

Visitor Guide & Tide Tables

Brightlingsea Harbour 2020



Brightlingsea
Harbour
Commissioners

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Welcome to Brightlingsea Harbour

Brightlingsea Harbour is a small mixed leisure and commercial port with a rich heritage, situated in Brightlingsea Creek close to the mouth of the Colne Estuary where it meets the Blackwater and Thames Estuaries.

The Harbour is a Trust Port managed by Brightlingsea Harbour Commissioners. The Harbour Master leads a dedicated team of permanent and seasonal staff who oversee the day to day activities within the Harbour.

Harbour Contacts

Harbour Office: 01206 302200

Harbour Marina VHF: Channel 68

www.brightlingseaharbour.org

mail@brightlingseaharbour.org

Facebook @brightlingseaharbour

Twitter@bseaharbour

Address:

Brightlingsea Harbour Commissioners
4 Copperas Road, Brightlingsea,
Colchester, Essex, CO7 0AP

Acknowledgements

The articles, pictures and adverts are included with grateful thanks to the contributors.

Design and artwork by Alan Zini at Morgan Marine.
Town map by KTB Solutions

Front cover and photographs from Nauti Pictures and others from Valerie Waters. The photographs relating to USAR work have been provided by Luke Bryant.

If you have a story of interest for Brightlingsea visitors, please drop this into the Harbour Office with your contact details: we might be able to include it in the 2021 Harbour Guide!

Content: Maximum 250 words. Photos: 300 dpi, copyright free.

The Confederation of Cinque Ports is a historic series of coastal towns in Kent and Sussex. It was originally formed for military and trade purposes, but is now entirely ceremonial. It lies at the eastern end of the English Channel, where the crossing to the continent is narrowest.

Welcome from the Harbour Master



Once again, we have produced a guide to let you know about the harbour and the town of Brightlingsea. It is a Brexit free zone, who knows where we'll be when this is published. Welcome back if you've been before, you're in for a treat if this is your first time.

Please read through the guide to see what we've got to offer but most of all enjoy your stay; should you need further information please ask one of our friendly staff for help.

The harbour is often very busy. Every year we can expect 100 larger ship movements, approximately 2200 visiting yachts, hundreds of power boaters, paddle boarders, canoeists, other watercraft users, dinghy sailors and racers. They share the space and the Team and I work with them to ensure that this happens and everyone is welcomed. However busy we are, we pride ourselves in never turning down a visitor in need of somewhere to tie up for the night. Incredibly although located centrally within the Thames Estuary many visitors have only discovered Brightlingsea by accident.

The town and the Waterfront offers a great selection of friendly, locally run; hostelrys and shops, meeting the needs of residents and visitors. Most are only a short walk from the harbour, but it is well worth taking the time to explore the town, gardens and promenade.

When arriving please call our Duty Staff on VHF CH 68, they will allocate and personally

direct you to an appropriate berth for your vessel. That could be in the Marina or on the Pontoons in the Creek, your choice.

Our website is full of information to assist your stay in Brightlingsea however anything else can be sought from the harbour reception. We wish to keep all harbour users safe at all times so please abide by the rules - they are there for your safety and the safety of others. In addition, please take the time to look at our safety information in this guide, and the map of the harbour. The harbour has an easily accessible fuel berth and fuel is sold for leisure and commercial users.

The harbour reception area is also a Tourist Information Point providing a variety of literature about local attractions. Those who wish to explore can get ashore using our water taxi or travel to Wivenhoe to enjoy the pub cruise, travel further afield on one of our ferries or simply enjoy Brightlingsea on foot.

In addition to dredging the Harbour, we have re-used the mud working with nature to improve saltmarsh which as well as providing additional flood defence, attracts incredible wildlife, migratory birds from around the Globe and of course provides greater access to the harbour; the channel is now a minimum of 1m below CD.

Keep a look out on our website, Facebook, YouTube, Instagram and Twitter for special offers and events taking place throughout the year such as Winterfest, Blessing of the Waters, Regatta, Music Festival, Horticultural Show, Food & Wine weekend, Classic Car Show, Late Night Shopping, Tree Festival at the Church and car boot sales on bank holiday Mondays.

Everyone at Brightlingsea Harbour looks forward to welcoming you to Essex's best kept secret throughout 2020.

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Website: boatparkandride.com

E-mail: info@boatparkandride.com

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- Secure storage yards & CCTV

- Park 'N' Ride on private slipway
- New & used boats for sale
- Main dealer for Jeanneau, Highfield, Sea Ray and Excel
- Brokerage - sail & motorboat
- Plenty of free parking

The Boatyard Shipyard Estate Brightlingsea CO70AR T:01206 302003 www.morganmarine.com

Water Taxi Service Timetable 2020

Contact the Water Taxi on VHF CH 68

£1.50 each way per person or 1 token per person each way.

Buy 10 tokens for £10.00 from Harbour office or Water Taxi Coxswain.

Children must be accompanied by an adult and are FREE.

Times of the harbour water taxi may change, check website for details.

02/01/20 to 22/03/20	Mon – Sun	0800 – 1600
23/03/20 to 26/04/20	Mon – Thu	0800 – 1700
	Fri – Sun	0800 – 2100
27/04/20 to 31/05/20	Mon – Thu	0800 – 1800
	Fri & Sat	0800 – 2300
	Sun	0800 – 2100
01/06/20 to 19/07/20	Mon – Thu	0800 – 1900
	Fri & Sat	0800 – 2300
	Sun	0800 – 2100
20/07/20 to 06/09/20	Mon – Thu	0800 – 2200
	Fri & Sat	0800 – 2300
	Sun	0800 – 2100
07/09/20 to 04/10/20	Mon – Thu	0800 – 1900
	Fri & Sat	0800 – 2300
	Sun	0800 – 2100
05/10/20 to 01/11/20	Mon – Thu	0800 – 1800
	Fri – Sun	0800 – 1800
02/11/20 to 29/11/20	Mon – Sun	0800 – 1700
30/11/20 to 23/12/20	Mon – Sun	0800 – 1600

Bank Holiday Extended Service

13/04/20	Bank Hol Mon	0800 – 2100
25/05/20	Bank Hol Mon	0800 – 2100

*BHC Tokens have no cash value and can only be used for water taxi journeys. Tokens can be purchased from the Harbour office or Taxi Coxswain 10 Tokens for £10. This service is operated by Brightlingsea Harbour Commissioners.

*The Harbour will endeavour to provide this service

as per the schedule but check website for any changes. At non-peak times, the harbour "launches" may be used for this service which could affect the passenger carrying capacity, also events outside of the harbour's control such as weather conditions and breakdowns could affect the service.

