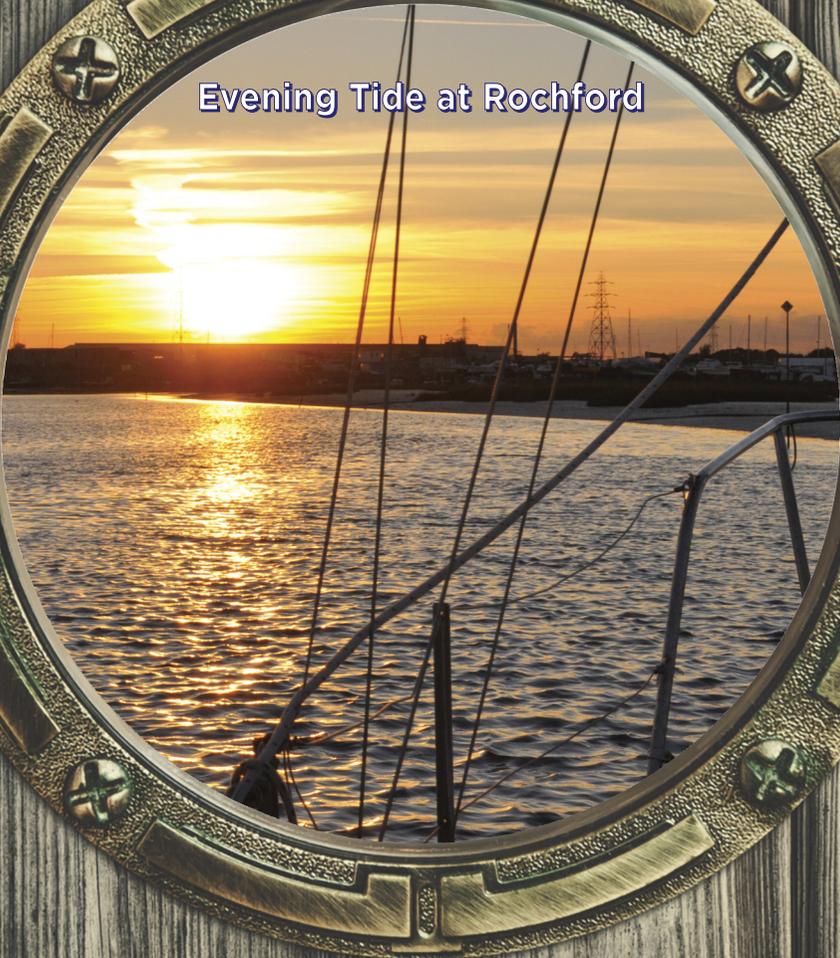




Crouch & Roach Harbour Guide 2022

Evening Tide at Rochford



Includes information on Local Businesses, Yacht Clubs,
Marinas, Boatyards and The Crouch Harbour Authority.
Contains Burnham on Crouch Tide Tables - 2022



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Photograph courtesy of Ermal Krutani "Still afternoon looking upriver from Paglesham to Barling Point.

Front Cover: Photograph courtesy of Shaun Hetherington "Sunset over Sutton Wharf, River Roach".

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Welcome to the Crouch Harbour Authority



This Port Guide has been developed with the approval of the Crouch Harbour Authority (CHA) Members who are the duty holders of the governance of the harbour and its aim is to provide information on the Authority, local facilities and to offer some basic guidance for recreational and leisure sailors during their stay.

The CHA is an independent statutory Authority; it has all the traditional powers of a harbour and navigational authority including the right to make byelaws (Crouch Harbour Byelaws 1978 as amended) to mark and buoy channels, to organise pilotage and to manage navigational activities within its district.

Significant parts of the riverbed of the River Crouch and some smaller parts of the River Roach are under CHA ownership, the remainder largely belongs to The Crown Estate with smaller sections owned under freehold tenure.

Being a Trust Port, all administration and management of resources has to be funded by revenue received from Harbour Dues and commercial vessel's disbursements etc.

The primary objective of the Authority, which is always realised more effectively by working together with all our river users is to make its waters a safe and enjoyable place for all groups of marine operators. In trying to achieve this the CHA follows the principles of safety as laid out in the MCA Port Marine Safety Code, the foremost aim being to minimise incidents and accidents whilst balancing the needs of commercial and recreational users of the harbour.

CHA waters entertain a wide and extensive number of marine pursuits and activities. The Commercial Wharf (Baltic Wharf) continues to be

busy importing steel and timber cargos including two vessels that run regularly to the port from Riga in Latvia and our extensive number of Yacht Clubs and Boatyards are once again full and busy following the uncertainties of the past 18 months. The welcome return of the weekly (Wednesday evening) yacht and dinghy racing event always provides an attractive spectacle in and around the Burnham area.

The seawalls offer attractive and picturesque walks for both the serious hikers and those just out for a gentle stroll.

More individual and diverse pursuits such as kayaking, canoeing, sail/paddle boarding and a huge uptake in those participating in wild swimming are all rapidly growing in popularity.

Burnham-on-Crouch facilities include numerous Bars, Restaurants, Supermarkets, Post Office and a Railway Station with easy connection to the main-line to London.

A seasonal foot ferry (bicycles also welcome) operates from Town Pier and proved a useful link to both the RSPB Bird Sanctuary at Wallasea Island and Essex Marina where boat trips can be taken to view the seals.

The Harbour Office which is staffed by a small dedicated and friendly team is based at:
The Quay, Burnham on Crouch, Essex, CM0 8AS.
Telephone No 01621 783602
Email: info@crouchharbour.org.uk
Further information can be obtained by visiting the CHA Website www.crouchharbour.uk

Disclaimer: Information found within this Guide has been put together for guidance only. All charts printed within this Guide are for reference purposes only and NOT to be used for navigation. Whilst every effort has been made to ensure accuracy of information, the Crouch Harbour Authority accepts no responsibility for printing errors.

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The Rivers Crouch and Roach are rich with history of leisure sailing and are well known for the conservation and wildlife that thrives within them. The Crouch Harbour Authority's overall objective is to encourage the safe and supportable use of the Rivers maintaining safety of navigation for both commercial and recreational craft.

CHANNEL MARKS

All navigational marks within the Crouch Harbour Authority (CHA) district conform to IALA Region 'A' System of Buoyage and are positioned as shown in the latest editions of Admiralty Chart 3675 and Imray Laurie Y17, The Rivers Colne, Blackwater, Crouch and Roach.



LOCAL NOTICES TO MARINERS

Local Notices to Mariners are issued by the Harbour Master on a regular basis to inform mariners of any changes to charted information and of any works or operations taking place. NTM are distributed to marine operators and leisure users by email. They can also be obtained via the CHA website or by contacting the Harbour Office.

FOULNESS ISLAND



Foulness Island

Potton Island

Rushley Island



Annual Buoy Maintenance

All of Foulness Island and also the smaller adjacent Potton Island and Rushley Island are owned by the Ministry of Defence and managed by their contractors QinetiQ.

The area is used for defence research and testing munitions. Access to this area is restricted and yachtsmen should not land on the island.

FOULNESS AND MAPLIN SANDS FIRING RANGES

All of the Maplin and Foulness Sands area is designated as a Ministry of Defence Firing Range. Firing batteries are situated along the eastern shore of Foulness Island. The range also extends into the southern edge of the Whitaker Channel. When **RED FLAGS** are flying entry into the area is prohibited.

A range safety vessel may be operating in the approaches to the R Crouch and vessels should obey its directions, the vessel can be contacted on VHF channel 16 and 72.

For further information contact Range Control 01702 383211 – www.shoeburyness.qinetiq.com

HAVENGORE PASSAGE

Passage inside Foulness Island and via the Havengore Lifting Bridge saves 14.0 nm in distance between Burnham, Thames and Medway as compared with passage via Whitaker Channel. It should only be attempted in settled and clear conditions by vessels of light draught and with a reliable echo-sounder. Havengore Creek dries at low water, therefore only shallow boats should attempt this passage, aiming to cross the Maplin Sands at or close to HW.

RAYсанд CHANNEL

The Raysand Channel reduces distance to destinations in the R. Blackwater and R. Colne by approximately 5.6nm.

It is an important short cut for small craft across the neck of the Buxey Sand and avoids the additional miles to the Spitway Channel. However the Raysand swatch itself dries out to about 1.5m height at LAT.

Vessels should **exercise extreme caution** especially on a falling tide and ensure they have undertaken a robust passage plan if expecting to use this route.

Essex marina



Essex Marina is located N 51° 37.34' E 0° 47.85' on the River Crouch, an area of outstanding natural beauty. Essex Marina boasts 500 deep water moorings, including swinging moorings all with access to the sea at all states of the tide. Located just 7 miles from Southend and less than an hours drive from London, Essex Marina attracts customers from all over the South East and is home to Boats.co.uk.

The Wardroom River Café and Bar opened in April 2021 serving delicious home cooked food and local seafood for breakfast, lunch or afternoon tea.

Other facilities onsite include our travel hoist with the ability to lift 70 ton, fuel station serving petrol and diesel, shower block, laundry facilities as well as 12 acres of secure hard standing. We can also offer undercover storage, contact us today for a quote.

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Photograph courtesy of Jason Neilus

MARINA BERTHS

Fambridge Yacht Haven Limited	01621 740370
Bridgemarsh Marine	01621 740414
Burnham Yacht Harbour	01621 782150
Essex Marina, Wallasea	01702 258531

BOATYARD MOORINGS

Sutton Wharf, Rochford	01702 546147/07765 398126
Wakering Boatyard	01702 219422

CLUB MOORINGS (MEMBERS)

Hullbridge Mooring Holders Association	07938 930396
Royal Burnham Yacht Club	01621 782044
Royal Corinthian Yacht Club	01621 782105
South Woodham Ferrers Yacht Club	01245 123456
Up River Yacht Club	01702 204578
Wakering Yacht Club	01702 542545

SWINGING MOORINGS

Fambridge Yacht Haven Limited	01621 740370
Brandy Hole Moorings Limited	01702 231496/07788 470718
Roach Mooring Holders Association	01702 207677
Email k.wickham.1@btinternet.com	
Burnham Yacht Harbour	01621 782150
Essex Marina, Wallasea	01702 258531
Priors Boatyard, Burnham	01621 782160
Rice & Cole Limited	01621 782063

DRY SAILING/PARK AND LAUNCH

Fambridge Yacht Haven Limited	01621 740370
E C Leisurecraft at Essex Marina, Wallasea	01702 257090

VISITOR'S MOORINGS

There are no dedicated 'visitors' river moorings; however the main marinas welcome visitors.

CROUCH HARBOUR AUTHORITY

AVAILABILITY OF MOORINGS

Moorings are available opposite Creeksea on the South Shore.

Please see below synopsis of conditions of allocation:

- Moored Vessel not to exceed 8m (26ft) in length
- The Mooring Tackle must be checked as fit for purpose at the start of each season
- Sinkers, Chains and Buoys shall be of an approved standard and be installed in accordance and to the satisfaction of the CHA.
- The CHA takes no responsibility whatsoever for the mooring, which is the responsibility of the Licence Holder.
- Mooring not to be operated for commercial/trade purposes.

For further information please refer to the CHA Website:

<https://crouchharbour.uk/authority/moorings/>

Services

FUEL

Fuel is available at various marinas including Burnham Yacht Harbour, Essex and Farnbridge Yacht Haven marina.

Please note fuelling times vary depending upon the time of year, contact providers directly for further information.

WASTE DISPOSAL

Government legislation requires ports to have a Waste Management Plan. A copy of the CHA Plan is available on request from the Harbour Office.

All boatyards, marinas, clubs, commercial jetties and yacht havens are obliged to submit a Waste Plan to the CHA for approval. Further they are required to record and disclose amounts, types of waste and method of disposal annually to the Authority who then report back to the MCA.

All waste from visiting vessels must be disposed of ashore in the facilities provided at marina, club or yacht haven where they are berthed.

***Note – All vessels over 12m are required to display Waste Disposal cards onboard.**

REVISED ANNEX V to MARPOL 73/78
Main Discharge Requirements
In force as of 1st January 2013
Crouch Harbour Authority Waste Management

Type of Garbage	Ships outside special areas	Ships within special areas	Offshore platforms and all ships within 500nm of such platforms
Food waste comminuted or ground	Discharge permitted 3nm from the nearest land and en route	Discharge permitted 12nm from the nearest land and en route	Discharge permitted 12nm from the nearest land
Food waste not comminuted or ground	Discharge permitted 12nm from the nearest land and en route	DISCHARGE PROHIBITED	DISCHARGE PROHIBITED
Cargo residues ¹ not contained in wash water	Discharge permitted 12nm from the nearest land and en route	DISCHARGE PROHIBITED	DISCHARGE PROHIBITED
Cargo residues ¹ contained in wash water		Discharge only permitted in specific circumstances and 12nm from the nearest land en route	DISCHARGE PROHIBITED
Cleaning agents and additives ¹ contained in cargo hold wash water	Discharge permitted	Discharge only permitted in specific circumstances and 12nm from the nearest land en route	DISCHARGE PROHIBITED
Cleaning agents and additives ¹ contained in deck and external surfaces wash water		Discharge permitted	DISCHARGE PROHIBITED
Carcasses of animals carried on board as cargo and which died during the voyage	Discharge permitted As far from the nearest land as possible and en route	DISCHARGE PROHIBITED	DISCHARGE PROHIBITED
All other garbage including plastics, domestic waste, cooking oil, incinerator ashes, operational wastes and fishing gear	DISCHARGE PROHIBITED	DISCHARGE PROHIBITED	DISCHARGE PROHIBITED
Mixed garbage	When garbage is mixed with or contaminated by other substances prohibited from discharge or having different discharge requirements, the more stringent requirement shall apply		

8 ¹ These substances must not be harmful to the marine environment

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Rochford, Essex SS4 1JU

Harbour Dues & Charges

HARBOUR DUES

Harbour Dues are payable by all vessels based on the R Crouch and R Roach including vessels kept off-river in marinas and boatyards etc. Dues are payable annually and divided into eleven bands depending on length of vessel.

Harbour Dues are charged pursuant to s26 of the Harbour Act 1964 and s54 of the Crouch Harbour Act 1974.

This charge is **SEPARATE** and **UNRELATED** to charges made by the Marina, Mooring and Boatyard Operators for berth hire (long or short term).

All visiting leisure vessels are entitled to one visit in any Dues year of up to 14 consecutive days free of charge before being charged for Harbour Dues. If you are remaining in the river for longer than 14 consecutive days and do not intend to remain permanently, Short Visit Dues will apply.

Short Visit Due Charges applies only to **BONEFIDE VISITORS** and **does not** apply to anyone wishing to launch on multiple occasions during the year.

Maximum visit of up to 3 consecutive weeks (21 days) in any Dues year, after that period full annual Harbour Dues will apply.

Short Visit Dues are not available to: Waterski Boats, Personal Watercraft, Atlantic Rowing Boats, Gigs over 16ft.

Registration and payment is only available on the CHA Website for the following vessels irrespective of size:

WATER SKIING

Water Skiing (including wake boarding and towed water toys) is permitted only by boats registered with the Crouch Harbour Authority. There is an annual registration fee, cost of which is dependent on whether applicants are members of the WFWSC.

