



East Coast Rivers Cruising Companion

by Janet Harber

20th Edition

ALL UPDATES SINCE PUBLICATION (2016)

Updated May 2022

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.

Bridge to Inner Harbour

Construction of the new Gull Wing Bridge, to replace the existing road bridge, began in summer 2021 with work on the south shore of Lake Lothing. Yachtsmen are requested to pass the works slowly and with great care.

Latest information from Lowestoft Port Control on VHF Ch 14.

Chapter 3 ORFORD RIVER

pp 28, 29, 30 and 34 The Entrance and Port Guide

Based on a survey carried out by Trinity House in March 2022, the seasonal 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'.10E

Weir (stbd-hand) 52° 02'.24N 01° 27'.60E

For the latest position of these buoys check with the new Orford Town Trust Quaymaster Matt Smy, who can be contacted on 07528 092635 or call *Chantry* on VHF Ch 08. (Philip Attwood, quaymaster for over 14 years, has recently retired).

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.

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 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, as in 2021, the entrance is considerably changed from previous years. Exiting the river is now potentially more difficult than entering.

Felixstowe Ferry Harbourmaster John White's website www.debenestuarypilot.co.uk shows a useful aerial video shot at LW in late-April 2022. John White says that he will not be producing a new chart this year as "the entrance is in constant flux".

Based on a survey carried out by Trinity House in March 22, the seasonal entrance buoys were laid in the following positions (**liable to change**):

Woodbridge Haven

SWM 51° 57'.10N 01° 23'.63E

West Knoll (port-hand) 51° 58'.42N 01° 22'.10E

Knoll Spit (port-hand) 51° 58'.50N 01° 23'.05E

Mid Knoll (stbd-hand) 51° 58'.54N 01° 23'.20E

The position of these buoys is very liable to change at short notice.

Contact John White on 07803 476621 or call *Odd Times* on VHF Ch 08 for the latest information.

p. 47: Bawdsey

Bawdsey Manor has been purchased by PGL who use the 144-acre site for its adventure holidays.

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 produce an annual Visitor Guide. 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

pp.117, 118 and 119 Buoyage of River Crouch

In June 2021 some **significant buoyage changes** were made in the **Swallowtail and Whitaker channels**.

Swallowtail Channel

Swallowtail No 1 Fl Y 5s has been moved to a new position of:

51° 41'.40N 01° 07'.50E

Swallowtail No 2 Fl Y 10s has been permanently withdrawn.

Swallowtail No 3 has been renamed **Swallowtail No 2** new light characteristic of **Fl Y 10s**.

Swallowtail No 4 has been renamed **Swallowtail No 3**.

Whitaker Channel

Whitaker No 1 has been moved to a new position of:

51° 40'.53N 01° 05'.40E

Whitaker No 2 has been moved to a new position of:

51° 40'.25N 01° 05'.40E

Whitaker No 3 has been permanently withdrawn.

Whitaker No 4 has been permanently withdrawn.

Whitaker No 5 has been renamed **Whitaker No 3** new light characteristic of **Fl (2) G 5s**

Whitaker No 6 has been renamed **Whitaker No 4** new light characteristic of **Fl (2) R 5s**

Whitaker No 7 has been renamed **Whitaker No 5** new light characteristic of **Fl (3) G 10s**

Whitaker No 8 has been renamed **Whitaker No 6** New light characteristic of **Fl (3) R 10s**

A chart showing all the above buoyage changes can be downloaded from the CHA website

www.crouchharbour.uk

Go to Notices to Mariners for June 2021.

Also on the same website is a downloadable 2022 CHA Guide.

pp.118 and 119 The Raysand Channel

In October 2021, the Crouch Harbour Authority Notice to Mariners No 43 stated that “Mariners are advised there have been reports of less water than charted between the Raysand North and Raysand Middle (Ron Pipe) buoys.”

It is advisable that this route should only be used on a rising tide.

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 No 2 (red) Lt buoy has been permanently withdrawn.

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. 132, 133 and 134 Paglesham

John Langrick, of the Roach Sailing Association, tells me that two ex-gravel barges are at the yard being converted to luxury houseboats, with a further three barges waiting at Burnham.

The pontoon at Paglesham had become unsafe and has been dismantled, hopefully, for renovation by the yard. The slipway can still be used for landing.

The RSA moorings are downstream of the slipway and there are usually one or two available for visiting yachts. Contact John Langrick, details in the Port Guide.

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

pp.147 and 148 Benfleet

Phil Bostock, of Benfleet YC, has updated his charts and sailing directions for Benfleet Creek and the Ray as of January 2022. His hard work, based on his own surveys, has resulted in even more detailed chartlets and informative notes on navigating from Southend Pier to Benfleet YC.

These can be downloaded from

www.benfleetyachtclub.org

p. 154 Gallions Reach

Gallions Point Marina, once a useful stopover on the north bank, has been closed permanently. The site has been sold to developers.

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.