Harbour & Marina Moorings

Harbour dues per boat length over all (LOA)

Prices shown are ANNUAL fees

> 4m LOA £16.50	>5m LOA £20.50	> 6m LOA £25.00
>7m LOA £29.00	>8m LOA £33.00	>9m LOA £37.00
>10m LOA £41.00	>11m LOA £45.00	>12m LOA £49.00
>13m LOA £53.00	>14m LOA £57.00	>15m LOA £61.00

Trailer carried any size	£20.00 per day	£60.00 Annual Fee
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Harbour dues per boat length over all (LOA)

	Summer 1st April – 31st October	Annual 1st April – 31st March
Half Tide		£169.00 per annum
Half Tide Premium		£185.00 per annum
Swinging Moorings		
Bumpkin Bay	£66.00	£88.00
Fore & Aft Moorings		
South Channel	£66.00	£88.00
John Pitts Centre	£66.00	£88.00
Cindery Shore	£63.00	£86.00
St Osyth Shore	£43.50	£59.00
John Pitts Side	£43.50	£59.00
Pontoon		
Whites	£75.50	£102.00
St Osyth South	£92.00	£123.00
St Osyth North	£103.50	£142.00
Cindery/Heritage/Fishermans	£103.50	£142.00
Marina	£215.00	£275.00 (one payment)
Annual Marina 12-month Instalment Plan		£299.00*

Multihulls will be charged at 1.5 times the published rate.

Electricity, water & WIFI for marina moorings is subject to Terms & Conditions.

Winter 01 Nov – 31 Mar Pontoon £41.00 Marina £68.50

*1st Payment £74.71 per metre plus harbour dues then 11 monthly payments @ £20.39 per metre

Visitor Rates

Harbour & Marina West Basin Visitor & Leisure Charges

Per Night

7m or < (23ft or <)	£16.00
7.1m – 9.7m (24ft - 32ft)	£19.00
9.8m – 11.2m (33ft – 37ft)	£21.00
11.5m- 13m (38ft - 43ft)	£23.00
13.1m – 14m (43ft-46ft)	£27.50
Over 14m (46ft)	£27.50 + £3.00 per metre

Weekly Rates

Apr - June, Sept, Oct:	1 week = 5 nights
July:	No Discount
August:	No Discount
Nov - March:	1 week = 4 nights

