

**EAST COAST RIVERS NAVIGATIONAL UPDATES May 2009****LOWESTOFT AND SOUTHWOLD**

An experimental wave-energy rig is being constructed (by Lowestoft-based marine engineers Small & Co) 6 miles ESE of Southwold Harbour entrance. The draft platform will be anchored at 52degrees 17'.9N 01degrees 46'.5E. The 8m high rig will have yellow superstructure, which will be lit, and carry St Andrew's crosses on top. The structure, being trialled by renewables developer Trident Energy, will be in position for one year.

**SOUTHWOLD**

**p.19 Hazards** After '...onshore winds. See...'

Add: [www.waveney.gov.uk](http://www.waveney.gov.uk), or [www.eastcoastrivers.co...](http://www.eastcoastrivers.co...)

**p.21 bottom left paragraph**

Amend '...consult the harbour master, Steven Clouting (2008)...' to read:

...harbour master, Colin Carr (2009)...

After '...or fax on 01502 724712,...' add: 'email [colin.carr@waveney.gov.uk](mailto:colin.carr@waveney.gov.uk), and will give...'

After '...initial contact on VHF Ch 12.' Add: 'Owners of vessels not making contact on VHF before entering the harbour may be liable for a fine.'

**p.23 Southwold Port Guide**

**Harbour master** for 'Steven Clouting' substitute: Colin Carr

After 'Tel: 724712;' add: email [colin.carr@waveney.gov.uk](mailto:colin.carr@waveney.gov.uk); [www.waveney.gov.uk](http://www.waveney.gov.uk)

**ORFORD RIVER****p.25, 26, 27 and 27**

The latest position for Orford Haven buoy and the seasonal buoys Oxley and Weir, based on survey 1.4.09, can be found on the website [www.eastcoastrivers.com](http://www.eastcoastrivers.com) where there is also a downloadable sketch chart showing the latest soundings.

**Based on this survey a CAUTION has been issued:**

**Immediately to the north of Weir (green) buoy, considerable shoaling may be experienced. Although the current buoy positions represent the best water available, it is strongly recommended to enter or exit the Ore no earlier than half flood on a rising tide. Shoals in this area are highly unstable at present and are likely to change in the near future.**

Therefore the advice given on p.28 to 'enter or leave from about one hour after low water, depending on draft...' should be amended accordingly, at least for 2009.

**p.28** The findings of this recent survey show that the channel in the river just above North Weir Point, where 'shoal patches have been reported...', is now subject to particularly frequent and unexpected change.

**THE RIVER DEBEN**

**p.45 Entrance**

There is still 0.6m maximum depth on the bar at LAT. For the 2009 positions of the Woodbridge Haven and Knoll buoys go to [www.eastcoastrivers.com](http://www.eastcoastrivers.com) where you will also find a sketch chart and aerial photo of the entrance.

p.47 In 2009 the course to steer from the Haven buoy is still approx 335 degrees T.