All Water Ski Licences are issued direct through the CHA and anyone wishing to apply for a Ski Licence should visit the CHA Website: <https://crouchharbour.uk/byelaws/water-skiing/>

Registration is allowed only for drivers holding the British Water Ski Federation Ski Boat Drivers Award Level 2 and boats having £2,000,000 liability insurance. A Ski Licence if granted by the Authority will be valid for a period of 12 months commencing 1st January and expiring on 31st December. Licences issued after 1st January are not subject to a reduction of fee for the shorter period. Ski boats must display Water Ski

Canoes; Kayaks; Stand-Up Paddle Boards/Paddle Boards; Sailboards

For further information on CHA Harbour Charges please refer to the CHA Website <https://crouchharbour.uk>

On receipt of payment of the Harbour Dues you will be given a coloured plaque, this must be displayed (where discernible at all times and not obscured by sails/covers etc.) either on the mast or in a window or windscreen visible from the port side or where it can easily be seen at all times.

It is a condition of issue of the Harbour Dues Plaque that it is displayed. CHA is entitled to assume, if not displayed, that no Dues have been paid. Harbour Dues are not transferrable from one vessel to another.

CHA is entitled to recover unpaid Dues as a civil debt and may claim three times the Dues payable in addition to costs (Crouch Harbour Act 1974).

CHA would further like to encourage owners to display the name of their vessel on either the hull or superstructure.

The CHA recommend that vessels exempt from Harbour Dues are insured covering public liability of at least £3,000,000.



Registration numbers as issued. These do not alter annually and should remain on the boat until it permanently leaves the area.

Ski Licences will only be granted to vessels with an overall length, not greater than 7 metres. This measurement is to be taken from the stem to stern and **does not** include any bathing platform fittings.

Water skiing is permitted for registered boats in the East Farnbridge Water Ski Area (down river of North Farnbridge). No skiing or other boating activity is permitted within Bridgemarsh Island.

Members of the WFWSC (**only**) may ski in the Club's water ski area between Brandy Hole to the west and the 8k buoy at North Farnbridge.

Water ski vessels must not be driven by persons under 18 years of age unless under the direct supervision of an adult, present in the vessel.

The Harbour Byelaws also impose other safety requirements (keeping a lookout, equipment to be carried etc.) There is also a substantial fine for skiing using an unregistered vessel Byelaw 9 fine from £2,500

There are only two public launching places: Hullbridge Slipway on the South bank of the River Crouch and the Public Slipway at South Woodham Ferrers on the North bank (this slipway is very rough/uneven and vehicles may be damaged). Members of Woodham Ferrers Water Ski Club have use of the Club's slipway.

Water skiing is not permitted in the River Roach or any of its Creeks at any time.

PERSONAL WATER CRAFT (PWC) JET SKIS

USE OF PERSONAL WATER CRAFT (PWC) JET SKIS ETC.

The use of personal watercraft is becoming ever more popular and the craft themselves increasingly powerful.

PWC include jet skis, wet bikes, power boards and all similar recreational water craft. PWC's are not permitted to tow inflatable toys (donuts, bananas or similar). If you wish to tow inflatable toys (or similar) behind a ski boat you will need to apply for a Ski Licence.

All PWC must be registered with the Harbour Authority before they are launched/used. To apply for a Licence, please visit the CHA Website: <https://crouchharbour.uk/byelaws/personal-watercraft/>

New applicants applying for a PWC/Jet Ski Licence are required to provide proof that they have attended an RYA PWC/Jet Ski Training Course. For further details please contact the Harbour Office.

PWC are required to carry insurance covering liabilities to £2,000,000.

The Licence to operate a PWC may be withdrawn by the Authority at any time. The penalty for breaking the rules may result in a fine of up to £2,500 on conviction.

The East Fambridge ski area may be used by all registered PWC (you do not need to be a member of one of the clubs).

PWC may not be used for recreation in any other parts of the river, but PWC may navigate directly from launching site (or may enter from seaward) to a lawful area and return provided.

1. The 8 knot speed limit zones are strictly observed.
2. The PWC is navigated with proper care and attention towards other river users and is in compliance with CHA Byelaws and International Collision Rules.

Use of PWC by persons under 18 years of age is not permitted.

PWC is not permitted in the River Roach or any of its Creeks at any time.

N.B. Hovercraft are not permitted on the River Crouch & River Roach

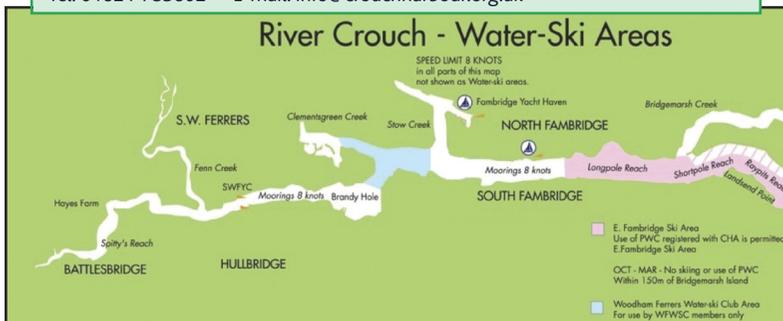


WATER SKIING AND USE OF PWC/JET SKIS ON THE RIVER CROUCH



How to Register

To apply for a Water Ski Licence or a PWC / Jet Ski Licence please contact:
Crouch Harbour Authority
Harbour Office
The Quay
Burnham on Crouch
Essex CM0 8AS
Tel: 01621 783602 E-mail: info@crouchharbour.org.uk



General

HOUSEBOATS AND RESIDENTIAL VESSELS

The mooring or use of a vessel of any kind for residential purposes within the R Crouch and R Roach requires: Permission of the Crouch Harbour Authority (Crouch Harbour Act 1974) and planning consent (unless there exists an established lawful use for the purpose in the particular location) also permission of the owner of the river bed on or over which the vessel floats or rests and permission of the owner of the land to which the vessel is secured or over which access is required.

Important Byelaw Offence (Selected Summary Only)

CAREFUL NAVIGATION

To navigate in a manner dangerous to other vessels or persons or without due care and attention, or without reasonable consideration for other persons.

Byelaw 5 Fine from £2,500

FISHING

To fish with nets through Burnham Fairway.

Byelaw 7 Fine from £1,000

FAIRWAYS

To anchor so as to obstruct any Fairway.

Byelaw 11 Fine from £1,000

DRINK AND/OR DRUGS

To navigate under the influence of drink and/or drugs so as to be incapable of taking proper control of the vessel.

Byelaw 19 Fine from £2,500

BUOYS, NAVIGATION MARKS, RACE MARKS

To secure to, trespass on or interfere with any navigation buoy, speed limit buoy, race mark or other beacon etc.

Byelaw 21 Fine from £1,000

COLLISION/DAMAGE

Not to notify the Harbour Master of relevant particulars of any accident or incident which results in damage to any other vessel or injury to any person.

Byelaw 24 Fine from £1,000

A full copy of the Crouch Harbour Authority Byelaws 1978 can be downloaded via the CHA Website or alternatively please contact the Harbour Office.

INSURANCE

The Crouch Harbour Authority in concurrence with the RYA consider it best practice and recommend that all recreational boaters including but not limited to the following types of vessels carry as a minimum third party insurance.

- Canoes
- Sail Boards
- Paddle Boards
- Dinghies
- Rafts
- Gigs

It is however essential that boat owners are aware and comply with any terms and conditions imposed in regard to insurance by their berth/mooring provider.

***Please note** that the following rules apply to Ski Boats and PWC's:

Third Party Insurance Cover (Minimum £2,000,000) must be in force at the date a Licence is issued and continued for the period of the Licence.



A FEW HANDY TIPS

Take time before you go out on the water to make sure you are as safe as possible.

The RNLI recommend as a bare minimum.

Inform – Tell others where you are going and when you intend to return

Training – Knowledge of activity is essential

Sos Device – Carry means of calling for help

Wear a lifejacket – A life statement – ‘Useless unless worn’

Engine, fuel & checks – Have sufficient fuel and spares and check the condition of the craft and equipment

Tides and weather – Check conditions before heading out

It is also recommended that you register your vessel with the Coastguards Voluntary Safety Identification Scheme CG66.

All craft from a canoe upward can be registered with this scheme.

It is further suggested that sailors regularly review guidance from incidents, including those from outside sources such as safety digests from the Marine Accident Investigation Branch (MAIB).

Maritime Coastguard Marine Guidance Note MGN 489 (M) provides an overview of the Merchant Shipping Legislation that applies to pleasure vessels.

EXPERIENCE AND TRAINING

There are a number of RYA approved courses available at many of the local marinas, those who are new to sailing should consider enrolling and completing basic training before putting onto the water. There are also numerous sailing clubs where novice sailors and those wishing to pursue leisure activities afloat can join and learn from the experience of others. The Crouch Area Yachting Federation (CAYF) has a number of member clubs and their website can be consulted.

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info@essexparkandlaunch.co.uk

EQUIPMENT AND SAFETY

All equipment including hulls and machinery should be fit for purpose and regularly inspected.

All leisure sailors regardless whether they are able to swim or not should ensure that they have a Buoyancy Aid (Life Jacket) available, warm clothing, means of communication such as a VHF radio and a fully charged mobile telephone and be able to report their position.

It is good policy to ensure that someone shore side is aware of your intention to go afloat and for what duration especially if you intend to sail solo.

Those in charge of boats should ensure that everyone onboard has their own Buoyancy Aid and is instructed in what to do in an emergency.

Ensure you have sensible reserves of fuel (if applicable) water, food and first aid kit.

PASSAGE PLANNING

Passage planning is not just for larger vessels but for all vessels. This includes having the correct charts which are up to date, knowledge of tides, knowledge of buoys and rule of the road and any local hazards.

Before you put onto the water ensure you have obtained an accurate weather forecast for the relevant area. www.metoffice.gov.uk



LOOK OUT

Ensure at all times you keep a good lookout by all available means. If you are distracted or have to carry out other duties onboard, ensure someone is appointed to do so.

The R Crouch has one commercial jetty which is served by cargo vessels which are restricted in their ability to manoeuvre in narrow channels.

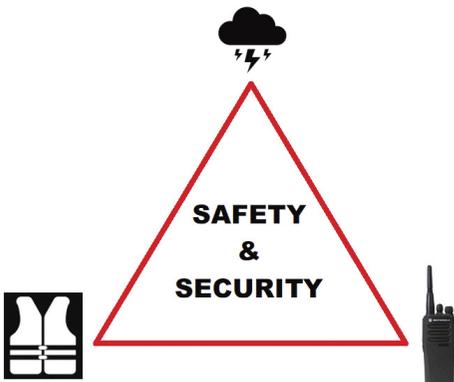
FATIGUE AND COMPLACENCY

After lengthy periods on the water, particularly in poor weather conditions, the body may be losing heat quicker than you realise and fatigue/complacency may set in. Tasks become harder as does the ability to make decisions. Ensure you are properly equipped and plan for activities to take longer than expected.

WATER IS THE SOURCE OF MANY ENGINE PROBLEMS

Fuel tanks should be kept as full as possible, especially if the vessel is not being used for long periods and over the winter months to minimize the condensation of moisture which accumulates as 'free water' at the bottom of the tank providing a perfect environment for the Diesel Bug to thrive.

The harmful bug can amongst other things block fuel filters and fuel lines, damage injectors and reduce fuel economy and if left potentially be the cause of engine failure.



Leigh Marina



Leigh Marina is located (51° 32' 26.82" N 0° 36' 30.10" E) on the Thames Estuary.

- Marina Moorings • Boat Sales • Boat Transport
- Boat Cranage & Travel Hoist
- Boat and Engine Maintenance • Boat Chandlery

Leigh Marina offers moorings for over 100 boats suitable for most craft including sea-going vessels. Most of our berths have mains power and water with plans to extend this service. We also have facilities for hard-standing space for 60 marine craft and our water pontoons are currently in re-development with an expected capacity reaching 150 berths.

Information regarding mooring fees, and the other services we offer can be found on our website, as well as our terms & conditions.

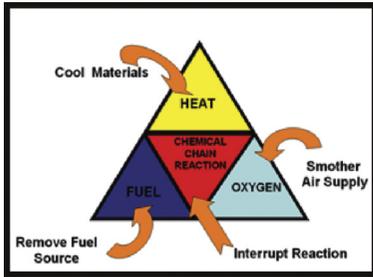
In addition, if you're looking to buy a boat, our Brokerage page on our website is well worth a visit.



Leigh Marina • High Street • Leigh On Sea • SS9 2ES
Tel : 01702 479 009 • contact@leighmarina.co.uk
www.leighmarina.co.uk

Visitors Safety: As we are a fully working Boatyard & Marina, for safety reasons can all visitors please report to Reception upon arrival.

Basic Fire Safety Information



Fit Alarms in places you will hear them go off.
Test your Alarm frequently.

When fuel or flammable materials are heated, the energy stored inside starts to react with oxygen in the air, giving off heat. This creates a vicious cycle, which causes the fire to spread. To stop the spread of a fire you have to remove one of these elements to break the TRIANGLE

A FEW BASIC TIPS TO HELP YOU STAY SAFE:

Make sure you know your boat and make a Fire-Action Plan, familiarise yourself with how to operate fire extinguishers, and keep them serviced. Only tackle a fire with fire extinguishers if you are confident on how to use them. Keep fire blankets and extinguishers within easy reach, close to exits and high risk areas such as the galley.

- Don't go to sea without a working VHF, do not rely on mobile phones! Know your position.
- Keep a working torch readily available.
- Have enough Life Jackets for everyone onboard and keep them in good condition.
- Keep exits clear.
- Turn cooking appliances off properly after use, keep curtain and fabrics away from cooking hobs, be extra careful when cooking with oil/fats, ensure all hobs have shut-off valves.
- Take extra care with lit candles, do not leave them unattended.
- Dispose of cigarettes carefully, do not smoke when refuelling.
- Know how to close emergency fuel and gas valves, ensure gas appliances and hoses are properly installed and inspect them regularly.
- Do not overload electrical adapters, use the correct fuse or circuit breaker.
- Know how to close Air-Vents particularly to engine spaces.

- Ensure you or someone qualified inspects and maintains your boat's fuel, gas and electrical systems on a regular basis.

ENGINE SPACES

- Do not let oil or debris build-up in the bilges.
- Clean up all oil and fuel spillages immediately.
- Inspect exhaust lagging on engines/generators/heaters.
- Pay particular attention to heat damage and charring. Damaged wires can overheat rapidly.
- Inspect engines for loose joints, damaged fuel tanks or deteriorating hoses.
- Take care when refuelling.
- Only carry spare petrol for outboards if necessary and store in a self-draining locker on deck.

IN THE EVENT OF A FIRE:

IF IN DOUBT, DO NOT FIGHT A FIRE YOURSELF.

- If you are moored alongside, move everyone off the vessel immediately and warn persons on any other craft in the vicinity and call the emergency services on 999.
- If you are off-shore move as far away from the fire as you can on deck.
- Get everyone into Life Jackets and put out a distress call to the Coastguard.
- **Do not** enter a smoke filled space.
- If you are already in a smoke filled space, keep down as low as possible.
- **DO NOT** open engine hatches or doors unless you have to, starve the fire of air.
- Turn off remote fuel valves and close any air vents.