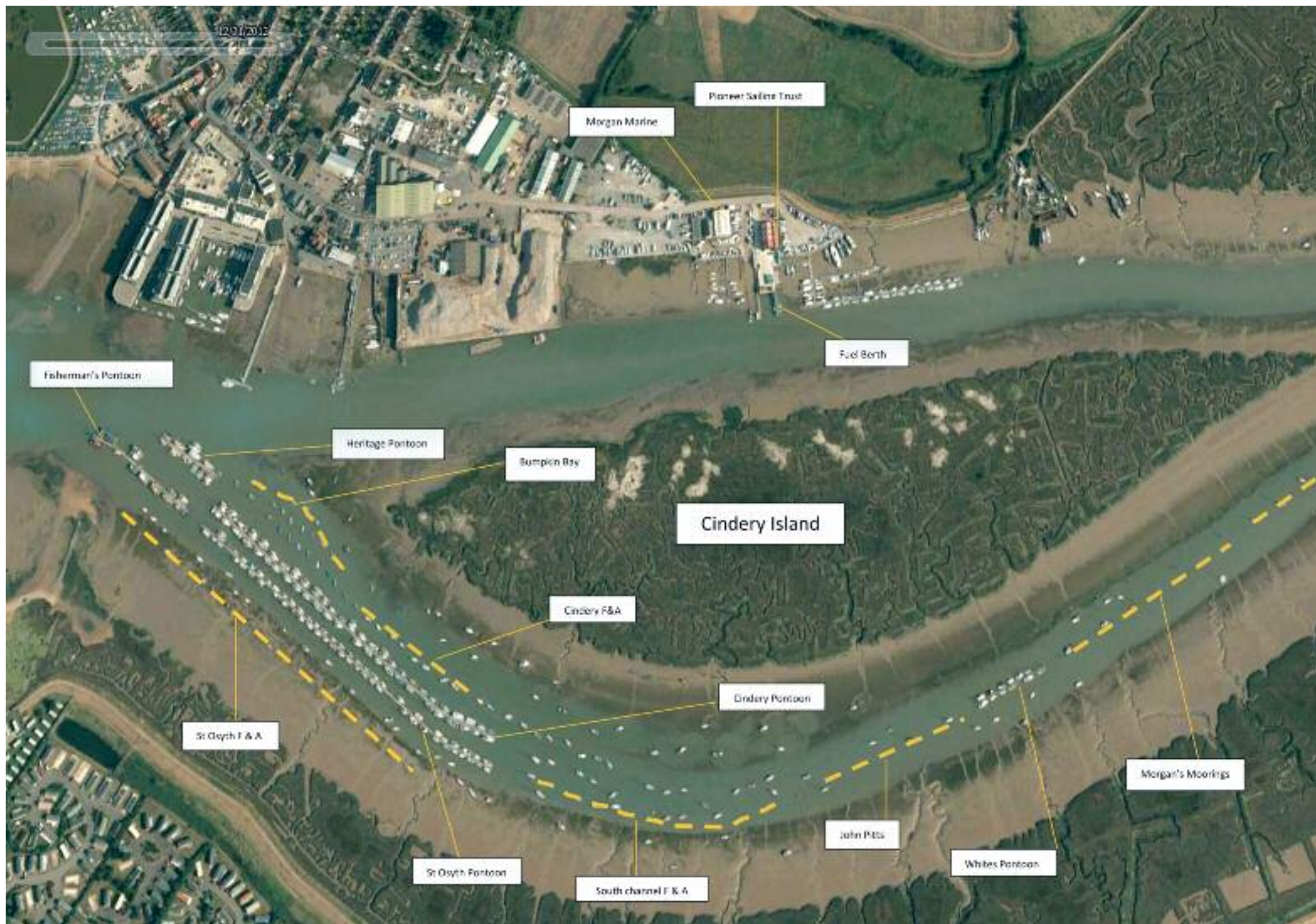
MARINA EAST BASIN VISITOR CHARGES

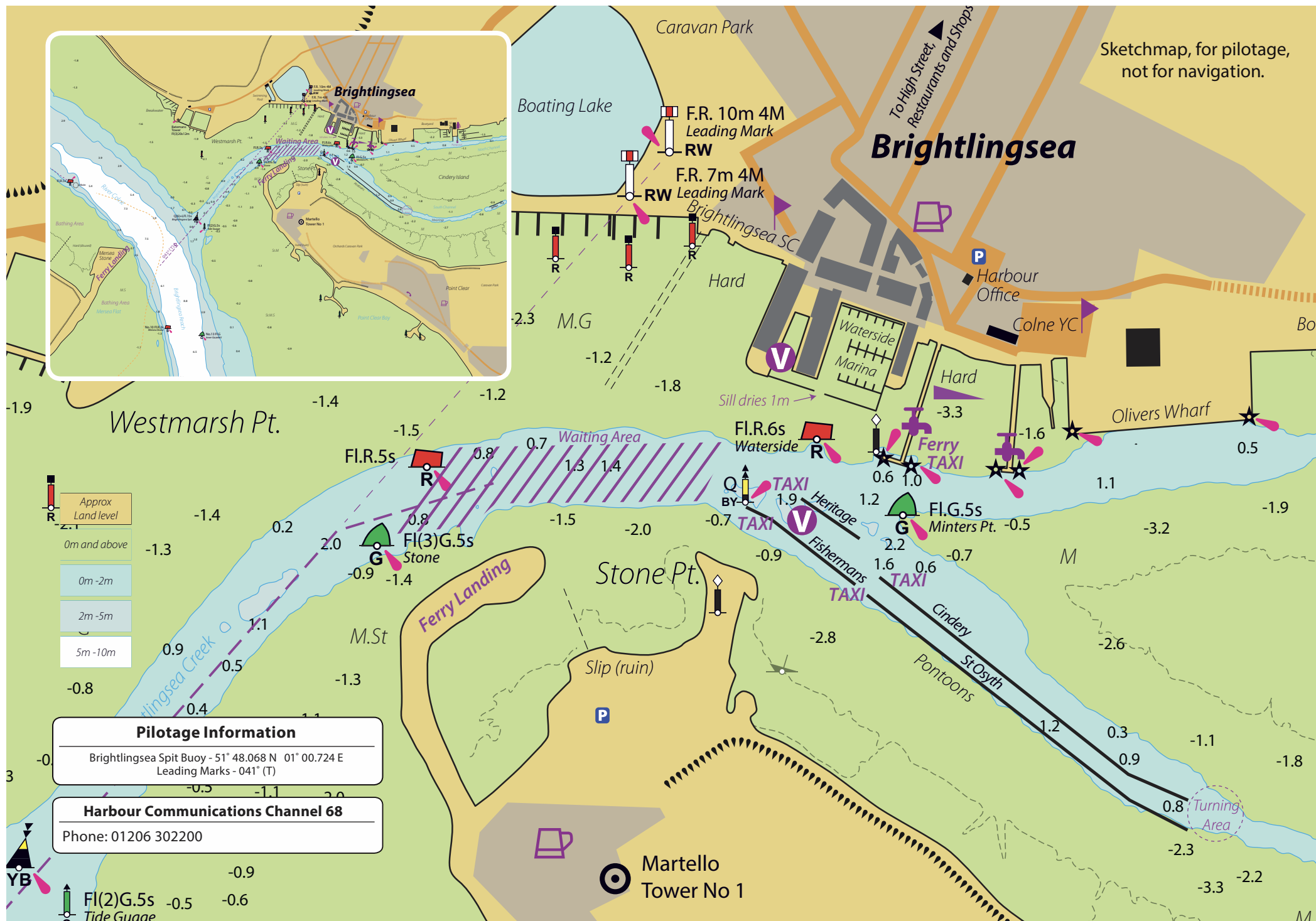
Per Night

7m or < (23ft or <)	£16.00
7.1m – 9.7m (24ft - 32ft)	£21.00
9.8m – 11.2m (33ft – 37ft)	£26.50
11.5m- 13m (38ft - 43ft)	£29.50
13.1m – 14m (43ft-46ft)	£32.50
OVER 14m (46ft)	£32.50 + £3.00 per metre

Take a look at our website, www.brightlingseaharbour.org where you will find a wealth of useful information. Watch a navigational video on how to enter the harbour, find live tide and weather data plus download mooring application forms, our complete schedule of charges etc.

Brightlingsea Harbour prides itself on its friendly service and the Harbour team is only too happy to help and offer advice to mooring holders and visitors.





Advice for craft entering harbour

Approaching from seaward, pass between red buoy No 10 and green buoy No 13 and head towards Bateman's Tower at the entrance to the creek on the north shore. The entrance to the Creek is marked by a lit south cardinal buoy (Brightlingsea Spit Buoy) and a lit green beacon with a tide gauge showing the minimum depth on the line of the leading marks over the bar into the Creek.

If the south cardinal buoy (Brightlingsea Spit Buoy) is left close to port, the upper and lower leading marks (locally known as the Cricket Stumps – 2 white boards with vertical red lines by day and 2 fixed red lights by night). They are in transit at 041° T and when in line lie just below and to the left of the thin spire in the town skyline.

Follow a course with the boards / lights in transit. When abeam the green buoy turn to starboard to pass 50 metres south of

the red buoy. When the red buoy is abeam turn further to starboard and head to pass 10 metres north of the north cardinal beacon (quick flash by night) at the seaward end of the first pontoon. By day a welcome board is visible.

There is a red buoy on the north side of the Creek which marks the seaward side of the channel to the Waterside Marina which has a sill which dries 1m above CD.

Vessels have a choice to berth in the harbour or in the marina. There are normally pontoon moorings available for vessels up to 50' LOA. For berthing instructions please call Brightlingsea Harbour on VHF Channel 68 when approaching.

The waiting area is to the north of the north cardinal beacon wait there until you are met by the harbour staff in the harbour

launch, who will guide you to a berth.

If you arrive when there is no member of staff on duty, please follow the instructions below:

- Pass between the first two pontoons which normally berth commercial boats and Smacks heading towards the next pair of parallel pontoons.

- Berth in one of the visitors' berths at the seaward end of the northernmost pontoon of the pair of parallel pontoons in the south channel.

- If these are all taken, go into any empty pontoon berth large enough for your vessel where there is not a 'Back Tonight' notice, or go alongside another boat on one of the pontoons.

All vessels having to lie alongside other vessels or the pontoon must place sufficient fenders on the side of their

vessel which will be next to the other vessel or the pontoon. Fore and aft shorelines should be taken from the outer vessel to the pontoon and springs should be run to the adjacent vessel or pontoon as appropriate.

N.B. The tides run at up to 2 knots.

- The pontoons lie parallel with the flow of the tide and it is strongly recommended that except in exceptional circumstances all vessels should berth bow into the tide.

- There is a turning area with approximately one metre depth at MLWS at the south east end of the northernmost pontoon.

- Vessels should only use the channel between the two pontoons with great caution and in any case only to go to or leave a berth in that channel.

Remember: for mooring or general information contact Brightlingsea harbour on vhf channel 68

Brightlingsea Harbour Navigational Video

Exo Environmental have recently started producing navigational welcome videos for harbours, starting with Brightlingsea!

The videos show the exact path you should follow to enter the harbour safely, whilst also pointing out useful information: VHF radio number, grounding areas, points of interest, local facts and more!

The Brightlingsea video is available for free online. If you're interested in Exo producing a video for your harbour / marine, please do get in touch: enquiries@exo-env.co.uk.