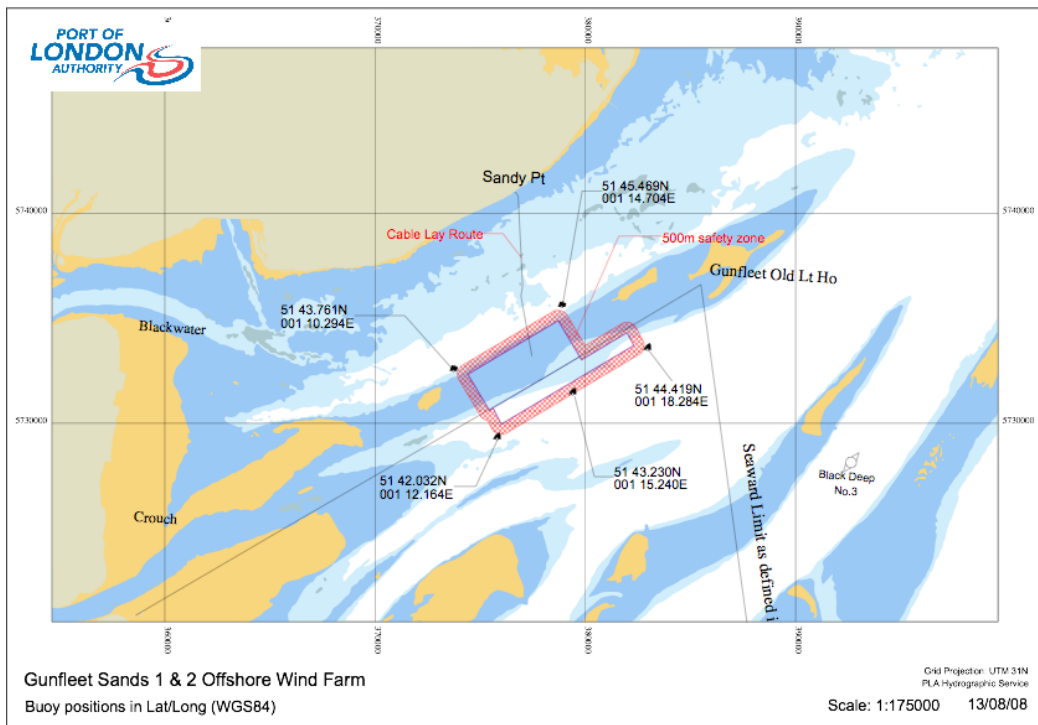
**THE WALLET**

**p.58** The PLA chartlet below shows the position of the Gunfleet Sands Offshore Wind Farm, which is currently under construction, together with the position of the two red cans and three green conical buoys marking the 500m safety zone around the site.

The red cans are: QR at 51 43.76N 01 10.29E; FI R at 5 45.46N 01 14.70E and the green conicals: FI G 5s at 51 42.03N 01 12.16E; FI G (5) 5s at 51 43.23N 01 15.24E; FI G 2.5s at 51 44.42N 01 18.28E

When on passage up or down the Wallet, be aware that the heavy lift ship 'Titan 2', plus other construction vessels, tugs, barges and support craft will be operating in the area (out of Harwich and Brightlingsea).

The 48 wind turbines (129m high) will be commissioned in phases and are all due to be operational by late 2010.



**HARWICH HARBOUR**

**p.59, 60 and 61**

Further development at the container terminal along the Felixstowe shore is now under way. In April 2009 an Exclusion Zone, known as the Harwich Shelf Works Area, was established. The zone is marked by existing channel buoys Guard, Cliff Foot, North Shelf and Grisle to seaward and by two yellow marker buoys to landward. This is to enable a new, wider deep water channel to be dredged.

A second Exclusion Zone, the Felixstowe South Reconfiguration Works Area, is on the opposite side of the existing deep water channel, and is marked by green lit buoys.

Extensive dredging and boulder removal operations are taking place in the Shelf area, plus hydrographic survey, diving and obstruction removal operations. On the Felixstowe side there will be infilling and dredger pumping, plus piling operations for the new quay line. This work will continue for nine months.

Yachts proceeding north in the Shelf area are advised to keep as close to the line of yellow buoys as possible, leaving them to starboard. Those going south should keep as far to the west, Harwich Town side, as possible without running out of water. Yachts should therefore pass port to port.

Channel 71 (Harwich VTS) should be monitored as usual.

Harwich Haven Authority Notice to Mariners 2009 No. 07 gives further details and a chartlet showing the Exclusion Zones and buoyage – [www.hha.co.uk](http://www.hha.co.uk)

## **IPSWICH**

### **p.77**

Environment Agency flood gates have been installed in the Wet Dock/Prince Philip Lock. If the HW tide prediction is for more than 4.5m, these gates will be closed and it will not be possible to go in or out of the Wet Dock at this time. During big spring tides it will therefore be a good idea to check first with the Ipswich Lock Master if you plan to enter or leave near the top of the tide.

### **p.78 Ipswich Port Guide**

Below 'Orwell Navigation Service ... Ch 68'

Add: Tel: 211066

Also Add: **Lockmaster** Tel: 213526

## **THE COLNE**

### **Colne Entrance, Brightlingsea, Mersea Stone Point and Pyefleet**

During 2009, in connection with the construction of the Gunfleet Wind Farm, there will be a great deal of shipping movement in and out of Brightlingsea. Part of the wharf in Brightlingsea is being used by the Danish energy company Dong. There are tugs, barges and floating sheer legs, together with support craft operating in the Colne entrance and Brightlingsea area. A floating harbour has recently been moored off East Mersea Stone Point near the entrance to Pyefleet. Construction on the Gunfleet is due to be completed in 2010.

