



East Coast Rivers Cruising Companion

by Janet Harber

20th Edition

ALL UPDATES SINCE PUBLICATION (2016)

Updated May 2024

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 and 34 The Entrance

The seasonal entrance buoys are still to be laid at the time of writing. Based on a survey carried out by Trinity House on April 26th 2024, the positions will be as follows:

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

Oxley (port-hand) 52° 02'.07N 01° 27'.70E

Weir (stbd-hand) 52° 02'.24N 01° 27'.57E

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

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

pp. 43, 44, 45, 46: Entrance

The buoy positions following a survey by Trinity House on 14th April 2024 are as follows:

Woodbridge Haven

SWM 51° 58'.24N 01° 23'.85E

Mid Knoll (stbd-hand) 51° 58'.64N 01° 23'.78E

West Knoll (port-hand) 51° 58'.79N 01° 23'.69E

Knoll Spit (port-hand) 51° 58'.95N 01° 23'.53E

Deben (stbd-hand) 51° 58'.91N 01° 23'.58E

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

For the latest information it is strongly advisable to contact Harbourmaster John White on 07803 476621 (mobile) or 01394 270106, or call Odd Times on VHF Ch 08.

Assistant Harbourmaster John Barber, who runs the ferry and water taxi, may also be able to help on 07709 411511.



Aerial photograph of the River Deben entrance taken at LWS on the morning of May 8th 2024. Reproduced by kind permission of John Ranson.

p. 47: Bawdsey

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

p. 48 Ramsholt

Following 40 years as Harbourmaster at Ramsholt, George Collins retired in 2023 and sadly passed away not long after.

The new harbourmaster is coastguard Ian Moore, who used to work at Felixstowe Ferry Boatyard. His telephone number is 07510 444462.

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 July 2023, following consultation with Trinity House, the Crouch Harbour Authority re-located buoyage in the Raysand Channel as follows:

Raysand 51° 39'.84N 01° 00'.57E

Raysand North 51° 40'.81N 01° 00'.57E

New characteristic: Special Mark, Yellow Unlighted Pillar Buoy

NB: Raysand Middle has been permanently withdrawn.

These 'Special Mark' buoys are not marking a safe-water route but merely the best water available in the location for shallow draft vessels at certain states of the tide.

It is recommended you view the Chartlet of the Raysand Channel (issued with the Crouch Harbour Authority Notice to Mariners No 38 of 2023) **using the URL below:**

<https://crouchharbour.uk/wp-content/uploads/Chartlet-2-NOT-TO-BE-USED-FOR-NAVIGATION.pdf>

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.