Scan this QR code or go to <http://exo-env.co.uk/bhc-video> to watch the video.

EXO Environmental

CONSULTANTS & SURVEYORS

Exo Environmental provides a wide range of environmental consultancy services, specialising in dredging, sediment and water management.

LICENSING

We provide a wide range of services to comply with consents and licensing. Our experts have extensive experience in drafting relevant documents and following regulatory procedures.

BENEFICIAL USE OF DREDGED MATERIAL

Using sediment in a beneficial way is important; during the BHC USAR project it provided added value to coastal defences and vulnerable habitat. If you are interested in Using Sediment As a Resource, please contact us.



Harbour Facilities



Fresh Water

Fresh Water is available to visiting boats from the end of the Colne Yacht Club Jetty. There is also a tap at the top of the Town Hard.

Fuel

Diesel is available direct to vessels from our Fuel Barge located adjacent to the Pioneer Sailing Trust at Harkers Yard. Please contact the Harbour Office to make arrangements to purchase fuel and to check current prices. 01206 302200 or Channel 68

Laundry Facilities

Laundry facilities are available in the shower rooms at Waterside Marina. Entrance code is available from the harbour office or the harbour staff.

Maintenance Posts

The maintenance posts located on the Town Hard are available for use by both visitors and residents by prior arrangement with the Harbour Office. Bookings are taken on a first come first served basis at the Harbour Office. The code of

practice for using the posts, along with diagrams showing how to tie up and the drying times can be viewed on our website.

Sewage Pump Out System

Brightlingsea Harbour has a sewage holding tank pump out system available for boat users. It is located adjacent to the Fuel Barge and can be used by arrangement with the Harbour staff. Please speak to a member of Harbour staff or contact the Harbour Office for more details.

Showers

Showers are available for visitor use at Waterside Marina - door code for access is available from the Harbour Office or the Harbour staff.

Waste

General waste should be placed in the wheelie bins within the Boat Park, where there is also an oily waste tank. There is limited capacity for accepting other waste. BHC waste management plan is available to download from our website.

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Harbour speed limits



OBSERVE THE SPEED LIMIT

The River Colne has speed limits in place in the following areas:

- 4** 4 Knots – within Brightlingsea Creek, shaded red.
- 5** 5 Knots – Up stream of Colne Flood Barrier at Wivenhoe.
- 8** 8 Knots – in the River Colne and 250m from shore at High Water. Except for the grey area between Yellow speed buoys.
- NO** No Speed limit – in the Grey shaded areas but you must respect other water users, the wildlife and be aware of the hazards around you.

Report Speeding on 01206 302200

Key Minimum Sizes

All undersized marine organisms shall
be returned immediately to the sea*

*except commercial fishing for species subject
to Landing Obligation



Bass 42cm (recreational
restrictions apply, see website)



Cod 35cm



Whiting 27cm



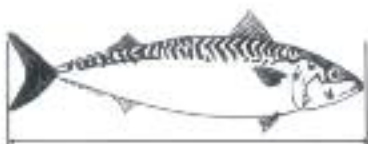
Plaice 27cm



Sole 24cm



Mullet 30cm



N. Sea Mackerel 30cm



Skates and Rays 40cm

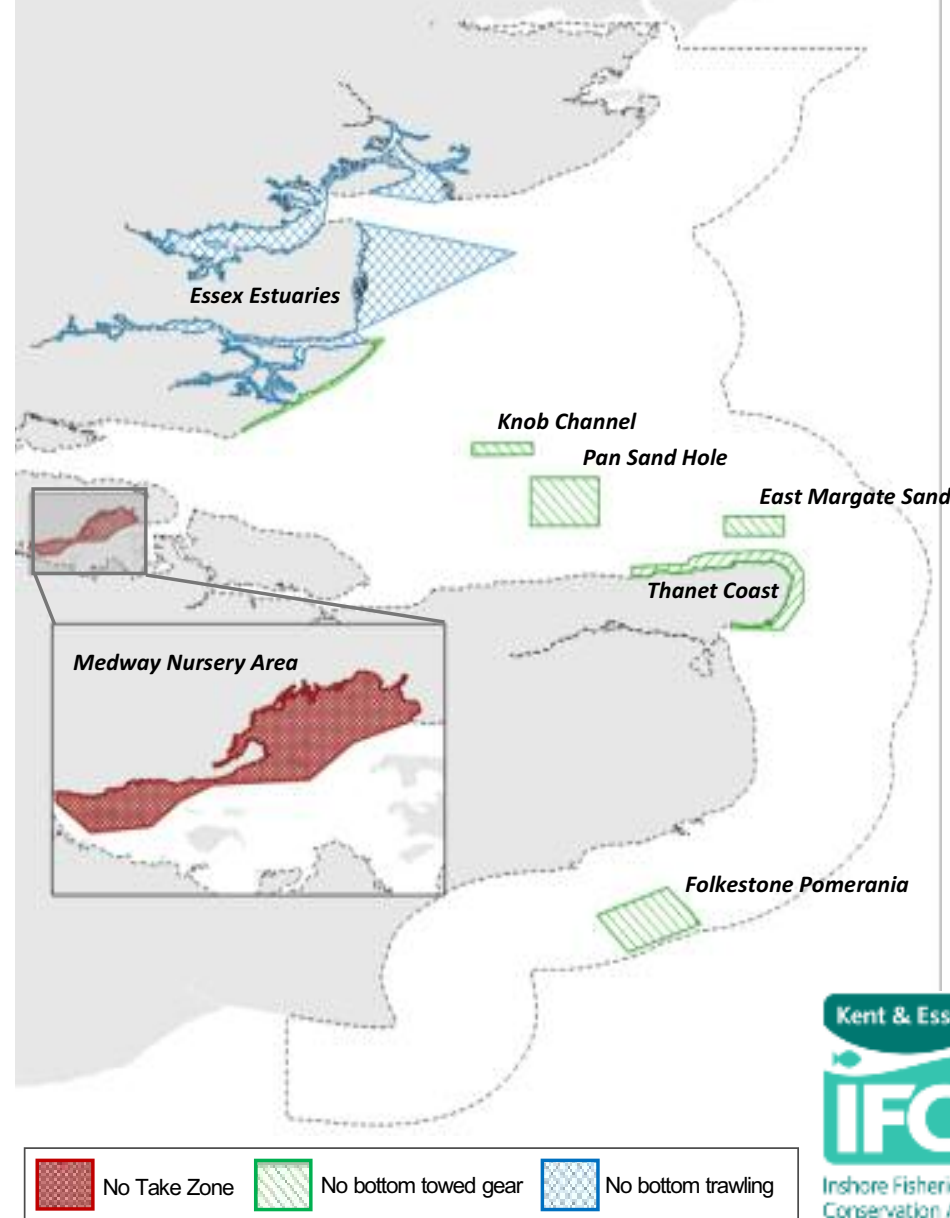
Other Mackerel 20cm

For further information on legislation and species visit:

www.kentandessex-ifca.gov.uk

Marine Protected Area Management

To meet Marine Protected Area (MPA) conservation objectives,
Kent and Essex IFCA have introduced a range of fisheries management measures,
protecting species and habitats of national and international importance.