### **p.96 Left hand col. 3<sup>rd</sup> para**

The scrap metal export by freighters from Oliver's Quay has now ceased. Part of the wharf is being used by the energy company Dong in 2009 (see above).

### **p.97 Brightlingsea Port Guide**

**Water Taxi** substitute new Tel number: 07986 122672

### **Chandlery**

Add: L. H. Morgan & Sons (Marine) 302003

## **RIVER BLACKWATER**

### **p.109 Photo of Thirslet buoy**

This buoy was lost during the summer of 2008 and has been replaced, but no longer looks like the one in the photo. It has been reported that the replacement buoy is more difficult to locate.

**Thirslet Creek**

A white catamaran-type float (water quality monitoring equipment) has been moored in the vicinity of the creek, until further notice. It is lit: QY.

**THE RIVER THAMES****p.147 Rt hand col para 3**

Amend '...to keep clear of the freight terminal at Canvey, Shellhaven and Coryton.' to read '...to keep clear of the London Gateway Port Reclamation Area at Thames Haven.'

**p.149 Chart River Thames Thames Haven to Crayford Ness**

The jetties at Thames Haven are now part of the London Gateway Port Reclamation Area where work is in progress during 2009.

**RIVER SWALE****p.175 Chart The Swale – Shell Ness to Kingsferry Bridge**

Ldg Lt SE of Kingsferry Bridge Dir F WRG is now Iso (6) WRG

**N Ferry and S Ferry** green conical and red can buoys now lit. FI G 2s and FI R 2s respectively.

**p.176 East Swale**

Alter light characteristic of Columbine Spit buoy to FI (3) G 10s

And Ham Gat buoy to QG.

**p.176 Dolphin Sailing Barge Museum**

Sadly the museum sail loft and collection of artefacts was destroyed by fire on Sunday October 26<sup>th</sup> 2008.

**p.178 Anchorage**

North and South Ferry buoys now lit: FI G 2s and FI R 2s respectively

**pp 179, 180 Faversham**

Faversham Creek is closed to navigation upstream of Town Quay to the swing bridge, owing to an obstruction. Do not attempt to use the turning area adjacent to the bridge.

**p.182 Chart The Swale Eastern Entrance**

Alter light characteristics of Ham Gat green conical buoy to QG

**p.184 Entering Whitstable**

The West Quay Dolphin and its flashing light have been discontinued.

Delete text between '...is from a position...' and '...into the entrance.' and insert the following new instructions:

...is from a position about a quarter of a mile north-east of Columbine Spit green conical buoy (FI (3) G 10s) on a southerly course. This is held until about half a mile WNW of Oyster red can buoy (FI (2) R 10s) by which time a course of approximately 125degrees M will keep you within the white sector of leading light (Dir FI WRG 3s) at the head of the harbour.

**CROSS ESTUARY ROUTES****p.186 Thames Estuary Chart and p.189 Princes Channel**

The Princes Channel has been re-dredged to form a new Thames Estuary southern access route for shipping. A different buoyage system was put in place late 2008.

The red can buoy Princes No 4 and its pair the W Cardinal Princes No 7 remain but the other buoyage has been replaced by four green conicals to the north and three red cans to the south.

The Princes Approach safe water mark has been removed and the eastern end of the channel is now marked by Princes Outer, a S Cardinal buoy.  
Full details of new buoyage in 2009 Admiralty Notice 507.

**p.188 Wind Farms**

Work on the London Array and Gunfleet offshore wind farms continues.

In addition construction began in early 2009 on the installation of 100 turbines for the Thanet wind farm (approx 8 miles NE of N Foreland). A safety zone marked by lit buoys has been established around the works. Submarine power cables will come ashore at Pegwell Bay.

Turbines on the Gunfleet wind farm will total 49 (not 30) when complete.