For additional safety information visit www.boatsafetyscheme.com

Safety and Security

International Regulations for Preventing of Collisions at Sea

Mariners are reminded of their obligation under the International Regulations for Preventing of Collisions at Sea:

Part C – Lights & Shapes
Rule 30 – Anchored Vessels & Vessel Aground

(a) A vessel at anchor shall exhibit where it can best be seen:

- (i) in the fore part, an all-round white light or one ball;
- (ii) at or near the stern and at a lower level than the light prescribed in subparagraph (i), an all-round white light.

(b) A vessel of less than 50 meters in length may exhibit an all-round white light where it can best be seen instead of the lights prescribed in paragraph (a) of this Rule.

(c) A vessel at anchor may, and a vessel of 100 meters and more in length shall, also use the

available working or equivalent lights to illuminate her decks.

(d) A vessel aground shall exhibit the lights prescribed in paragraph (a) or (b) of the Rule and in addition, where they can best be seen;

- (i) two all-round red lights in a vertical line;
- (ii) three balls in a vertical line.

(e) A vessel of less than 7 meters in length, when at anchor not in or near a narrow channel, fairway or where other vessels normally navigate, shall not be required to exhibit the shape prescribed in paragraphs (a) and (b) of this Rule.

(f) A vessel of less than 12 meters in length, when aground, shall not be required to exhibit the lights or shapes prescribed in subparagraphs (d)(i) and (ii) of this Rule.

'Ship' – Includes every description of vessel used in navigation, seaplanes on the surface of the water and hovercraft within the meaning of the Hovercraft Act 1968.

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SOME BASIC SAFETY PRINCIPALS AND PRECAUTIONS

BEWARE OF THE COLD BUOYANCY AIDS

Wear suitable clothing, high visibility if possible. It is recommended that a Life Jacket or Buoyancy Aid be worn at all times. Wearing a harness is recommended whilst sail boarding. If you wear a leg rope for paddle boarding, ensure it is the correct type (The correct type will save your life the wrong sort could be deadly)

SEEK ADVICE

Do not leave your board, it is an excellent source of buoyancy and offers better visual opportunity for rescuers.

BOARD AND RIG

Ensure all elements of your board/rig are in good condition. Look after your equipment. It is strongly advised that you wash all items with fresh water at the end of every session afloat.

WEATHER & TIDES

Be aware of weather conditions before setting out. Check the local forecast.

Pay particular attention to:

- Wind direction; is it on or off shore?
- Is the tide ebbing or flowing and is that likely to change whilst you are out. ALWAYS remember that wind and tide from opposite directions causes 'choppy' conditions.
- The tide flows at a different rate between high and low water.
- Beginners should always stay close to the shore.
- Do not take part in paddle boarding or sail boarding activities after dark.

COMMUNICATION

Ideally, do not go out alone.

However, ALWAYS tell someone ashore where you are going, what your intentions are and what time you expect to return.

There are many water proof mobile phones available; it is strongly recommended that you consider carrying one.

NAVIGATION

Be considerate to other river users.

It is recommended that you stay clear of the main fairway at all time but it is **ESSENTIAL** that you do so when there is commercial traffic underway.

INSURANCE

All craft using the Rivers Crouch and Roach SHOULD have as a minimum third party insurance cover.

www.britishcanoeing.org.uk

<https://mk0gopaddling3yfdq2e.kinstacdn.com/wp-content/uploads/2021/05/2.-Stand-Up-Paddleboard-Safety-Quickguide.pdf>

-Stand-Up-Paddleboard-Safety-Quickguide.pdf

SUP LEASHES

QUICK RELEASE BELT SYSTEM
For use on any moving/floating water when there is risk of a snag/entanglement.
COILED - Surf

CALF LEASH
For use on lakes, canals, sea / coastal bays, surf when there is risk of a snag/entanglement.
COILED - General SUP
STRAIGHT - Surf

ANKLE LEASH
For use on lakes, canals, sea / coastal bays, surf when there is risk of a snag/entanglement.
COILED - General SUP
STRAIGHT - Surf

coiled or straight?
Leashes can be coiled/coily or straight. The type of leash is important depending on the environment you paddle. Talking about the environment...
your environment...

Where are you paddling? What are the conditions? Depending on where you're paddling and the conditions you face you might need to wear your leash in a different place for safety and security. Take a look at the diagram to see which leash system suits the environment you paddle.

BRITISH CANOEING

Use of Inflatable Canoes – Kayaks – Paddle Boards



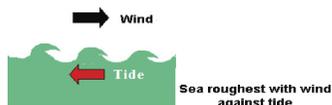
The use of inflatable **Canoes, Kayaks** and **Stand Up Paddle-Boards** is becoming increasingly more popular country wide and the rivers Crouch and Roach are amongst the many interesting and scenic waters to be explored and enjoyed using these type of craft.

As with all types of waterborne activity always consider safety first, take all steps to ensure that you and those accompanying you remember your day out for the right reasons and you remain safe and unharmed.

Below is listed some general information and some more specific data pertinent to the rivers Crouch and Roach which fall under the jurisdiction of the Crouch Harbour Authority.

GENERAL INFORMATION

- Maintain and inspect your craft on every occasion before setting out, inflate it correctly and pack a manual pump.
- Wear suitable clothing for all seasons, including sun protection. Also remember that it is always colder on the water than on land.
- Always get a Weather Forecast and check wind speed before going out onto the water. When the wind is from the North remember that it is usually stronger and colder than from the West. On the River Crouch Easterlies and Westerlies are also strong because there are no obstacles to weaken them. Wind against tide will produce waves and choppy conditions. Conditions can and often change rapidly. If in doubt do not venture afloat.



- Tell someone ashore where you are going and what time you expect to return. If possible, take a means of communication with you [mobile phone or VHF radio]

Wear a personal floatation device or Life Jacket with a whistle, a useful means of calling for help. Wear a SUP Leash. Even if you are a good swimmer, the river can be very fast moving and there can be undercurrents.

If you fall in the water you may be injured or rendered unconscious. The leash will ensure that you are never far from your SUP Board. This will enable you to pull the board towards yourself and also make you more visible in the water. Make sure that your Buoyancy Aid fits you well and that zips and straps are done up

SUP's RULES OF THE ROAD/HAZARDS

SUPs and Kayaks are classed as powered vessels and should give way to sail and not impede their progress. Keep near to the bank when paddling, the main centre



channel is used by larger powered vessels. If you are on a collision course with another boat and it is safe to do so, it is usual to pass so the other boat is on your left as you pass.

Be aware at all times when you are on the water and keep looking around you.

- Never go out wearing headphones.
- Give mooring buoys a wide berth.
- Cruisers on moorings can swing round, especially in strong winds or tides.
- Keep looking out for powerboats, so that you can anticipate their wake. They are meant to slow down, but it doesn't mean that they always do!
- Always steer into their wake, don't let it hit you side on.
- Give a wide berth to people fishing on boats or river banks.
- If you are paddling in narrow, shallower waters, such as the other side of the weir in Battlesbridge, look out for overhanging branches and tree roots in the water.

Remember that when the water rises or goes down you may not be able to get over or under these.

COLD WATER SHOCK

If you do fall into the water, the cold water will be a shock to your body initially:

- You will gasp for air, then breathe rapidly.
- It will reduce your ability to hold your breath to a few seconds, so protect your mouth and airways.
- Your heart will be working harder, so don't try and swim, just relax.
- These effects will be at their worst in the first 30 seconds but will have gone within 3 minutes.

LOCAL INFORMATION

- Know where you are going, have a map or chart.
- Pay particular attention to the direction of the tide not just when you set off but decide if it is likely to change whilst you are out. Remember the current and velocity is not only different by location but varies considerably during the period between high water and low water.
- **KEEP A GOOD LOOKOUT AT ALL TIMES – NEVER ASSUME THAT PERSONS ON ANOTHER VESSEL HAVE SEEN YOU AND WILL STAY CLEAR.**
- Be aware of the wash created by other vessels underway in your vicinity.
- It is strongly recommended that you stay close to the shore-line and do not encroach into the shipping fairway and main navigation channel.
- Enjoy the wonderful wildlife our rivers have to offer but do not disturb or intrude unnecessarily into their habitat.

2. Stand Up Paddleboard Safety Quickguide (gopaddling.info)

1. Canoe and Kayak Safety Quickguide (gopaddling.info)

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Life Jackets – *Check it and wear correctly. It will save your life.*

LIFE JACKET OR BUOYANCY AID?

- A Life Jacket is designed to enable you to float above and with the direction of the waves while keeping you buoyant.
- A Buoyancy Aid contains buoyant padding which helps keep you above water in inshore situations or when water skiing or participating in similar activities. They are often bulky and cannot be relied upon in an emergency as they only aid floatation. If you are unconscious or injured they do not keep your face out of the water and you do need a certain amount of ability to tread water and keep yourself safe.
- **A Buoyancy Aid is no replacement for a self inflating Life Jacket – A Buoyancy Aid does not keep your face above water if you are unconscious.**

LIFE JACKETS

- A good quality, well chosen Life Jacket should be comfortable and you should hardly notice you are wearing it. It keeps your head and neck supported and clear of the water if you are incapacitated by injury or unconscious.
- There is the option to have a **Manual** Life Jacket or an **Automatic** Life Jacket
A Manual Life Jacket will only inflate on demand when the manual cord is pulled, this detaches a clip on the mechanism which breaks and activates the gas cylinder, releasing the CO2 which then inflates the lung.
An Automatic Life Jacket can be inflated as above or automatically on contact with water (the mechanism when wet activates a sensor which fires and activates the CO2 gas cylinder) and therefore can be relied upon in a man overboard situation. It will also work if you are unconscious, injured or just disorientated.
- All good quality Life Jackets, irrespective of whether they are Manual or Automatic have the ability to be orally inflated and can also be topped up with air using the oral valve.



FITTING, STOWAGE, MAINTENANCE AND SERVICING

- Ensure you are familiar with the donning instructions of your particular type of Life Jacket.
- Accidents can happen to anyone, regardless of experience.
- Ensure your Life Jacket fits correctly. Loose fitting Life Jackets may come off in an emergency or be a hindrance in the water. Make sure your Life Jacket is a snug fit and use the crotch strap if fitted. If there is a manual inflation toggle fitted ensure it is easy to reach.
- Life Jackets should ideally be stored in a warm dry place but away from direct heat or sunlight.
- If possible hang them up on a rack or hook, if damp allow to dry naturally.
- Inspect your Life Jacket regularly for obvious signs of damage.
- Ensure that the gas cylinder is correctly fitted.
- Get your Life Jackets serviced regularly by an approved retailer/company in accordance with any coding regulations or if that is not applicable then at least every 3 years. Make a log of this.
- Repairs should be performed by a manufacturer or approved company.
- It is recommended that the minimum specification for an adult size Life Jacket is a minimum of 150N, that the Life Jacket has a crotch strap and is self inflating.

Kill Cords

The **KILL CORD** or engine safety cut-out switch is a device used to stop the engine in the event of the helmsperson being thrown off their seat. It consists of a length of cord or plastic wire connected to a kill switch on the engine or dashboard of a boat.

One end has a plastic collar to hold the switch open, the other has a clip on it which can be connected directly to the helmsperson's or made into a loop which can then be passed around their thigh. If the helmsperson is thrown from their seat by a sudden manoeuvre, the kill cord is pulled back from the dash, cutting the engine and preventing further injury from the propeller.

It is advised that the kill cord should **NOT**

- a) Be attached to your wrist so as to avoid it becoming entangled in the steering or throttle mechanism.
- b) Be attached to any clothing or Life Jacket, which could become ripped or detached from the helmsperson.
- c) Be lengthened.



GENERAL ADVICE

- Test your kill cord regularly.
- Make sure your kill cord is in good condition.
- Always attach the kill cord securely to the helmsperson, ideally prior to the engine being started, but certainly before the boat is put in gear.
- **STOP** the engine before transferring the kill cord to another helmsperson.

ADM SAILS

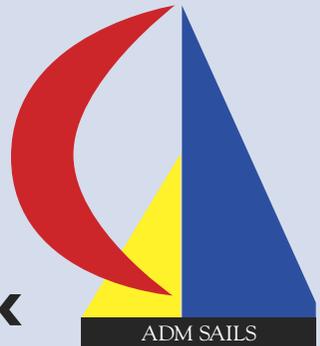
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Lifeboats



Burnham on Crouch lifeboat station was founded in 1966. Initially it was operational only during the sailing season, whereas today it is operational 24 hours a day, 7 days a week, 365 days a year and continues to be manned entirely by dedicated volunteers. We remain one of only three lifeboat stations that has our lifeboats kept in floating boathouses.

We have two lifeboats, an Atlantic 85 which is part of the B-Class of lifeboats that serve UK shores as part of the RNLI inshore fleet. It is the 3rd generation B-Class rigid inflatable lifeboat developed from the Atlantic 21 and later the Atlantic 75. It has a top speed of 35 knots with a draught of 1.7ft, length 27.7ft and a beam of 9.4ft. Our other lifeboat is a D-Class which is inflatable serving the RNLI inshore fleet. The D-Class has a length of 16ft and a beam of 6.6ft and is highly manoeuvrable and operates closer to shore coming into her own for searches and rescues in shallow water and confined locations.



Atlantic Class Lifeboat

D Class Lifeboat

To say the last 18 months during the pandemic has been a challenge would be putting it mildly. Our volunteer crew swiftly adapted to the challenge by applying stringent new safety measures and procedures to ensure that they remain ready to launch 24/7.

With the easing of lockdown people were desperate to return to the water and the increased activity led to more requests for assistance with 26 shouts in 2020 and 15 to the end of July 2021.

If you are caught up in a situation that requires our assistance, what would you do if the worst thing happened while you were afloat and had to abandon your vessel? What would you take? Would you be sure to take everything you need in those few vital minutes. One of the best ways to help prepare for a worse case scenario is to have a grab bag containing all that you need packed ready. Being prepared for any situation could prevent a nasty outcome.

KEY FACTS ABOUT THE RNLI

The RNLI charity saves lives at sea. Its volunteers provide a 24-hour search and rescue service around the United Kingdom and Republic of Ireland coasts. The RNLI operates over 238 lifeboat stations in the UK and Ireland and more than 240 lifeguard units on beaches around the UK and Channel Islands. The RNLI is independent of Coastguard and government and depends on voluntary donations and legacies to maintain its rescue service. Since the RNLI was founded in 1824, its lifeboat crews and lifeguards have saved over 142,700 lives. The RNLI depends entirely on voluntary donations and legacies to help us continue to Save Lives at Sea. With fundraising events cancelled due to the pandemic, including our own Open Day, we need your support and donations now more than ever. People donate and raise money for us in all sorts of ways, to donate visit RNLI.org/donate.

For more information please contact Peter Harris, RNLI Volunteer Lifeboat Press Officer on: email: Peter_Harris@rnli.org.uk



Photo: RNLI/Nathan Williams

Swallowtail RESTAURANT & BAR

The Swallowtail Restaurant and Bar is situated in Burnham Yacht Harbour with fantastic views over the marina and the River Crouch.



Serving lunch, dinner and tea/coffee and cake, we welcome visiting groups, families and functions and our friendly staff will make it their aim to give you a truly memorable experience. For opening times please visit our website.



Swimming on the Rivers Crouch and Roach

Open Water swimming is becoming an increasingly popular sport and can be a safe and fun means to enjoy the outdoors when proper precautions are taken.