'Swan Song' - to the Baltic and back...

by Neil and Lizzie Whittaker (Swan Song)



being born by the canal side.

We came across a hidden gem of a place called Ooltgensplaat. By the time we got to Gouda the temperature had gone up to 27 degrees and was rising.

We waited for the Amsterdam midnight standmast route convey which proved tricky waiting at each bridge with a new engine problem. The marina is brilliant with en-suite shower facilities and under-floor heating, and windows that look out over the marina. Next was Enkhuizen famed for its living museum, where we stayed to sort out the engine problem.

We set sail from our home port of Brightlingsea early May to cross the English Channel to Dunkirk. After a 12 hour crossing we decided to spend two nights there and to stock up on wine.

Next was Zeebrugge which is a fairly busy commercial port with good facilities. We had an early departure to get into the Netherlands and start our standmast route. Following the Middleburg canal and out into the Veerse Meer we saw a calf

After an interesting stop in Franeker and our first attempt at box berthing we carried onto the beautiful Friesland area with many wild horses and cattle cooling off at the edges of the canal. We tied up to the canal side for the night. A violent thunderstorm set in with powerful winds sweeping across the canal and pushing Swan Song hard onto the bank, thankfully wine was at hand to calm our nerves and no damage was done.

Our last stop was Delfzijl where you look out into the Wadden sea to the German Friesland Islands. Most of the islands have beautiful beaches, are vehicle free and full of wild flowers.

The weather was in our favour as we entered Cuxhaven marina. Two days navigating the Kiel Canal and we were finally in the Baltic with crystal clear waters under Swan Song and no tides to worry about. We stayed on the island of Spodsbjerg and wandered up to a small hotel to have our first Danish beer. The hotel was very much faded glory but in a nice way. The next day we went to another island called Vejro which was the complete opposite with state of the art shower facilities, a stylish Reception and bar, and a helicopter pad.

One of the Danish ports we fell in love with was Præstø, with its friendly and helpful berth holders, picturesque town and waterfront restaurants.

Our arrival into Copenhagen was very lively with strong winds making box berthing even more tricky, we ended up

being gale bound for four days. There was a water bus service to reach some of the city's interesting places though!

Two hours on a bright and breezy morning saw us across the water to Lomma.

Moving on south we sailed under the Oresund bridge along the east coast of Sweden. Simrishamn was a favourite overnight stop with splendid beaches, wild flowers and stunning scenery. After Ystad we motored across the Baltic in calm deep blue waters to the southern archipelago area and visited many of the breath-taking islands.

Last stop was Karlskrona with its interesting naval museum. We exited the Kiel Canal without the tide in our favour so we turned to port and discovered Gluckstadt.

Back in Brightlingsea mid September after 2,500 nautical miles and still talking to each other!

We were often asked: "How did you get here in such a small boat all the way from England?" which we replied - you just have to follow your dreams!



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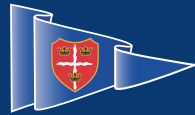
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- ▶ Annual cadet activity week
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- ▶ Sonatas available for use by competent club members (in return for a small charge)
- ▶ Brightlingsea One Design classic racing
- ▶ Paddleboarding
- ▶ Socialising in our superb clubhouse

If you are interested in messing about in boats and getting to know others who are similarly inclined and friendly, would like to know more about our fleet of Sonata Keelboats, our Cadet scheme for youngsters, or how to hire our facilities, simply call or email us.

Our club, which has incredible views over the Harbour, a fully stocked bar and an in-house kitchen, is available for hire and able to host all sorts of celebration, corporate days and family events.

**Call today for details:
01206 302594 or**

waterside@colneyachtclub.org.uk www.colneyachtclub.org.uk

Environment tips...

What can we do to help?

Easy, change the way you do things!

Please use the harbour facilities to:

- dispose of your waste. Check to see what you can recycle and help reduce what is sent to landfill or incineration.
- dispose of sewage and other effluents, never dispose this in the river under any circumstances

Never throw any litter overboard. Even things you may think are biodegradable do not decompose quickly – a banana skin can last for 2 years!

Report spillages of oil, chemicals and other waste to the BHC immediately.

Please stay below the 4 knot speed limit. This will prevent river bank erosion and reduce disturbance to wildlife.

Please keep noise to a minimum to avoid disturbing wildlife and your neighbours.

Use refillable coffee cups & water bottles.

Whilst out and about in Brightlingsea

- Walking or Cycling or using public transport to save on fuel and parking.
- Use seawater rather than fresh from the town tap to clean off your muddy equipment. Freshwater should be conserved.
- Eat in rather than take away reduces rubbish.
- Please do not walk on the sensitive saltmarsh as trampling on them will kill the plants and the animals that depend on them. These areas can be dangerous, particularly for young children.
- Try and pick up and bin at least 3+ pieces of litter.

As Harbour users we can all do our little bit to conserve Brightlingsea's beautiful environment. Please follow this simple Code of Conduct:

- Cut back on single use items and wrapped produce.
- Try drinking without a straw, it works!
- Reuse your plastic bags.
- Turning the tap off when you brush your teeth can save 24 litres of water, per person, per day, which is approximately 8760 litres a year. If everyone in the UK did this we could save 1,584,000,000 litres a day.
- Switch off electrical items when not in use, no matter how small.
- A mobile phone charger, plugged into a fully charged phone uses 2 watts (1.8p per month) – a phone that is charging uses 3 watts (2.7p per month), so there is not much difference. Just having the power supply plugged in, without any phone, uses 0.25 watts.
- Why not charge your mobile when you are in the car?
- A computer display in full use gobbles up 65 watts (68p per month) – but still uses 12 watts when in sleep mode (10p per month). When off it uses 0.8 watts (<1p per month).
- Some laser printers actually use more power in standby mode – 6.4 watts on ready and only 6.1 when fully on. A cordless phone uses 2.8 watts when the handset is in place and ready to use, but only 1.9 watts when you are actually on the phone. Having appliances on standby may account for about one hundredth of all carbon dioxide emissions released into the atmosphere globally.

Brightlingsea Harbour Boat Trips



Brightlingsea
Harbour

BRIGHTLINGSEA - POINT CLEAR - MERSEA ISLAND - WIVENHOE

Hidden Gem

Brightlingsea offers a range of cafes, pubs and a fantastic Lido a short walk along the promenade. Take the kids crabbing on the jetty right where we pick up and drop off... hours of fun for everyone.



