N 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.

pp. 27 and 33 Orfordness Lighthouse

The decommissioned lighthouse on Orfordness was

finally demolished in 2020, by which time the North Sea was encroaching its foundations.

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

Please note that the Deben entrance in 2021 is considerably changed from previous years. Exiting the river is now potentially more difficult than entering.

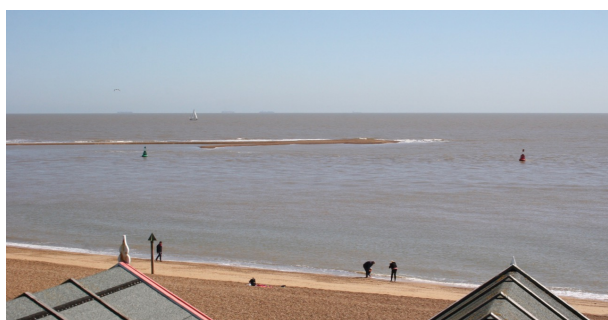
On April 14th, after laying the entrance buoys in their 2021 positions, Harbourmaster John White gave this advice for those leaving the river:

“We moved the buoyage at the Deben entrance yesterday, the bar has moved to the south and to the west. This means that **when leaving the river you have no sight of the buoyage until you are well down past the rocks on the west side.** There is a beacon on the beach about 100yds past the last of the rocks and there is a shallow patch of about 1metre LW springs when you get to be abreast of that. You may then head for the Mid Knoll buoy passing it on its correct side. **The bar is very shallow from the Knoll Spit until West Knoll at the moment, probably only 0.7metres.**”

April 2021 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'.42N 01° 22'.10E
Knoll Spit	51° 58'.51N 01° 23'.14E
Mid Knoll	51° 58'.55N 01° 23'.20E



The three Knoll entrance buoys are very close to the beach this year. The Knoll Spit (port-hand) buoy and the Mid Knoll (starboard-hand buoy) can be seen in the above photo, taken on April 23rd from the Cliff car park at Felixstowe.

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 inhabitants of Mistley have won their 12-year battle to acquire ‘Village Green’ status for part of Mistley Quay. In February 2021 the Supreme Court ruled in their favour. Save The Quay say that ‘the fence on the edge of the Quay will not be removed as a consequence but it is now an unlawful obstruction on the Village Green and steps can, and will, be taken to remove it.’

Chapter 10 THE RIVER COLNE

pp. 94, 95, 96 and 97 Brightlingsea Creek and Port Guide

Showers and laundry facilities are now available at the Waterside Marina in the residential development. Access code provided by the Harbour Office.

The Brightlingsea Harbour Commissioners have produced a Visitor Guide for 2021. It contains advice and a chartlet for the entrance, water taxi details, local tide tables and other useful information.

The guide is downloadable from www.brightlingseaharbour.org/visitors

p. 98 Ballast Quay Fingringhoe

Sadly coasters no longer take sand to London as the Prior fleet has recently ceased trading.

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

pp. 104 and 105 Nass Beacon, Mersea Quarters

As part of a Native Oyster Restoration project six spat collectors, marked by six yellow marker buoys (flashing yellow), have been deployed on the seabed just under a mile ENE of the Nass Beacon. They are on the edge of

the flats, about 500 metres from the Mersea shore. These underwater structures are known as the Blackwater Restoration Box.

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.

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.

pp.120 and 121 Wallasea

The spoil unloading jetty at Ringwood Point on the Wallasea shore has been removed, which presumably means that no more spoil will be shipped in for the RSPB’s Wallasea Island Wild Coast project.

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 13 THE RIVER ROACH AND HAVENGORE

pp. 136, 137 and 138 Potton Creek and The Havengore Route

In the past few years Havengore Bridge, and occasionally Potton Bridge, (managed by the MOD/QinetiQ) have been beset by unscheduled closures for repairs. It may be useful to know that when either of these two bridges is out of action QinetiQ post status alerts on Twitter.

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

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 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

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.