The following information is provided to assist those who wish to swim in the waters under the jurisdiction of the Crouch Harbour Authority [CHA]

It is essential to keep in mind that these tidal waters are in constant use by an eclectic mix of vessels of all sizes and categories including but not restricted to large commercial shipping [in and around the Burnham on Crouch area] powered and sailing vessels of all sizes, jet skis, water skiers and fishing vessels.

The CHA further supports competitive racing organised by the numerous sailing clubs on the rivers Crouch and Roach.

Safety is Paramount.

- Know your limits, build up experience and acclimatisation to cool water slowly
- Be aware of temperatures, which can be cooler than imagined even during the summer months
- Do not swim under the influence of alcohol or drugs
- Consider wearing wetsuits and other neoprene accessories, goggles and suitable footwear
- **Be Seen** – Wear a high visibility swim cap
Tow a safety float to further improve your visibility to others
- If at all possible, swim with others but **definitely** let someone ashore know where you are going and what time you expect to return
- Cover cuts and wounds before swimming
- Don't jump in before checking for obstructions or for depth, and before getting used to the water temperature.
- Be aware of tide strength and times of high and low water. Powerful tides can overpower even strong swimmers.
- At all times whilst you are in the water – **KEEP A GOOD LOOKOUT** – Do not assume you have been seen.
- Swim close to the bank/shoreline. Crossing the river should be avoided at all times, unless absolutely necessary but particularly in areas where there is a high density of vessels underway. Don't swim in the Fairway.
- The Crouch Harbour Authority must be contacted and informed before the commencement of any organised swimming event. Safety/Recovery vessels will be required to be in attendance on such occasions.



**Swimming is strongly
NOT advised and if
undertaken is at your own
risk**

**However, if you choose to enter
the water, please ensure
someone else shore side is
aware of your intention.**



Drugs and human trafficking are BIG business in Essex

Drugs and human trafficking are serious high-volume crimes leading to violence, child exploitation and abuse.

Boats and yachts are used by gangs to carry out illegal imports at ports and marinas especially those with limited or no checks.

Suspicious Activities

- Attempts to test or research security
- Late night or early morning activity
- Suspicious deliveries
- People in the wrong place or behaving unusually
- Unusual presence of boats or yachts
- A vessel that has been unusually modified
- A boat or yacht owner being evasive about passengers or routes
- Boat or yacht owner ignoring marine regulations or filing misleading or false reports
- Concealed cargo
- Packages or passengers being transferred to dinghies, other boats or waiting cars
- Items being handled suspiciously

Speak up. Stop Crime. Stay Safe. 100% anonymous. Always.

Please be vigilant at all times around these locations.

Crime on the Rivers

If you see a crime in progress, then you should report it to the police immediately using the 999 number. Do not try to get involved.

Alternatively, you can safely contact the Charity Crimestoppers.

We give people the power to speak up to stop crime. By phone and online, 24/7, 365 days a year. You will remain 100% anonymous.

We have been around since 1988. We are independent. We won't ask your name. Won't judge. Just listen to what you know. When you hang up the phone (0800 555 111) or click "send" (crimestoppers-uk.org) you are done.

We will pass on any information to the police

Our service is designated to protect your identity, whether you call us or submit information online.

The Rivers Crouch and Roach have miles of navigable water and many safe overnight mooring places for leisure craft. However, unfortunately the rivers are on occasions targeted by some unwelcome visitors.

In the event of a theft or incident on the Rivers Crouch or Roach, please take the following action:

- Report the incident via 101, or online: <https://www.essex.police.uk/ro/report/ocr/af/how-to-report-a-crime/>

In an emergency dial 999.

- Inform the Harbour Office
- Record the Crime
- Make fellow river users aware of anything suspicious
- Get advice on security marking and identification

IF THERE IS AN ACCIDENT

If you are involved in a marine incident or accident, no matter how minor, within the CHA district and its approach channels, you **MUST** report the fact to the Harbour Authority as soon as possible.

Standard report forms are available in the Harbour Office or online www.crouchharbour.uk

COMPLAINTS

If you have cause to complain about behaviour in The Harbour please contact the Harbour Office and follow up by completing an Incident Form (forms available at the Harbour Office or online).

All complaints and incidents are investigated by the Harbour Authority and action taken where appropriate.

Your help assists us in our endeavours to keep the CHA district safe.



Essex Police Marine Unit are based in Burnham on Crouch, but they cover the whole of the Essex Coastline.

With the second-longest coastline in the country, there's a lot to keep our Marine Unit busy.

Their top priority is keeping our marine communities safe on land and in the water – whether that be out at sea, on our rivers and waterways or in the various marinas and moorings around the county.

With our launch, the Alert IV, and Sentinel, a rigid-hulled inflatable boat known as a RHIB and a personal watercraft (more commonly known as a Jetski), our team patrols the coastline all the way from Mistley in north Essex, down past Harwich, Clacton and Southend, and along the Thames to Crayford Ness, just past the Dartford River Crossing.



In 2020 the Marine Unit evolved to become a Community Policing Team for the Marine Community of Essex. This coincided with the first COVID lockdown which saw a huge increase in users of and visitors to the Essex Coastline.

With this increase in paddleboarders, jetskiers, boat users, swimmers and visitors to the beaches and coastal paths comes an increase in calls to the police whether it be reports of anti-social behaviour on the water, reports of people getting into difficulty or vulnerable missing people.

Our role is extremely broad and constantly adjusts but our main focus is to protect and support the Marine Community by working with our key stakeholders to improve water safety, reduce crime and reduce ASB.

As part of our work under Operation Wave Breaker we have been conducting patrols to not only try and tackle the problem but also provide a visible reassurance to our Marine Community. We have been conducting patrols along the River Crouch, River Blackwater and at Point Clear, and joint patrols with the Southend Pier & Foreshore team and also the Brightlingsea Harbour Master.

We have also launched a joint pilot project with Maldon District Council who have funded a PWC for our use on the water to tackle ASB. The PWC will allow us greater coverage of the rivers and creeks that our launch (Alert IV) is usually unable to reach due to shallow water. We look forward to engaging with far more of our Marine Community over the summer with this really useful addition to our fleet.



REPORT A CRIME

If you would like to report marine related crime or antisocial behaviour, which is not an emergency please use our online digital 101 service. Alternatively call 101.

In an emergency dial 999



Bradwell Marina

Situated on the picturesque Blackwater estuary
Ideal for exploring the river and other east coast estuaries
All visitors are welcome



There is no lock or sill and the Marina is accessible at nearly all states of the tide for shallow draft boats.

Deeper draft vessels must exercise caution at low water especially during spring tides, as the navigable channel in Bradwell Creek becomes shallow.

The Marina basin itself is dredged each year to give a minimum depth of 7ft at low water springs.

The yacht basin is well sheltered having been excavated behind the sea wall.

- 350 berths
- Electricity and water on the pontoons
- Diesel and super unleaded
- Bottled gas
- Open 7 days a week 08:30-17:00
- 45-ton boat hoist
- Self-launch slipway
- Clubhouse/restaurant
- Large hardstanding with electricity
- Laundry facilities



We listen on VHF channel 80
For berthing and general enquiries please phone on

01621 776235

or email arthur@bradwellmarina.com

ALL VESSELS including those under 7m are required to exhibit lights.

International Collision Regulations – Part C- Lights and Shapes

Rule 26-Fishing Vessels – Engaged in Trawling

9(a) A vessel engaged in fishing, whether underway or at anchor, shall exhibit only the lights and shapes prescribed in this rule.

9(b) A vessel when engaged in trawling, by which is meant the dragging through the water of a dredge, net or other apparatus used as a fishing appliance, shall exhibit.

- Two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of 2 cones with their apexes together in a vertical line one above the other;
- A masthead light aft of and higher than the all-round green light, a vessel of 50 metres in length shall not be obliged to exhibit such a light but may do so,
- When making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a stern light.

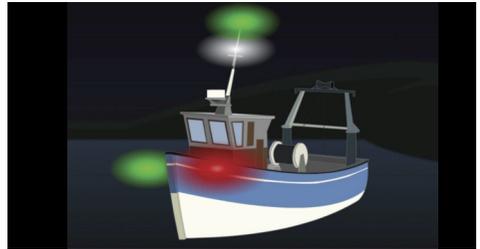
Whether sailing in coastal or estuarial waters night time navigation increases the challenges even to the most practised sailor.

The waterway is completely different at night and you need to alter the way you operate to suit the conditions – remember you must carry and show the correct lights:-

The number of lights, their characteristics and aspect will test those who are not experienced with night navigation.

Night time brings challenges of back scatter of own navigation lights, interference from shore side lights, reflections and the appearance of objects being closer or further away than they actually are making it difficult to maintain situational awareness or the ability to interpret what is actually being seen. Anyone undertaking night navigation should be fully aware of the shore lights they expect to see by ensuring a robust passage plan.

It is essential that you understand what is being shown by other vessels including those



Powercraft underway, less than 7 m L.O.A. (maximum speed 7 knots including yacht under power)	Sailing vessels less than 20 m L.O.A.			
1 Allround white	1 Tricolour sailing light	1 Port 1 Starboard 1 Stern	1 Allround red 1 Allround green may be exhibited in addition	1 Bi-colour 1 Stern 1 Allround red 1 Allround green may be exhibited in addition
Sailing vessels more than 20 m L.O.A.	Powercraft underway less than 20 m L.O.A.	Motor driven vessels up to 50 m L.O.A.		
1 Allround red 1 Allround green 1 Port 1 Starboard 1 Stern	1 Masthead 1 Port 1 Starboard 1 Stern	1 Masthead 1 Bi-colour 1 Stern	1 Masthead 1 Port 1 Starboard 1 Stern	1 Masthead 1 Port 1 Starboard 1 Stern

engaged in fishing. Meteorological situation and sea state will also affect what is seen.

In darkness, fog or when glare from the sun restricts visibility, you should slow down to a safe speed. A safe speed is one at which you can stop and avoid a collision, considering the circumstances and conditions at the time.

Remember, the faster you go, the faster you approach the hazards and hitting hazards at speed can have a greater impact on you, your passengers and your vessel.

Whether you are paddling, rowing, sailing or motoring, everyone needs to be able to recognise where you are and what you are doing.

The RYA have excellent courses for leisure sailors to get to know night time navigation as well as gain appropriate experience.



The Port Marine Safety Code

The Department for Transport introduced the Port Marine Safety Code as a marine safety standard that all ports and harbours in the United Kingdom could achieve. The Crouch Harbour Authority Members who form the Trustees of the authority have committed to complying with the obligations of the code.



Ocean Ensign Ltd are marine consultants who have been appointed by the authority as the Designated Person to provide assurance that the code is being complied with. We act as an independent who carries out an audit of the code and reports to the authority members on compliance. A letter was submitted to the Maritime and Coastguard Agency (MCA) stating compliance with the code by the Crouch Harbour Authority.

The harbour trustees held a training day to discuss the Governments Ports Good Governance Guidance code and had an open Q&A to discuss various law and statutory instruments with legal adviser Peter McArthur LLB (Hons), MCI Arb, FIMarEST, CMarTech of Norwest Interaction Ltd.

In the Crouch Harbour Authority's area there is a mix of navigation activities from commercial ship movements under pilotage to leisure sailing. Sailing is an enjoyable activity and has a mixed range of sailors from the novice to the more experienced. Through the year there are numerous organised race events. To assist with coordination of these the Crouch Harbour Authority has a river planner on its website with a diary of the events.

What is being noticed in harbour authorities around the UK is the increase of personal water craft (PWC) and paddle boards some of which are kite assisted and can achieve speed. Along with these is the popular activity of open water swimming. There is more pressure in the local area for safe water space. It is up to everyone who uses the water to understand the risks of their activities and how these could impact on others and plan accordingly and be sensible.

The code asks harbour authorities to promote safe sailing and acknowledges that there are different levels of experience in recreational activities. The Royal Yachting Association (RYA) have representatives at the sailing clubs here in the river Crouch. The authority recommends that those who sail undertake a course endorsed by the RYA and also join a sailing club where you can benefit from members experience. Guidance can be obtained from the RYA and RNLI websites about being safe in and near the water.

The Byelaws of the authority require users of the rivers to submit a report to the harbour office following an accident. There is also an open reporting culture for incidents to help build the safety picture. The Marine Accident Investigation Branch is responsible for investigating accidents. Marine Guidance Note (MGN) 564 marine casualty and marine incident reporting provides advice. Please take care of yourself and your crew.

Congratulations to Harbourmaster Susan Harrison MNM on being appointed a Younger Brethren of Trinity House.

**Mike Robarts Master Mariner MIMarEST RMarTech
Designated Person
Ocean Ensign Ltd**

Safety Briefing: Cold Water Shock

In 2020 there were 254 accidental drownings in the UK and 176 in England. Statistics available here: <https://nationalwatersafety.org.uk/waid>
It is likely that many drowning deaths are due to cold water shock from a person entering the water.

Cold Water Shock is triggered by sudden immersion in water temperatures lower than 15°C – the average temperature of UK and Irish waters is 12°C. So even in the summer, the water temperature can be cold enough to cause cold water shock, which can steal the air from your lungs and leave you helpless in seconds.

What happens?

Cold water shock causes the blood vessels in the skin to close, which increases the resistance of blood flow. Heart rate is also increased. As a result the heart has to work harder and your blood pressure goes up. Cold water shock can therefore cause heart attacks, even in the relatively young and healthy. The sudden cooling of the skin by cold water also causes an involuntary gasp for breath. Breathing rates can change uncontrollably, sometimes increasing as much as tenfold. All these responses contribute to a feeling of panic, increasing the chance of inhaling water directly into the lungs.

This can all happen very quickly: it only takes half a pint of sea water to enter the lungs for a fully grown man to start drowning.

How can you minimise the risk?

If you enter the water unexpectedly:

- Take a minute. The initial effects of cold water pass in less than a minute so do not try to swim straight away.
- Relax and float on your back to catch your breath. Try to get hold of something that will help you float.
- Keep calm then call for help or swim for safety if you are able.

If you are planning on enjoying the water:

- Check conditions – including water temperature – before heading to the coast.

- Wear a wetsuit of appropriate thickness for the amount of time you plan to spend in the water and the type of activity you are doing, if entering
- Wear a flotation device. It greatly increases your chances of making it through the initial shock.

The four stages of immersion

1. Cold water shock (lasts 2-3 minutes)

- You could drown from automatic gasping and hyperventilation. It only takes 1.5l of fluid to drown; a single gasp can easily take in 2l
- You could suffer a cardiac arrest or a stroke. To survive, try to stay calm and keep as still as you can – movement in water accelerates loss of body heat – then you will soon regain breathing control.

2. Muscles and peripheral nerves cooling (lasts up to 30 minutes)

- You will lose the use of your hands, so you cannot fire flares or operate a hand-held VHF anymore or be able to swim or climb out of the water.
- You could shiver intensely and have cramps. Act quickly – once the gasping stops, call for help before you lose the use of your hands.

3. Deep body cooling after about 30 minutes (lasts 30+mins)

- Hypothermia starts to set in.
- You will become incapacitated.
- Your heart could stop. Only a lifejacket (with crotch straps) will keep your head above water.

4. Rescue

- If you have called for help, rescuers will be on their way. Keep fighting for survival. Do not relax, even when you are being helped by rescuers.