Pub Lunch River Cruise

Embrace the stunning coastal views and wildlife as our ferry takes you along the picturesque River Colne to Wivenhoe for a delicious meal at the renowned Black Buoy Inn.



Mersea and Beyond

Explore Cudmore Grove Country Park by foot or by bike and admire the coastline and wildlife. Take the opportunity to visit the vineyard and local restaurant for a perfect day out.

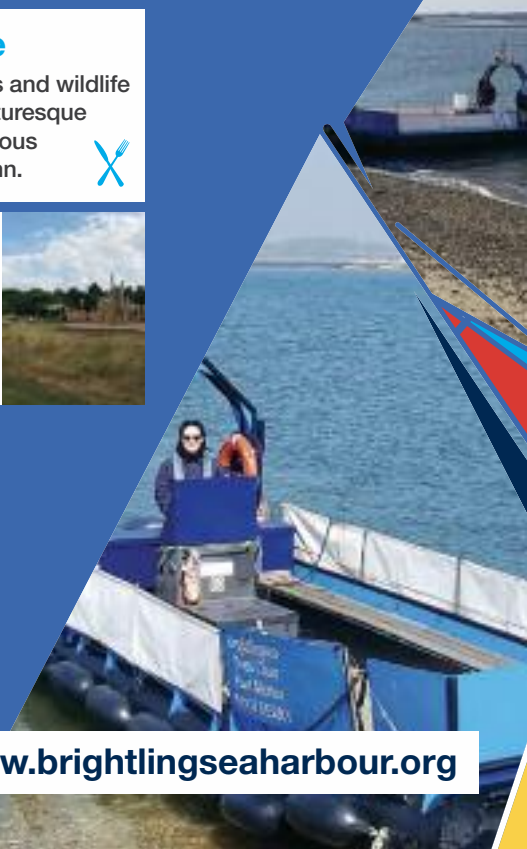


- Brightlingsea Foot Ferry
- Brightlingsea Foot Ferry
- Brightlingsea Harbour
- @bseaharbour

For further information:

Call 01206 302200 or visit www.brightlingseaharbour.org

THE
COLNE
CONNECTION



Foot Ferry crossing

Brightlingsea - Point Clear - East Mersea

Our scheduled service runs daily as per our timetable taking you across the water to Brightlingsea Town, Mersea Island or Point Clear in St Osyth.



Brightlingsea to Point Clear 3 minutes by ferry.
20 miles by car.

Brightlingsea to East Mersea 9 minutes by ferry.
40 miles by car.

2020 Ferry Calendar

APRIL

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

MAY

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

JUNE

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

JULY

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

AUGUST

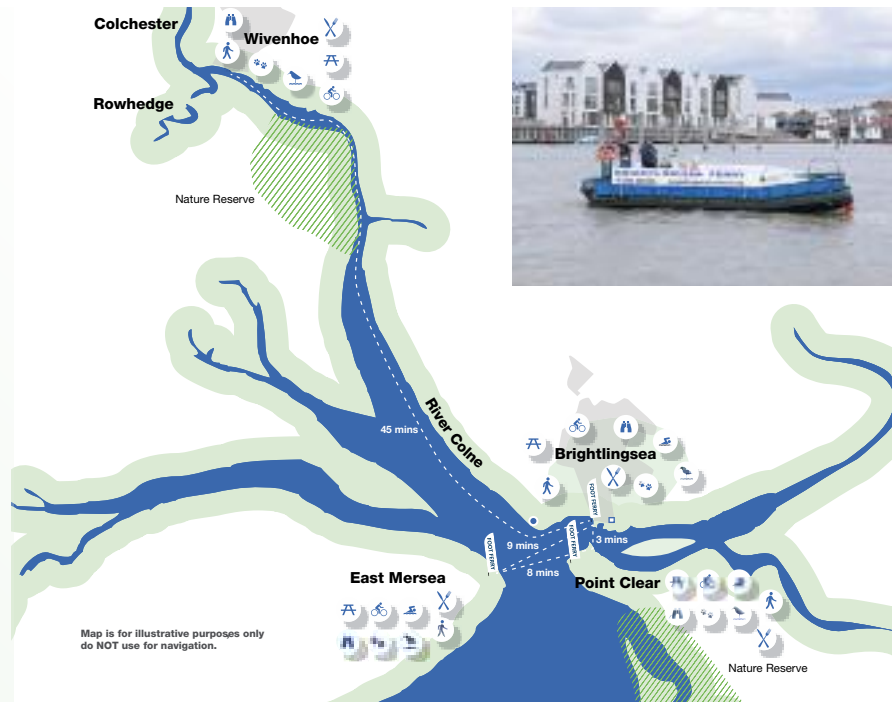
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31						

SEPTEMBER

M	T	W	T	F	S	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Scheduled service, no booking required.

Reduced scheduled service, booking required 1 hour in advance of crossing.



KEY

- Route – B'sea - Pt. Clear
East Mersea - B'sea - Wivenhoe
- Batemans Tower
- Harbour Office
- Boarding / Landing Points

Fares each way

ROUTES	ADULT / SENIOR CITIZEN	CHILD UNDER 16 YRS	CHILD UNDER 1 YR	DOGS	BIKES
Brightlingsea / Point Clear to East Mersea	£3.50	£2.50	FREE	FREE	£2.00
Brightlingsea to Point Clear	£2.00	£1.00	FREE	FREE	£1.00

Timetable 2020

B'SEA ► POINT CLEAR	1000	1100	1200	1300	1400	1500	1600	1700*
POINT CLEAR ► EAST MERSEA	1005	1105	1205	1305	1405	1505	1605	1705*
EAST MERSEA ► POINT CLEAR	1015	1115	1215	1315	1415	1515	1615	1715*
POINT CLEAR ► B'SEA	1025	1125	1225	1325	1425	1525	1625	1725*

For Brightlingsea/Point Clear pickup & drop off we will be running at regular intervals during these times

Reduced schedule service times

*only during the period 18/07/2020 to 06/09/2020 summer school holidays

Call 01206 302200 to book during reduced schedule

www.brightlingseaharbour.org

Brightlingsea Town Map

- Point of interest/Church/Museum
- Café/Restaurant/Public House
- Leisure/Activity
- Accommodation
- Shopping
- Services
- Ⓣ Public Toilets
- Ⓟ Car Park
- Ⓒ Cash Machine



Map design © KTB Solutions www.ktbsolutions.co.uk

- | | | | | |
|--------------------------------------------|------------------------------------------------|-------------------------------------------------|------------------------------------------|----------------------------------------|
| 1 Beach Café | 13 Brightlingsea Hard | 25 Advantage Sails (Sails, Canopies and Covers) | 37 The Bargain Store (Garden World) | 49 Colne Medical Centre |
| 2 Batemans Tower | 14 The Colne Yacht Club | 26 Brightlingsea Boat Maintenance and Chandlery | 38 R. G. Prentice (Carpets and Flooring) | 50 Patrick & Menzies Opticians |
| 3 Brightlingsea Beach | 15 Smack Preservation Society | 27 The Raj Pavilion (Restaurant and Takeaway) | 39 Dave's Barber Shop | 51 Council Offices |
| 4 Children's Play Ground | 16 French Marine (Marine Services + Chandlery) | 28 The Rosebud (Pub and Restaurant) | 40 Town and Country Estate Agents | 52 Sorting Office |
| 5 Skate Park | 17 Brightlingsea Harbour Office | 29 Jenny Elizabeth Flowers | 41 John Fowlers Solicitors | 53 Spirals (Cards, Gifts + Stationery) |
| 6 Open Air Swimming Pool | 18 Boat Park and Ride + Rowing Club | 30 Bumbles (Greengrocer) | 42 Lucas Estate Agents | 54 St James Church |
| 7 Boating Lake | 19 Oliver's Wharf | 31 Smiths Butchers | 43 Chapman & Co. Jewellers | 55 The Courtyard Rooms (B&B) |
| 8 Lakeside Caravan and Camping Park | 20 Morgan Marine (Marine Services + Chandlery) | 32 Brightlingsea Bakery | 44 Spar (Groceries and Post Office) | 56 Ye Olde Swan (Pub + B&B) |
| 9 Sailing Club | 21 Clear-to-see (Print + Graphics centre) | 33 Little Boat Gifts | 45 East of England Co-op | 57 D&L Electrical |
| 10 The Yachtsman's Arms (Pub + Restaurant) | 22 KC Interiors | 34 Star Fast Food (Restaurant and Takeaway) | 46 Brightlingsea Museum | 58 Plain N Purl (Knitting shop) |
| 11 No.1 Harbour Square (Bar + Restaurant) | 23 DB Marine (Boat Engineers + Maintenance) | 35 Winkies (Restaurant and Takeaway) | 47 Community Centre | |
| 12 Brightlingsea Ferry Landing | 24 KTB Solutions (Graphic Design and Print) | 36 The Brewers Arms (Pub + B&B + Restaurant) | 48 The Railway Tavern (Pub) | |



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The Rosebud

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Opening Hours

Monday closed

Tuesday 8-4

Wednesday 8-4

Thursday 8-4

Friday 8-4

Saturday 7.30-3

Your life on the line...

Having to put out a Mayday is one thing we hope never to have to do, but do you know how?

Having taught the VHF Short Range Certificate for several years we have found that the distress call, or Mayday, is the part of the course most people worry about, but let me tell you now there is no need. All modern VHF radios are fitted with Digital Selective Calling (DSC). This includes a red DISTRESS button on the unit and as long as this is connected to a GPS unit or has a built-in GPS receiver, then you can press the button to issue a distress call which will have all the information needed to find you including your position, time and date.

After you have pushed the button to send a distress alert, you need to wait 15 seconds and then follow up with a voice call. This is where you read out your Mayday and it goes like this.

Mayday, Mayday, Mayday

This Is Windy, Windy, Windy

Call Sign 2CGF1 Mmsi 232345001

Mayday This Is Windy,

Call Sign 2cgf1 Mmsi 232345001

My Position Is 53° 37'.20N 001° 21'.10E

(Lat And Long Or True Bearing And Distance From A Charted Feature)

I Am.....(Sinking, On Fire, Etc)

I Require Immediate Assistance

There Are 4 Persons On Board

(And Other Useful Information): OVER

All details in red need changing for your vessel

Top Tips to remember when putting out a Mayday.

- Firstly, stay calm. When you panic, you will start to rush and at this point you will miss details that are important. You would also be in danger of talking too fast, which means the people listening and noting down your details will struggle to keep up.
- Have your details to hand. It is a good idea to have a mayday card by the radio with you boats name, call sign and MMSI number filled out. We can supply these - just pop in.
- Make sure you have the right position for your vessel. This can be from a chart plot, distance and bearing from a known object or from the GPS (Make sure you read the vessels position not the cursor position on the GPS unit)

It is really important to have a good knowledge of these procedures. If you haven't already, we would strongly recommend taking the VHF/SRC Radio Course. We offer this regularly and details can be found on our website, or just contact us. We can also offer refresher training. Come and Train with Us! Based in Brightlingsea.

Essex Marine Training:

courses@essexmarinetraining.co.uk
or call 07852 362192

Transport links

Buses

First Bus runs a frequent service to Colchester from Brightlingsea. Catch the number 62 from the main pick up point - Victoria Place in the High Street. The bus goes via Wivenhoe to Colchester town centre and some go onto Colchester North Station. Intercity trains depart for London Liverpool Street, Norwich and Harwich International.



Trains

For further information visit:
www.nationalrail.co.uk

For local links our nearest train stations are Alresford or Wivenhoe. A day visit to Frinton, Clacton, Ipswich or Chelmsford for shopping etc are all possible.



One the oldest boat yards in Brightlingsea belongs to Morgan Marine, who have been in business for nearly 50 years. Their 10-acre site offers everything from new and used boat sales, storage, workshop services, chandlery and clothing, park & ride as well as a dedicated concrete slipway, supported by a 30-tonne boat hoist, crane and fleet of tractors.

Currently employing 18 staff they have built a solid reputation for supplying boats, equipment and services, always supported by sound advice and after sales care from a dedicated team. Specialists in Jeanneau, Highfield, Sea Ray, Honda, Yamaha, Mariner, Suzuki, Mercury, and Nanni products, they also support many other brands. All their engineers are factory-certified and receive annual refresher training to keep abreast of latest developments.

All this now backed up by a management team with over 25 years of top-flight Formula 1 experience! Call Morgan Marine on 01206 302008 for further information or to discuss your requirements.



Morgan Marine's 10 acre boatyard right by the water, enabling them to offer a complete 360° service, from private slipway services and moorings to winter and restoration storage space as well as full workshop and engineering services, all just a stones throw from local amenities.



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Lets go crabbing in Brightlingsea



Welcome to our Town.
We hope that you enjoy our environment, in particular the very popular activity of crabbing!

So that everyone can enjoy crabbing we have put together some guidelines that we hope will make your activity enjoyable and safe.

Do's and Don'ts

Do.... Act responsibly when crabbing on the floating causeway

Don't block the causeway, remember other users will need to get past you

Don't put too many crabs in one bucket. Stick to 10 per pail

Do add rocks and seaweed to the bucket to help replicate the crab's natural environment and reduce stress

Don't keep them all day long – return them to sea, gently please.

Do change the water every 10 minutes to avoid asphyxiation. Only keep the crabs in sea water.

Don't store your bucket in the sun

Don't use a line with a hook on. Either tie your bacon on or use an old pair of tights/bit of net to hold your bacon in.

Do hold your crab correctly - gently hold it either side of its shell or pick it up with one finger on top of the shell and one

finger underneath - avoiding the claws though!