WATCH YOUR



WASH

Abide by the Speed Limit

**Please be Aware of Your Wake & Wash
and the Impact it has on Others
Keep a Watchful Eye Astern**

Consideration for others should be enough of a motive and reason to be mindful and aware of what damage and harm excessive wake and wash can cause to other river users.

It should be fully understood that unlike speeding in a car, which is a civil offence, contravening and breaching Byelaws relating to speeding within a Harbour is a prosecutable CRIMINAL offence.

Please be aware of CHA Byelaw No 5 – Careful Navigation

'No master of a vessel, shall cause or permit such vessel to be navigated in a manner dangerous to other vessels or persons or without due care and attention or without reasonable consideration for other persons'

Every ship navigating or manoeuvring within the CHA District should do so with care and caution and in such a manner as not to cause injury to, or be a nuisance to persons, other ships, mooring buoys, beacons or other property.

There is an **8 knot** speed limit in certain areas of the Rivers Crouch and Roach please abide by it; however it is not just your speed that you need to watch. Keep a good lookout (including astern) and realise what effect your wash is having on other Harbour users. Slow down when you see vessels that are vulnerable in particular:

- Vessels on moorings particularly with dinghies alongside.
- Vessels moored alongside pontoons.
- Person, particularly the young in canoes.
- Dive boats.
- Workboats tending moorings or navigation marks.
- Passengers embarking/disembarking from all vessels including passenger ferry.

IF YOU ARE INVOLVED IN MARINE ACCIDENT:

If you are involved in a marine incident or accident, no matter how minor within the Crouch Harbour Authority's District, you must report the fact to the Harbour Authority as soon as practicably possible.

Standard report forms are available on the CHA website or from the Harbour Office.

ANCHORING OF VESSELS WITHIN THE CHA DISTRICT

- Vessels at anchor are to display the appropriate day and night light, shapes and sound signals.
- Vessels must be able to weigh anchor without assistance and move at notice or as and when required to do so by Crouch Harbour Authority.
- Vessels should not anchor close to any navigation, racing or mooring buoys so as to foul such marks in any way
- Skippers are discouraged from leaving their vessels at anchor unattended. Should the vessel be left unattended for a short period it should not be until after the first turn of tide after anchoring and definitely when inclement weather is forecast.

Do not moor up to/makefast to Navigation Marks.

LIGHTS SHAPES AND SOUND SIGNALS

Owners and operators of all vessels within the CHA District are reminded of their obligation under the Marine Safety Act that the appropriate lights must be displayed between the hours of sunset and sunrise and in times of restricted visibility.

For full details please consult the International Regulations for preventing Collisions at Sea 1972 [COLREGS]

Part C – Lights and Shapes

Part D – Sound and Light Signals.

As a statutory Harbour Authority we have similar powers to the police regarding enforcement of Byelaws.



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Fambridge Yacht Haven

Fambridge Yacht Haven has so much to offer. Set within the beautiful Essex countryside, this marina makes the perfect base for you to explore the east coast rivers and creeks – and all of the picturesque anchorages the local area has in store.

Fambridge offers a back-to-basics family holiday with watersports on the river, mudlarking and fishing on the shore, and wildlife watching across the surrounding salt marshes, tidal flats and grasslands.

Annual berth holders can also enjoy free or discounted visitor berthing at over 70 marinas throughout the UK and Europe.

Just ask the team about the TransEurope Marina network and Yacht Havens' 14 free nights.

120 deep-water swinging moorings

Overnight visitor berthing

The Ferry Boat Inn

Indoor & undercover
Boat storage

Marina Reception

220
for boats u

Ample free parking



Fambridge Yacht Haven

Fambridge offers customers a wide range of berthing benefits including:

- Free Wi-Fi for visitors and berth holders
- Annual & seasonal contracts
- Ample free parking
- Free storage ashore and cradle storage for annual berth holders

- Secure site with 24-hour CCTV and staff on-site 7 days a week
- A vibrant and social marina with West Wick and North Fambridge Yacht Clubs on-site

Boatyard Services

- Operating Monday to Friday, with a 24-hour emergency haul out service, available all year round
- Indoor, undercover and sheltered, outdoor storage for over 700 boats
- A range of services including Park & Launch, trailer storage, refuelling, waste disposal and a dedicated 'dirty work' area for shot blasting etc

Unlike many other marinas, Fambridge runs an open site policy allowing you to appoint a contractor of your choice, without any charge to you or your contractor.

Berth Marina
up to 60ft (18m) LOA

**For a quote or to discuss your berthing/boatyard requirements, contact the Fambridge team:
Call 01621 740370 or visit www.yachthavens.com/fambridge**

The Ferry Boat Inn

The historic 16th century pub and B&B has reopened with a stunning new bar and restaurant area.



Call 01621 740208 or visit www.ferryboatinnessex.com

Harbour Patrol Vessels



Harbour Master's Launch/Patrol
'WATCHFUL'
Seaward 28'

Pilot Cutter/Patrol
'CROUCH TRIDENT'
Nelson 42"



Photograph courtesy of Jason Neilus

'PATROL RIB'
XS-545 DELUXE 5.45M

The CHA operate patrol vessels at weekends and at peak times when activity within the district is high. Please be prepared to stop if requested to do so.

The vessels are not just there for enforcement issues, they are also there to provide a source of information

These vessels will under normal circumstances patrol within the harbour speed limits but will respond to emergencies, byelaw and other infringements at high speed if required

When underway vessels listen on VHF channels 16 and 11



The Crouch Area Yachting Federation (CAYF) comprises of 33 boating Clubs and organisations in the Crouch and Roach Rivers

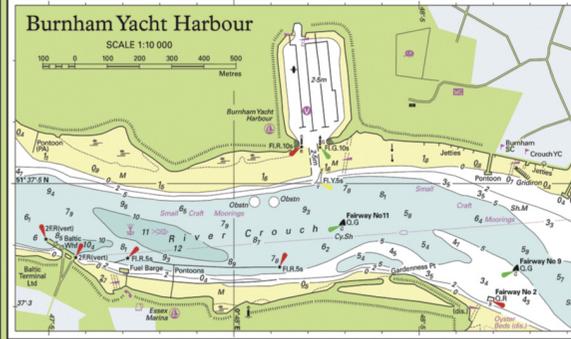
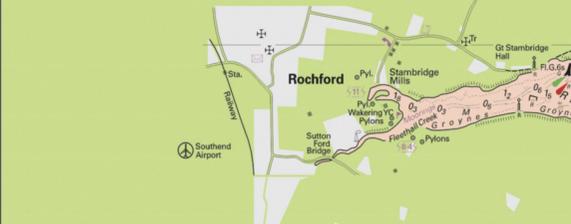
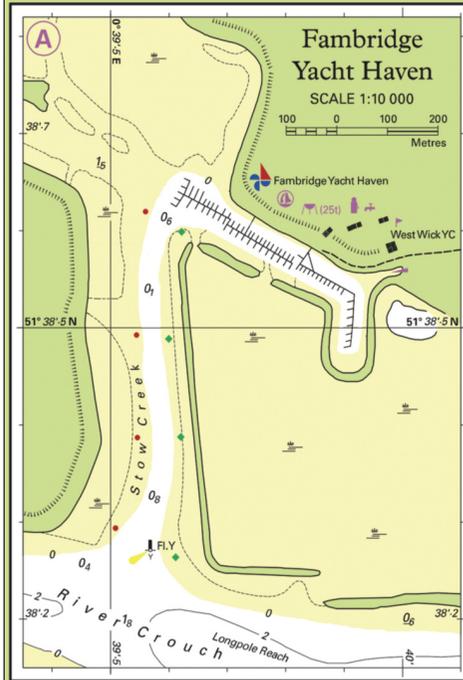
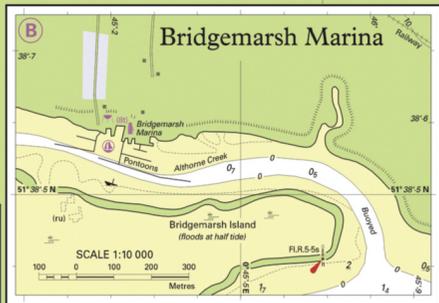
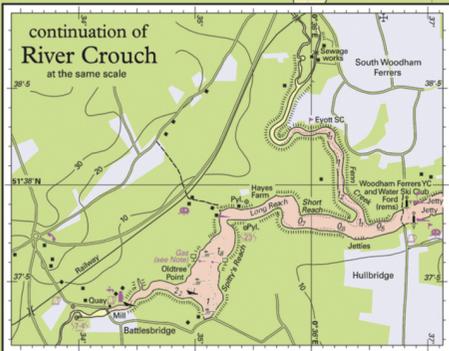
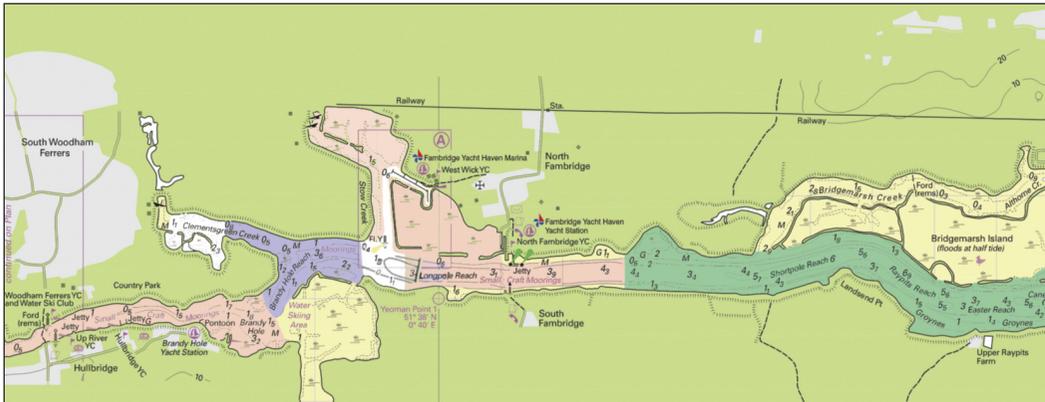


The Crouch Area Yachting Federation (CAYF) formed in 1975, represents and safeguards sailing, cruising and boating interests through clubs and associations, acting as an umbrella organisation through Club forums on the Rivers Crouch and Roach. It is currently represented on forums such as the Heads of the River Combined Clubs Committee, The Roach Sailing Association, the Roach Fairways Conservation Committee, the Crouch Harbour Authority Advisory Committee and the Crouch Harbour Authority, the RYA Eastern Region Committee, The South East Coastal Rowing Forum and other bodies with an interest in the rivers such as the Port User Group and the River Crouch Estuary Community Team.

The CAYF website has recently been upgraded; an occasional newsletter issued regularly to Clubs and Associations when there is something to say, and improved consultation commenced with the Clubs and Crouch Harbour Authority Committees and the RYA Eastern Region Committee.

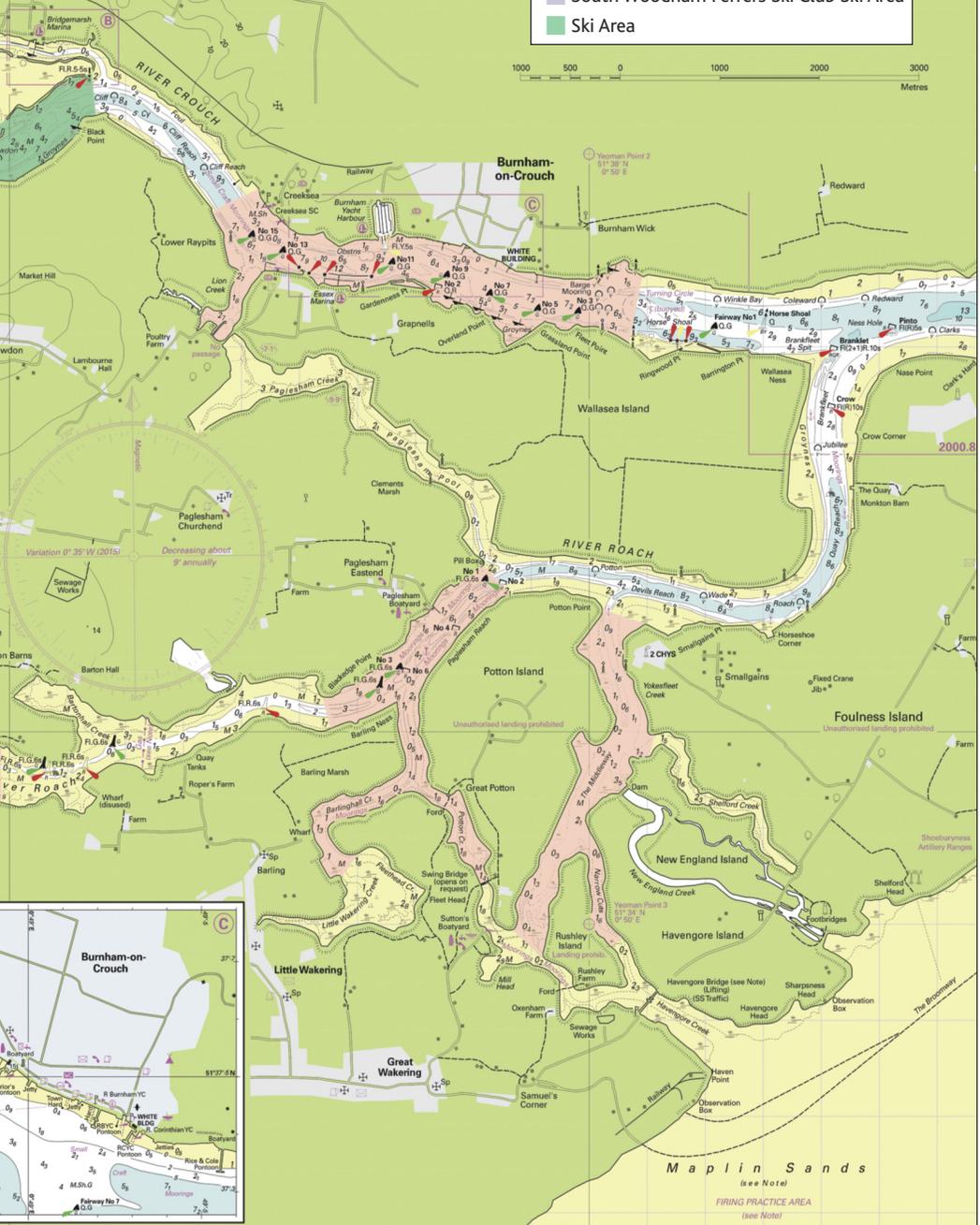
Visit the CAYF website for more information
<http://www.cayf.org.uk>





Key

- 8 Knots
- South Woodham Ferrers Ski Club Ski Area
- Ski Area



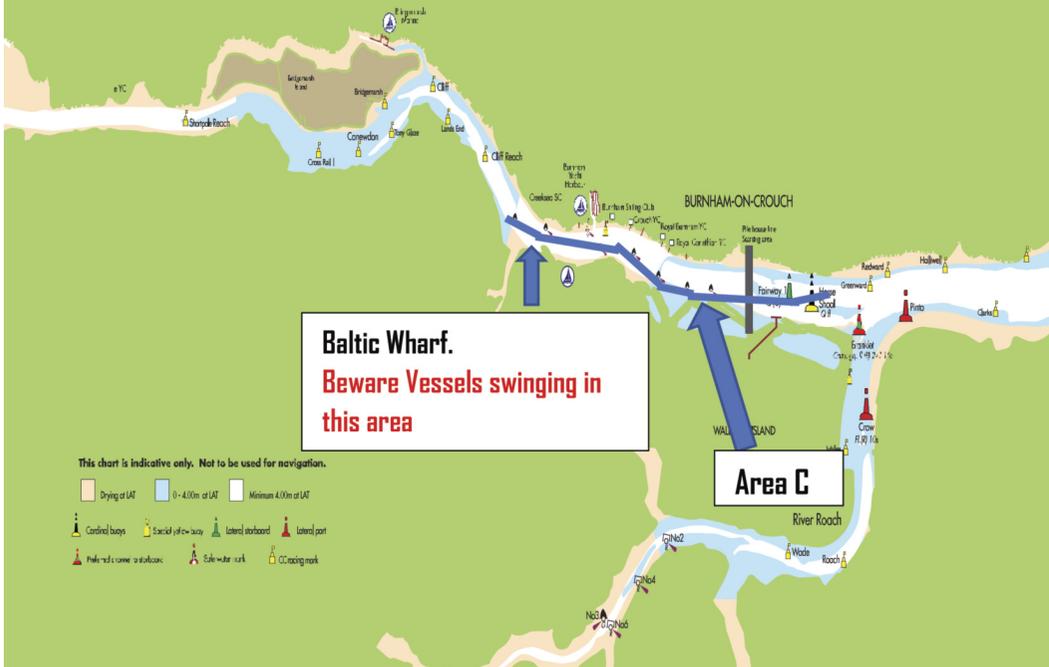
Cargo vessels of up to 6.5m draught and 120m in length regularly trade to Baltic Wharf. These vessels are often constrained by their draught and ability to manoeuvre in narrow channels to COLREG No. 9]

In the areas highlighted on this chart mariners should be particularly cautious when in the proximity of a commercial vessel and give them a wide berth, not impeded in any manner and passed at a safe distance.

All ships are either under pilotage or being commanded by a CHA Pilotage Exemption Holder (PECH)

All vessels over 50m in length including tug and tows are required to have a Pilot onboard whilst navigating within the CHA district.

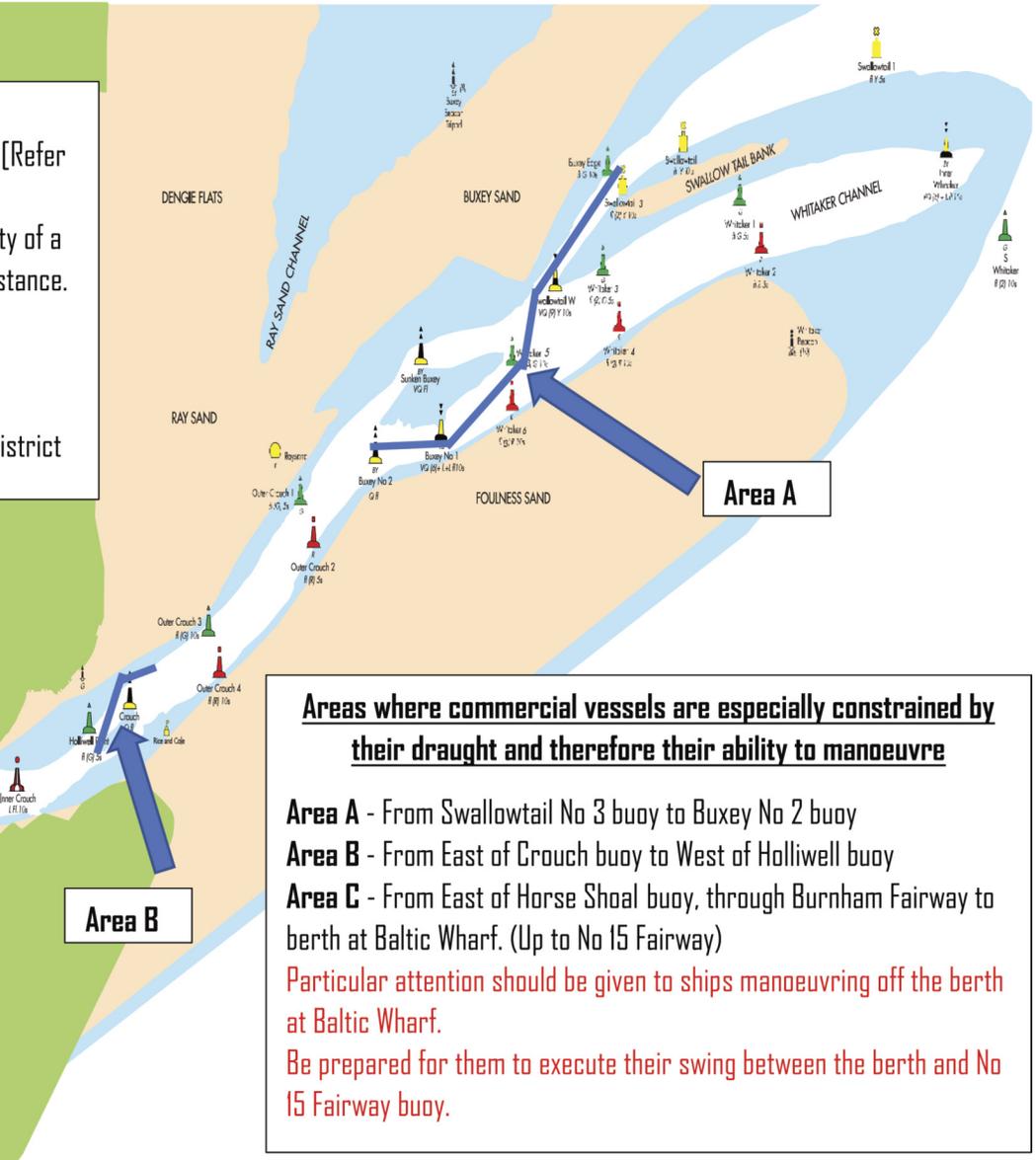
All commercial vessels maintain a listening watch on VHF channels 11 and 16 whilst within the CHA District.



Shipping Information

[Refer
ty of a
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istrict



Areas where commercial vessels are especially constrained by their draught and therefore their ability to manoeuvre

Area A - From Swallowtail No 3 buoy to Buxey No 2 buoy

Area B - From East of Crouch buoy to West of Holliwel buoy

Area C - From East of Horse Shoal buoy, through Burnham Fairway to berth at Baltic Wharf. (Up to No 15 Fairway)

Particular attention should be given to ships manoeuvring off the berth at Baltic Wharf.

Be prepared for them to execute their swing between the berth and No 15 Fairway buoy.

Locations of Defibrillators



SITE NAME	ADDRESS	TOWN	COUNTY	POSTCODE
The Three Horseshoes	Lower Burnham Road	Althorne	Essex	CM3 6DP
Bradwell-on-Sea				
Community Shop & Post Office	High Street	Bradwell-on-Sea	Essex	CM0 7QN
Burnham Marina	Foundry Lane	Burnham-on-Crouch	Essex	CM0 8BL
Burnham Town Council Offices	Chapel Road	Burnham-on-Crouch	Essex	CM0 8JA
Rio Cinema	154 High Street	Burnham-on-Crouch	Essex	CM0 8HJ
Royal Corinthian Yacht Club	The Quay	Burnham-on-Crouch	Essex	CM0 8AX
The Co-operative Food	1-3 Foundry Lane	Burnham-on-Crouch	Essex	CM0 8BL
The Norton	54 Latchingdon Road	Cold Norton	Essex	CM3 6JB
Nationwide Chemical Assistance	Unit 14 Mapledean Works, Maldon Road	Latchingdon	Essex	CM3 6LG
The Red Lion Inn	47 The Street	Latchingdon	Essex	CM3 6JR
Blackwater Bar & Bistro	The Esplanade	Maylandsea	Essex	CM3 6AP
Hardy's Bar & Grill	37 Imperial Avenue	Maylandsea	Essex	CM3 6AH
The White Horse	Main Road	Mundon	Essex	CM9 6BP
Doctors Carpark	High Street	Southminster	Essex	CM0 7AY
Southminster Residential Home	Station Road	Southminster	Essex	CM0 7EW
Toilet Block	Southminster Car Park, High Street	Southminster	Essex	CM0 7AY
The Rose Inn	Burnham Road	Southminster	Essex	CM0 7BL
The Queens Head	36 Queen Street	Southminster	Essex	CM0 7BB
The Kings Head	2 High Street	Southminster	Essex	CM0 7DE
The Star in Steeple	The Street	Steeple	Essex	CM0 7LF
Stone Sailing Club	Tinnocks Lane	St Lawrence	Essex	CM0 7NF
Essex Marina, Boat Sales Office	Wallasea Island	Rochford	Essex	SS4 2HF
The Old Phone Box next to the Plough & Sail Pub, Waterside Lane		Paglesham	Essex	SS4 2EQ
WFWSC The Clubhouse	Marsh Farm Road	South Woodham Ferrers	Essex	CM3 5WP
Bradwell Marina	Tel: 01621 776235			
SWF Coastguard team's vehicle does carry a defibrillator				

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South Woodham Ferrers Yacht Club *Founded 1975*



We are a friendly, non-profit making, self-help, community club with superb facilities for those interested in most forms of boating whether it is, motor boating, cruiser sailing and dinghy sailing, kayaking or gig rowing.

We are situated upriver on the River Crouch, 10 miles from Chelmsford, in the rural town of South Woodham Ferrers, next to the river at the end of Marsh Farm Road. We have excellent club house facilities including recently refurbished showers, a kitchen, lounge area and workshop for use by all members.

Our activities are scheduled throughout the year, we have over 150 events ranging from: cruises to gig rows, kayak events, dinghy events and social events. If you are interested in joining us contact us on the membership page and we will be delighted to meet you face to face and chat things over.

A warm and friendly welcome awaits prospective new members, from beginners to the experienced, whatever your age group, at a very reasonable price.

Membership Benefits include:

- A thriving dinghy section with 4 Club dinghies for members use, so you don't need to own your own boat
- We will teach members to sail for free if you are a novice
- A dinghy storage park and car park
- A thriving gig rowing section, with free learn to row sessions if you're a novice
- A thriving canoe/kayak section with Club kayaks, free learn to kayak sessions for novices and storage facilities for members' kayaks
- An annual programme of over 30 activities to suit all types of boat
- 45 Club moorings for boats up to 9 metres that dry out at low water
- Well equipped clubhouse with veranda and lounge area with tea / coffee making facilities



and a book and video library. Down stairs new showers, toilets and workshop on the lower deck

- A large concrete slipway and hard
- Winter storage facilities and haulage for boats up to 4 tons
- Social events throughout the year



Mr Doug MacEwen – 01245 321126
dmacewen@btinternet.com





The Royal Corinthian Yacht Club offers some of the best racing and sailing on the East Coast in a friendly atmosphere with a range of facilities.

Ashore you can be sure of a warm welcome in our ground floor bar with a balcony right on the waterside. Individuals and families enjoy our full range of drinks and excellent, reasonably priced food (Wednesday and Friday nights and through the weekend) as well as an elegant First Floor Dining Room.

Get Into Sailing – whether it's your first time on the water or you are already experienced we have a wide range of boats and people to get you afloat. Racing at weekends for dinghies, Squibs, Royal Corinthian One Designs, Dragons and 707s. Friendly cruising fleet, sailing and motor boats, on the River Crouch and further afield. The Corinthian Otters – our independent junior section welcomes 7-18 year olds for training and racing up to National and International Event level in a range of dinghies.

RYA Accredited Sailing Centre with a qualified instructor for sailing and powerboat courses and individual coaching for all ages.

Moorings – afloat at all states of the tide plus space for boats ashore.

Substantial pontoon for access to moored boats and launching dinghies.

Venue – flexible space with facilities ashore and afloat for –

Corporate Charters – sailing days for corporate entertaining, team building or inter-company competition with tailored packages on our 707s.

Weddings – a perfect backdrop for your special day with the ceremony and delicious food.

Venue for your functions – birthdays, christenings or conferences.

New members always welcome.

Contact: 01621 782105

Website: royalcorinthian.co.uk

email: info@royalcorinthian.co.uk



Wakering Yacht Club

Founded in 1962, the club is owned/run by its members.

Situated at the "end" of the River Roach, we do not have the benefit of water at all times.

We support the club by doing the on-going maintenance of the Club ourselves. We have a bar which is open Friday nights and Sunday lunchtimes. We also have social functions throughout the year, with everyone getting

involved and helping out to make them successful.

We have boating members, mainly motor boats and also social membership.

We can accommodate visitors on our pontoons, by prior arrangement.

Telephone: 01702 542545

Creeksea Sailing Club

The Club offers changing area with toilets, showers and car parking. All hidden from the river, the Club is definitely low profile and relaxed but attracts a keen band of enthusiastic members with a passion for sailing.



The Club has sole launching rights over our ramp, which reaches the Low Water Mark.

Most local sailors will recognize the starting hut adjacent to the slipway and the members out sailing in a variety of dinghy's all year round.



<http://www.creeksea.org.uk>
Telephone Eric Howe 07973795436
Email csc.commodore@btinternet.com

Eyott Sailing Club

Eyott Sailing Club is a family oriented Dinghy Club in South Woodham Ferrers. The Club is situated at the top of Fenn Creek, on the north side of the River Crouch.

With a sailing season starting in March and continuing right through to November, we are sure to keep you entertained. The club not only provides informal but exciting weekend racing, but also supports new members who wish to learn. Typically we sail boats under 13 feet including Heron, Miracle, Mirror and a range of Comets.

In recent years families have joined us for the great conditions and launching of canoes, as well as the Dinghy Regatta Week during August.

Eyott members also enjoy an active social life, so if you are not so keen on sailing, you can also enjoy various quiz nights, BBQ's and games evenings.



If you are looking for a fun new hobby, or are returning to a forgotten passion, contact our Commodore Mike Cowan 07795849519 Vice Commodore Gareth Lewis 07771810599 Club Email eyottsc@gmail.com for more information.



Founded in 1895 and receiving Royal patronage in December 1927, the Royal Burnham Yacht Club is a family club at the heart of sailing on the River Crouch. The Club is perfectly situated on the river and accessible by water, car or is walking distance from Burnham-on-Crouch train station.

Every weekend during the Season there is racing for all classes, from our thriving one design fleet, the RBODs, to our keenly contested RS Elite fleet. The fun is not just on the water, it's off the water too. Throughout the year, the 'RB' also has a busy Social Calendar with club dinners, parties and special themed events in addition to the regular full bar and catering services.

Our Cadet section encourages children of all ages to get out and enjoy the water and we aim to provide a general introduction to the sport, whereby our youngsters will become 'sailors for life'. We generally run sessions every other Sunday. This might be on our nearby pond or racing and training on the river. And then Cadet Week held every August, which is the highlight of our sailing year. It's a phenomenal week and we pride ourselves on making it fun for the whole family, from the smallest child to teenagers, parents and through to grandparents. It embraces social and sailing activities at lots of levels, and we welcome non-members from visiting clubs.



A fabulous Burnham Week is had by all at the end of August.

Our accommodation block offers ten comfortable rooms, including singles, doubles and family rooms. All rooms have en-suite facilities, tea and coffee making supplies, fresh towels and linen and some have in room TV.

Come along and take a look around; a warm and friendly welcome awaits you! If you have any queries for any of the above please do not hesitate to contact us on 01621 782044 or at info@rbyc.org.uk

Woodham Ferrers Waterski Club

Founded in 1975 Woodham Ferrers Waterski Club has celebrated its 40th anniversary of skiing on the River Crouch.

Situated inland on the River Crouch in the town of South Woodham Ferrers, we are a friendly, non-profit club with superb facilities for boat owning members, their family and crew.

Offering launching & skiing throughout the year, boat driver training in the form of the SBD2 qualification, which is widely recognised across the UK and Europe and has become the required level of competence for our club and British Waterski & Wakeboard, our affiliated governing body.

Once in the water we have an exclusive ski area for club members. This area is well protected and offers two pontoons, with picnic benches, a slalom course and open ski/wakeboard area. The ski area is around 1 mile long by 1/4 mile wide, approx. 126 acres in total

After an enjoyable day out on the water, there are three concrete wash bays to clean your boat, ski gear. The Clubhouse benefits from having changing facilities, toilets, and hot showers for both male and female members. Along with kitchens for members to make a hot drink, and a large seating area and outdoor veranda on the upper level to enjoy the river setting

During the ski season the club runs coaching days, club nights, camping weekends and barbecues. With an end of year Dinner and Dance.



If you're interested in joining or just require more information please get in contact.

www.wfwsc.co.uk
membership@wfwsc.co.uk

Roach Sailing Association



The RSA is a small friendly club with members who sail, or have at some time sailed, the Roach River in Essex. Our clubhouse is the waterside, moorings, anchorages or pub. Members meet on the water for cruising and racing and for occasional social events.

www.roachriver.org.uk/rsa

At home on the Crouch since 1898

The NFYC is a traditional yacht club, one of the oldest on the Crouch, and run for its members by its members. Today the club encourages membership for anyone who enjoys "simply messing about in boats" while also appreciating the natural peace and tranquillity of the river. Members' boats range from compact and basic through to somewhat spacious and luxurious, while their interests and activities range from a bit of racing to relaxed pottering – it is this variety that underpins the club's success and longevity. Naturally, new members are always welcome.

We have an active programme of events both on and off the water. Our activities afloat encompass friendly club racing, cruises around the Thames Estuary and East Coast, with the occasional foray further afield and, since 2019 and in partnership with Fambridge Yacht Haven, running the trot boat service around the swinging moorings. Ashore the social programme is, in normal times, largely centred on the clubhouse and includes regular club nights (with free snacks and refreshments), several seasonal dinners, and the occasional musical evening or guest speaker. As well as the clubhouse, facilities for members include a sailing dinghy, a 5-person rowing gig (training provided) and a small storage facility for boating equipment. All that with club membership fees that are probably amongst the lowest on the Crouch.

NFYC's simple clubhouse (a design by Brunel from 1850 and of some historic significance) is to be found at Yacht Haven's "Yacht Station", at the end of Ferry Road in North Fambridge. The building sits out over the water and offers extensive river views – from inside and from the



external terrace. The clubhouse is rarely open to the general public but members have 24/7 access to all of its facilities, as do visiting yachtsmen when a member is available to welcome them.

For more information, or to apply for membership, please visit us at: www.nfyachtclub.co.uk, or when you're next at North Fambridge, speak to the helm on the trot boat.



Gig rowing on the River Crouch

The rowing gig evolved in Nelson's day of yesteryear when wealthy Royal Navy captains developed a smaller lighter and faster rowing boat for their personal use, between 27 and 32 feet in length (initially built at their own expense) and used to carry them from ship to ship or the shore. These boats being lighter and sleeker than the much larger Admiralty long boats and cutters, could be easily launched and needed fewer crew to row them; they were kept smart, reflecting the status of their captain or admiral. Men of war sailing ships had differing gigs according to officers rank and were coloured accordingly, for example an admirals gig was always green, a captains gig was always blue.

The pilot gig was a development from these seaworthy and fast boats, but used from shore to carry pilots out to incoming sailing ships especially in the Western Approaches coming to England. The gigs sometimes patrolled far out at sea awaiting a commission consequently Cornish Pilot Gigs are usually 32ft long whereas the Essex boats are usually 27ft. The tradition of gig racing was started in the West Country reflecting the old pilots gigs competing to get to a sailing ship first and secure the pilots fee.

There are two different types of rowing gig on the River Crouch, both rowed by a crew of four and steered by a coxswain (pronounced cox'n). The differing clubs usually fly their own distinguishing flag from the stern

- The "Spirit Class" gigs developed for rowing off Southend, fibreglass, 27ft long and simulated clinker built in fibreglass
- The Harkers Yard gigs also 27ft long are built in cold moulded wood by apprentices of the Pioneer Trust in Brightlingsea

There are three gig races held on the Crouch and open to all gig clubs. The first is the Fambridge River Festival and gig race organized by Fambridge Yacht Haven, the South Woodham Ferrers Yacht Club Gig Race and finally the Nelson Cup held during the famous Burnham Week. This main gig event in Burnham Week is on Bank Holiday Monday, racing for the Nelson Cup, to commemorate our maritime heritage and the Battle of Trafalgar and includes gigs from the South East Coastal Rowing Forum Clubs racing their different gigs.

Gig rowing is a growing activity that promotes fitness, teamwork and enjoyment on the water.



Most of the clubs have both racing and recreational rowers. The clubs have launched this initiative because they want to encourage more people to enjoy coastal rowing when you don't need to have a boat.

Interested For further information contact:
SWFYC – Steve Rosie –
steverosie30@gmail.com, 07866945517

BOCCRC – Dawn Wood – bocccr@hotmail.com
07540321118

Hullbridge Mooring Holders Association

The Association manages a mooring area on the River Crouch at Hullbridge on behalf of the Crouch Harbour Authority who set the charges. The Association is a non-profit making organisation run by a Committee who are themselves mooring holders.

We have a combination of mud berths and deeper water moorings where LWMS depths are approximately 3'4'. Boat length is restricted by the Harbour Authority to 9 metres max.

The moorings are accessible from Ferry Road, Hullbridge or by members of the three local Yacht Clubs. Mooring Holders are responsible for providing and maintaining the mooring allotted to them.



For further details contact 07938 930396 or email: nickp23@btinternet.com
www.Hullbridgemoorings.org.uk

Essex Marina Yacht Club

Essex Marina Yacht Club has been active here at Wallasea Island since 1964. We arrange club cruises throughout the summer months to destinations up and down the east coast.

Our clubhouse has a busy bar and restaurant open to members and the general public and has elevated views over the river and Burnham on Crouch. Those new to boating will find a wealth of experience amongst our members and cruising with other vessels always adds to the fun.



Brandy Hole Moorings

Brandy Hole Moorings is located between North Fambridge and Hullbridge and operates swinging moorings and boatyard facilities on the River Crouch. Visitor moorings are available with prior arrangement.

We offer winter yard storage or annual storage for project boats. We can launch and recover your boat and have facilities for mast stepping

and engine lifting. We can also arrange repair work through our on-site skilled tradesmen.

Various swinging and mud berth moorings are available on a monthly or annual basis. We are always happy to show you the moorings if you call to arrange a visit.

Visit www.brandyholemoorings.co.uk for further information or call 07788 470718.

Sutton Wharf

Sutton Wharf, Rochford, Essex is situated at the top end of the River Roach, which is tidal with a buoyed channel into our yard.

We have pontoon moorings/swinging moorings together with alongside berths and can accommodate up to 80ft vessels.

We have travel hoists that can lift up to 35 ton and slipway trolleys up to 50 ton at very

competitive rates. Our yard has CCTV and 24hr security. Water and electric points are also available in the yard.

We are fully insured and offer a very friendly service.

For further information on prices please call Nigel 01702 546147 or 07765398126 or feel free to visit us.



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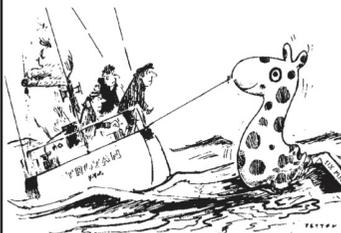
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Up River Yacht Club, Hullbridge, Essex



Up River Yacht Club is situated at Hullbridge on the River Crouch, about 10 miles up river from Burnham.

Founded in 1936, Up River YC has grown to become the leading yacht club on the south shore of the River Crouch. The clubhouse has full facilities including a large conservatory and outside deck from which members can enjoy a view of the river. There are two boat parks adjoining the clubhouse for sailing dinghies and tenders. In addition the club grounds can accommodate over 70 yachts for winter layup.

There is a large car park, accessed via a private road, which continues past the clubhouse to the river, giving direct access to the club's private slipway. Every member is entitled to keys to the gates and changing rooms so they can sail whenever the tide is right.

The club has a growing dinghy section which includes social sailing, cadet tuition and racing. The cruiser section is very active with organised rallies to the continent and the East Coast.

Membership is currently available for all types of sailing craft with moorings for yachts up to 9m/30ft. Cruiser moorings are managed by the club on behalf of the Crouch Harbour Authority. There is a half tide visitor mooring close to the club slipway.

The club bar is open Friday evenings and Sunday lunch times. In addition, the club offers a wide range of social events for members throughout the year.



With a popular fun sail, tuition, racing and cruising programme the club keeps members up to date with regular email news, a very active WhatsApp group and club website.

See www.upriver.org.uk for full details.



The Hostellers Sailing Club



The Hostellers Sailing Club offers day sailing and dinghy cruising during the summer and country walking during the winter. The HSC suits all levels of sailing experience including complete beginners. Most members live in London/Essex/Southeast England, we also now have a few

in Devon. We keep a club owned Wayfarer Dinghy on a mooring at Paglesham on the River Roach in Essex.

There is a website at <http://hostellerssailingclub.org.uk/> where more details can be found.

The Hullbridge Yacht Club



Founded in the early sixties the Hullbridge Yacht Club is a friendly self-help club offering good facilities for the cruising yachtsman. With easy access by road and with ample secure car parking it is located approximately 13miles from the estuary.

Sheltered local moorings are readily available through the 'Hullbridge Mooring Holders Association' and are accessible at almost all states of the tide via the Club jetty or slipway with convenient in-season dinghy storage. Craning in and out is Club organised and ample winter layup space is adjacent to the Club House where power, water and toilet facilities are available.

The well-appointed Club House facilities include a weekend bar where refreshments are also available – new members and visitors are welcome.

For membership details or further information telephone: 07757 670492 or Hullbridgemoorings.org.uk
Email: laurabuckfield.hyc@hotmail.com



Burnham on Crouch Sailing Club (BSC)



The Burnham on Crouch Sailing Club (BSC) offers a wide range of affordable, fun and friendly water sporting and leisure options.

Our vibrant Wednesday evening racing programme attracts a variety of boats, from cruiser racers to Squibs, 707's, RS Elites as well as both single and double-handed adult and junior dinghies. For those who may not be able to gather a full crew on Wednesdays the "white sails" class (no spinnaker) has recently proved particularly popular.

We are very family oriented and have an active Junior Section. Friday evenings is our junior training night with some lively coaching and fun on the water. In addition to the regular Wednesday and Friday sailing program we hold numerous events throughout the year including open meetings, a regatta, an annual Commodore's Cruise as well as various socials, including during Burnham Week. Furthermore, the BSC is home to the MAD Kayaks and we have recently established a Stand Up Paddleboard (SUP) section. Our very user friendly pontoon provides access to the water for members at all states of tide.

The BSC is run almost entirely by it's member volunteers allowing very affordable membership rates with an ethos of encouraging new members from both sailing and non-sailing backgrounds. Come and join us. For membership details and further information visit www.burnhamsc.co.uk or email membership@burnhamsc.co.uk





Example of a INNS – The Chinese Mitten Crab

Invasive Non-Native Species [INNS] can damage our Harbour.

Non-Native Species are plants and animals outside their native range, they have been released into the wild by humans, either deliberately or accidentally for hundreds of years.

With increased worldwide travel more species are being moved in greater quantities than ever before. Non-Native Species can become Invasive and therefore a problem when they outgrow, kill or outcompete local species and consequently lead to substantial financial costs for fisheries, agriculture and the broader leisure & commercial marine sectors. Further damage can be sustained to local species and habitats which can impact on the food chain and biodiversity.

To help minimise this problem you can assist by cleaning vessels bottom, prop, shaft, water inlets and outlets as often as possible and disposing of removed fouling in a bin rather than placing back in the water.



TOWN PIER BURNHAM ON CROUCH

The Town Pier located on Burnham waterfront is run and managed by Maldon District Council.

Access is available to the public from the shore for crabbing etc.

No Crabbing on the hammerhead.

A small foot passenger ferry and seal sightseeing trip boat operate seasonally from the pier.

Mooring and berthing on the jetty is **NOT PERMITTED** unless in an emergency situation without permission from MDC.

The River Crouch is an incredible place for wildlife and people to enjoy side-by-side. Wildlife can be seen using the dykes and seawalls as well as the river edges and mudflats.

There are many different species of waders, ducks and geese that can be seen during the winter, accumulating in their thousands to feed on the mud and roost on islands and saltmarsh. It takes a lot of energy to stay warm and fed in the winter so try not to disturb feeding or roosting birds as this uses up their essential energy supplies. And please remember, dogs disturb wildlife too so keep them under control.

Some birds come here to breed during the summer months nesting, for example, on the shingle beaches or the saltmarsh. Little Terns, Oystercatchers and Ringed Plovers are three species that are becoming increasingly uncommon breeders on the Essex coast, but are easily disturbed making them more vulnerable to predators and the cold.



Little Tern Kevin Simmonds
(rspb-images.com)



Ringed plover Tim Marshall
(rspb-images.com)



Oystercatcher Paul Turner
(rspb-images.com)

How you can help

1. **Know where they are** – by familiarising yourself with potential breeding locations you can help reduce disturbance to a nesting site and know to look out for their camouflaged nests.
2. **Respect zoned off areas** – areas with signage and blue rope are “no go” zones from April-August as these sites are protected for wildlife.
3. **Avoid disturbance by boat** – reduce the disturbance on the water by only landing boats on designated moorings and landing areas, keep water sports away from the shoreline, respect speed limits and minimise noise near breeding sites.
4. **Back away if you disturb a breeding species** – short, sharp alarm calls, birds with full beaks or coming unusually near to you usually mean you are too close to young or eggs, which can often be very well hidden. If you see any of this behaviour you should back up the way you came to avoid any risk of disturbing or injuring young, being careful to watch where you tread.
5. **Raise awareness and report bad behaviour** – help spread the work about the importance of our coastline for beach-nesting birds and how everyone can help these endangered species by following these clear guidelines. If you do see evidence of wildlife crime, then please do report this to your local wildlife crime officer using the police 101 number.

Wallasea Island Wild Coast Project

What is the Wallasea Island Wild Coast Project?

The Wallasea Island Wild Coast Project is a landmark conservation and engineering project, the largest of its type in Europe. This exciting project has transformed 670 hectares of arable farmland into lagoons, mudflats, saltmarsh and coastal grassland. This area is more than double the size of the City of London!



Aerial view of Wallasea Island 2019 looking east © RSPB

The project built on the success of the 115ha of new saltmarsh and intertidal mud (known as Allfleets Marsh) created on the north of the island by Defra in 2006.

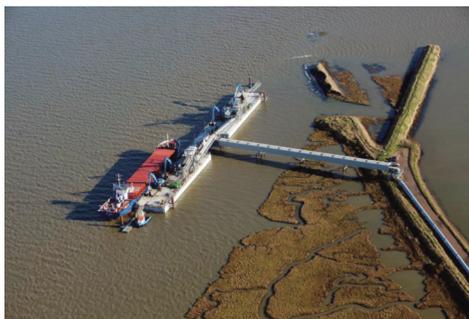
Why was the Wallasea Island Wild Coast Project needed?

Four hundred years ago there were 30,000ha of wildlife-rich saltmarsh around the Essex coast. Now, saltmarsh is rare, with just 2,500ha left. That's a loss equivalent to 39,000 football pitches! In England, saltmarshes and mudflats are being lost at the alarming rate of 100ha each year. Sadly, this rate of saltmarsh loss will only increase with climate change. Rising sea levels steadily erode the precious mudflats between land and sea and the food-rich environment will be lost to our wildlife forever. The Wallasea Island Wild Coast Project aims to re-create some of this lost landscape and save it, both for the incredible wildlife that relies on it and for the people that relish it for its restorative benefits and for the pleasure of seeing such places exist.

How was Crossrail involved?

The first phase of the project was completed by Crossrail. It constructed a temporary jetty in the River Crouch and used this facility to deliver

excavated material from its tunnelling operations deep under London. Crossrail imported just over 3 million tonnes of clean, recovered soils by ship to shape the new 165ha landform of Jubilee Marsh in the east of the island. Raising the land reduces the volume of seawater entering on each tide. In turn, this also reduces the adverse effects on navigation and shell fisheries that would result from an unmanaged seawall breach. The first material arrived by ship in August 2012 with the last delivery made in March 2015.



View of the pontoon with a ship in berth unloading material from London.

The seawalls were finally breached at three locations on 11 July 2015. This was a huge milestone for the RSPB Wallasea Island Wild Coast Project, with the wall breaches allowing water to enter the east and south east of the island in a managed way for the first time in 450+ years.

What other habitats were made?

A range of other lagoons have also been created on the reserve, some as part of the Crossrail delivery and others later. With the addition of water to Pool Marsh, Grass Farm Lagoon and the Salt Pan, by the end of 2016 we had transformed 65% of the island, in terms of land forming.

To complete the project to the originally consented design would have required a further eight million tonnes of clean soils. We worked very hard to secure extra material, but it proved impossible to find significant volumes of material to a realistic timescale. With these issues in mind, we started working on a 'Plan B' in February 2016.

This alternative plan used an existing seawall sluice in the south of the island to allow saline water into a series of shallow lagoons, using low bunds and the existing topography. The completion of the lagoon groundworks in autumn 2018 means that the whole reserve is now finished in terms of habitat creation. Further funding is needed to complete the required improvements to visitor facilities.

How has the wildlife responded?

The work has produced a rich mosaic of developing habitats. From mudflats to saltmarsh to grassy sea walls and lagoons, wildlife has thrived. As sea levels rise the inter-tidal portions of the island will act to future proof the landscape for species that are moving in line with climate change and the whole of the project area will provide a home for nature as their natural homes start to diminish.

Wintering birds are responding well to both the manged realignment of Jubilee Marsh and the new lagoons across the reserve. Peak total last winter was over 30,000 in January. There are now internationally important numbers of Shoveler, Grey Plover, Bar-tailed Godwit and Knot and nationally important numbers of Pintail, Black-tailed Godwit, Golden Plover and Dunlin.

Breeding birds in 2021 include over 150 pairs of Avocets, over 100 pairs of Common Terns, several pairs of Mediterranean Gulls and over 1300 pairs of Black-headed Gulls. Corn Buntings, Skylarks and Yellow Wagtails continue to breed in good numbers and are enjoying the mix of grassland, bare ground and weedy species currently found on the reserve.

A survey of plants last year found good populations of some scarce bare ground and saline-loving plants such as Sea Barley, Annual Beard Grass, Stiff Saltmarsh Grass and Sea Clover. These are plentiful across the reserve and we are hoping that they will continue to thrive as our management of the reserve should suit these plants. Brackish Water-crowfoot was found in a few pools and a scarce annual grassland plant was also found within the creek network called Bithynian Vetch.



Establishing saltmarsh plants on Jubilee Marsh creating a colourful edge to the mudflats in August 2020 © Malcolm Ausden

Common seals are often seen investigating the breaches and Jubilee Marsh. Water voles continue to do well in the new habitat as well as existing ditches and borrowdykes, whilst the numbers of butterflies and dragonflies have also risen.

What is there for visitors?

Wallasea Island is an amazing space for people too, with wildlife spectacles galore and a chance to relax in the wilds of Essex. The length of trails now exceeds 11km and will be increased further when New Pool Trail opens in winter 2021/22. This will allow visitors to cut east/west across the reserve but will only be open August-February, to protect important breeding areas on the wetlands.

Caroline's Hide which overlooks the Beagle Lagoons is now open but works will ensure it has a better surfaced path ready for winter 2021/22. A new viewpoint looking north across Grass Farm Lagoon and south across the rough grassland is being created in summer 2021.

We would like to thank the Crouch Harbour Authority for their continued support and positive engagement with the Wallasea Island Wild Coast Project.

Rachel Fancy
RSPB Wallasea Island Site Manager
August 2021



ESSEX
Wildlife Trust

the reserve is located at the end of Blue House Farm Chase off Fambridge Road, postcode CM3 6GU.

How to Find Us

The reserve is located on the northern shore of the River Crouch with North Fambridge to the west and Bridge Marsh Island to the east. The reserve is a short fifteen minute walk from North Fambridge Railway Station for trains to London and Burnham-on-Crouch. The car park for the

What to Do

Walks – Visitors can enjoy a walk through the reserve on an approximate 4km loop. Starting from the car park, the permissive footpath through the reserve passes three bird hides and takes you onto the public footpath at the sea wall. The loop takes you back towards the reserve's car park along the River Crouch. For a longer walk, follow the sea wall footpath to Althorne (7.5 km) or Burnham-on-Crouch (14 km) and then take the train back to North Fambridge.

Bird Hides – The first bird hide nearest the car park overlooks the flooded fields which are protected for breeding birds by an electric fence. During the spring and early summer months, the islands in front of this hide offer great viewing of nesting waders and gulls. The remaining two bird hides offer spectacular viewing over large areas of flooded ground known as the fleets. The most inland of the fleets dries out during the spring and summer, exposing wet mud which is important feeding habitat for wading birds. The fleet nearer the sea wall is deeper, staying wet all year round. It supports diving duck such as Tufted Duck and Little Grebe.



Species to See – At any time of the year, it is worth spending 20-30 minutes in a hide, either early in the morning or at dusk, when there is a good chance of seeing a Marsh Harrier hunting low over the reed beds or a Barn Owl gliding silently across the fields. The reserve has five Barn Owl boxes, with 2-3 pairs of Barn Owl successfully nesting each year. Other birds of prey seen include Hobby and Peregrine.

The flooded fields provide important habitat for breeding birds such as Redshank, Lapwing and Avocet. The grassland habitats also support farmland birds of conservation importance such as Yellow Wagtail, Skylark and Corn Bunting. The bubbling song of rising Skylarks fills the air over hay meadows in the spring and early summer.

The reserve is important for overwintering waders such as Dunlin, Lapwing, Redshank, Black-tailed Godwit and Curlew, in addition to ducks such as Wigeon, Teal, Pintail and Shelduck. On a winter's day, large flocks of Brent geese can be seen moving up and down the Crouch estuary and onto the reserve to graze on the flat grasslands and bathe in the fleets. Around 2000 Brent geese come to the area during winter. Amazing aerial displays from Teal, Wigeon, and Golden Plover can also be seen. Species which are rarer for the area have been known to find their way to the reserve, including Great White Egret, Cattle Egret and Spoonbill!

Blue House Farm is a great place to see Brown Hare, which is the UK's fastest land mammal, reaching speeds of 35 mph. There is also a good population of Water voles on the reserve, and when passing ditches, it is worth looking out for Water voles and listening for the characteristic "plop" sound of them entering the water.





Spectacular views – Blue House Farm is situated low on the marshes and the views from the sea wall with the estuary stretching out before you can be truly spectacular. If returning via the sea wall to North Fambridge as dusk approaches, you could be treated to one of the best sunsets in Essex!

PLEASE NOTE: No dogs are allowed on the permissive footpath due to potential disturbance of key wildlife areas. The reserve can become very wet and muddy during the winter – walking boots or wellingtons are advised.

History and Management

Blue House Farm is a grazing marsh comprising an array of important wetland habitats that includes wet grassland, fleets (large areas of open water fed by ditches), flooded fields, freshwater ditches and brackish dykes. Essex Wildlife Trust is managing this reserve to conserve and increase the wildlife that it supports. This involves maintaining high water levels and balancing good livestock farming with good conservation practice. Installation of sluices, earth bunds and a wind-powered water pump has been undertaken to retain freshwater behind the sea wall and raise the water levels. This provides important winter and breeding habitats for a range of birds, primarily geese, ducks and waders. Blue House Farm is notified as a Site of Special Scientific Interest (SSSI) and is internationally important for wildlife, particularly for overwintering birds, coastal plants and insects.

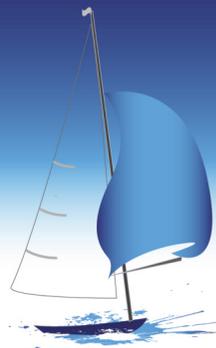


Towards the eastern end of the reserve the remains of a WWII V2 rocket can be seen from the sea wall. Only a small amount of the wreckage can be seen above ground which is a component located at the base of the rocket. It's likely the remains of a rocket fired on the 9th October 1944 that disintegrated at high altitude and impacted on marshland which formed part of Hydemarsh Farm. It was reported that one house in nearby Southminster was slightly damaged by a falling fragment.



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Royal Burnham Yacht Club 01621 782044
 Royal Corinthian Yacht Club 01621 782105
 Burnham Sailing Club enquiries@burnhamsc.co.uk
 Up River Yacht Club 01702 204578
 Eyott Sailing Club 01245 321986
 Creeksea Sailing Club 01621 781043
 South Woodham Ferrers Yacht Club
 01245 123456/07866 945517
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BURNHAM-ON-CROUCH TIDE TABLES 2022

LAT 51°37' N LONG 0°48' E

TIME ZONE UT(GMT/BST) TIMES AND HEIGHTS OF HIGH AND LOW WATERS



July			August			September		
	Time	m		Time	m		Time	m
1	0233	4.58	16	0303	5.53	1	0423	5.01
F	0823	0.69		0921	0.10		1018	0.57
	1440	4.86	Sa	1518	5.28	Th	1630	4.92
	2103	0.49		2155	-0.39		2252	0.42
2	0304	4.58	17	0352	5.50	2	0503	4.86
Sa	0853	0.66		1006	0.15		1054	0.68
	1509	4.71	Su	1604	5.24	F	1711	4.78
	2135	0.47		2243	-0.41		2330	0.63
3	0338	4.63	18	0441	5.37	3	0547	4.63
Su	0929	0.63		1051	0.24		1134	0.84
	1545	4.76	M	1649	5.13	Sa	1757	4.56
	2213	0.46		2330	-0.32			
4	0417	4.68	19	0530	5.15	4	0012	0.88
M	1010	0.63		1136	0.38		0636	4.33
	1626	4.77	Tu	1735	4.97	Su	1223	1.04
	2256	0.47					1851	4.27
5	0501	4.71	20	0019	-0.16	5	0109	1.14
Tu	1054	0.69		0620	4.90		0733	4.03
	1712	4.74	W	1223	0.53	M	1326	1.23
	2343	0.51		1824	4.76		1958	4.00
6	0550	4.68	21	0109	0.06	6	0242	1.32
W	1142	0.79		0712	4.64		0848	3.83
	1800	4.66	Th	1314	0.68	Tu	1526	1.28
				1918	4.54		2141	3.95
7	0635	0.59	22	0202	0.29	7	0439	1.16
Th	0642	4.61		0808	4.43		1024	3.95
	1235	0.93	F	1409	0.81	W	1713	0.87
	1854	4.55		2020	4.35		2309	4.33
8	0133	0.67	23	0259	0.50	8	0545	0.80
F	0739	4.51		0908	4.31		1134	0.34
	1335	1.06	Sa	1511	0.87	Th	1815	0.34
	1953	4.44		2127	4.26			
9	0239	0.73	24	0400	0.64	9	0010	4.83
Sa	0843	4.45		1008	4.30		0636	0.44
	1447	1.14	Su	1619	0.84	F	1229	4.77
	2102	4.39		2233	4.29		1905	-0.12
10	0349	0.72	25	0458	0.70	10	0101	5.26
Su	0951	4.47		1106	4.38		0721	0.15
	1606	1.10	M	1724	0.71	Sa	1316	5.12
	2215	4.48		2332	4.39		1951	-0.43
11	0458	0.62	26	0551	0.70	11	0148	5.52
M	1057	4.60		1157	4.51		0803	-0.01
	1722	0.90	Tu	1818	0.55	Su	1359	5.35
	2324	4.70					2033	-0.56
12	0600	0.47	27	0024	4.51	12	0230	5.59
Tu	1157	4.79		0637	0.88		0843	-0.04
	1827	0.59	W	1245	4.63	M	1439	5.43
				1906	0.41		2113	-0.51
13	0024	4.99	28	0110	4.61	13	0311	5.50
W	0656	0.31		0718	0.65		0921	0.03
	1253	4.99	Th	1327	4.71	Tu	1516	5.38
	1924	0.26		1948	0.31		2150	-0.31
14	0121	5.25	29	0151	4.67	14	0348	5.28
Th	0746	0.18		0754	0.62		0956	0.18
	1344	5.16	F	1404	4.75	W	1551	5.23
	2017	-0.04		2026	0.25		2224	-0.02
15	0213	5.44	30	0227	4.71	15	0424	4.99
F	0834	0.11		0824	0.59		1030	5.38
	1432	5.26	Sa	1435	4.77	Th	1627	0.00
	2106	-0.27		2059	0.22		2257	0.31
			31	0257	4.75	31	0346	5.05
			Su	0853	0.55		0944	0.49
				1504	4.81	W	1553	4.97
				2131	0.22		2217	0.24

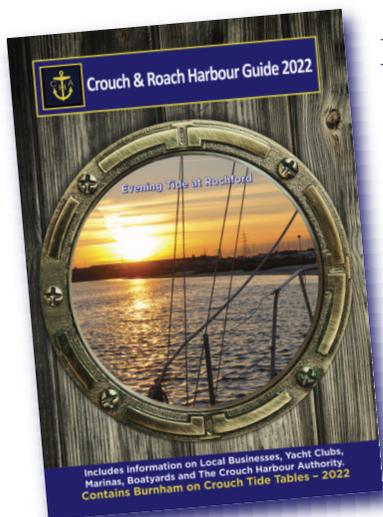
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*TIME ZONE (UT/BST) These Tide Tables are corrected for BST. (27 March to 30 Oct inclusive).

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