Do remove any crabs which are fighting - male crabs tend to be more aggressive than the ladies.

Do remember to take all your equipment and rubbish home with you. Discarded crabbing line can get caught around our seagulls and other wildlife, best to deposit them into the bin provided at the top of the causeway

Do ... go crabbing. When done responsibly, crabbing is an excellent way to introduce children and the not so young to the marine ecology.

DO ... use Harbour equipment, its free, environmentally friendly and saves you having to cart all your stuff about.

Happy crabbing!

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Opening times

Monday	Closed	Closed
Tuesday	12pm - 10pm	4pm - 9pm
Wednesday	12pm - 10pm	4pm - 9pm
Thursday	12pm - 10pm	4pm - 9pm
Friday	12pm - 10pm	4pm - 10pm
Saturday	12pm - 10pm	4pm - 10pm
Sunday	Closed	Closed



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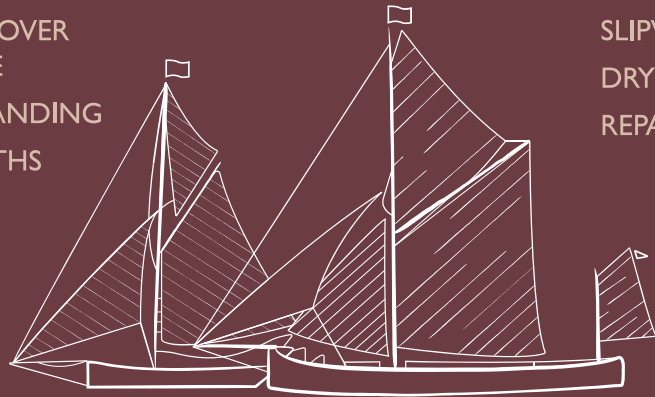

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“Situated at the top of New Street Little Boat Gifts offers a wide range of Bespoke Framing, Gifts and Greetings Cards. A family run business which offers a more personal shopping experience, Olivia and Peter know their stock inside out and are always happy to offer advice when required. There is everything here from lovely hand painted

Brightlingsea souvenirs, and local photographs for the visitor, to a selection of over 250 frames and mount board colours for anyone who wants a special picture framed. Predominately coastal themed gifts in the summer give way to a really warm cosy festive shop in the winter. Little Boat Gifts is proud to support the Brightlingsea Harbour and is, therefore, willing to offer a single **10% discount** when this visitors guide is produced for the first time by each customer. We hope you enjoy your visit to Brightlingsea and we look forward to meeting you.”

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Colne Smacks



Fishing Smacks are the traditional wooden sailing boats built for general fishing and dredging for shellfish. Brightlingsea saw at one time over 200 of these craft working in our estuary.

Nowadays a few boats with traditional tan sails may be seen sailing for pleasure. The annual Colne Smack Race is held in September, starting at Batemans Tower. Up to 20 smacks may be seen competing for the annual Cock of the Colne trophy, first awarded over 100 years ago. There is a separate class for the larger Thames Barges. In 2019, for the first time, there was also one for

Mersea Open Fishing Boats, or Winkle Brigs as they are often known.

In the 1960's many of these craft became redundant and were abandoned, so in 1972 a group of enthusiasts started the Colne Smack Preservation Society to preserve the town's fishing heritage.

If you would like to join in with us, please contact John for further information on 01206 305188 or email members@colnesmack.co.uk. We look forward to hearing from you.

John Gillard

Brightlingsea Coastal Rowing Club



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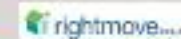
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Brightlingsea Lido



Brightlingsea Pool by the Sea

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Café Lido

Whether you are out to relax by the sea, taking an afternoon stroll, enjoying the wildlife, watching the sailing or just sheltering from a shower why not try Café Lido and enjoy a tasty treat. Remember, you don't have to be a swimmer to enjoy Café Lido!

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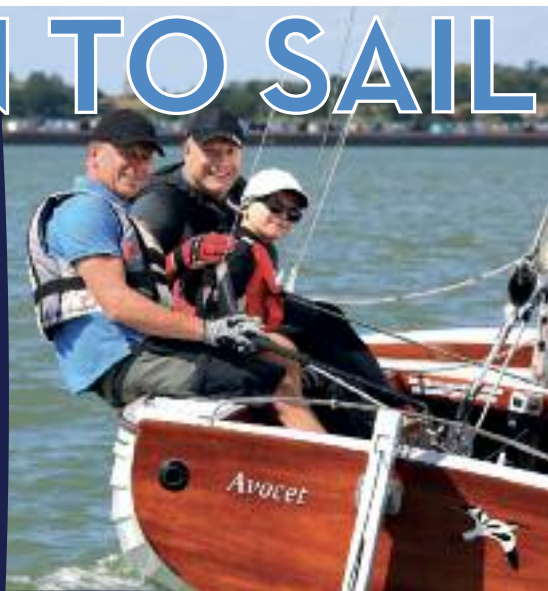


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Our ambitious and well respected law firm first opened in Brightlingsea in 1924. We have grown steadily over the years and now have offices in Colchester, Clacton and West Mersea as well as the original Brightlingsea office. With nearly a century of experience behind us, our specialist team of Solicitors and Lawyers have the expertise to assist you with all of your legal needs. Our extensive knowledge of private, commercial, collaborative and Legal Aid law enables us to provide you with a tailored personal service to meet your unique needs.

Our team pride themselves on their attention to detail and their ability to work with you to deliver results. You can expect warm, friendly advice in our welcoming offices and a value for money service that will really make a difference where it matters.

In addition to providing excellent service to you, John Fowlers Solicitors are committed to supporting local and national charities through Will drafting schemes and donations. We are also proud to support community groups, local sports teams and other organisations, as we feel it is our duty to give something back to our local community.

Find out how our local specialists can help you by visiting our website: www.johnfowlers.co.uk

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May 2020: Brightlingsea's museum

On Saturday 16th May the new Brightlingsea Museum will open for the first time to visitors.

With a focus on the town's fascinating maritime heritage find out more about our unique links with the Cinque Ports, have a go at designing your own boat – or perhaps one similar to a type built in the local shipyards. Listen to the experiences of shipyard workers before you step back in time to experience the cramped, dark conditions of a cabin on a fishing smack with the wind blowing and voices from the past recounting their experiences.

All the way round are fascinating images and informative text – you'll be surprised how much you will have learnt, including spelling your name in flags and sending

a message as they did not so long ago, but before the days of mobile phones and text messages.

However, we know there is more to Brightlingsea than its association with the River Colne and sea, look out for some surprising facts and stories about the town, take some time to look through old photographs and some special items in our collection which are difficult to exhibit in the normal way.

After nearly two years of planning, re-search and preparation the Trustees and volunteers of the museum look forward to welcoming visitors to see the exciting new exhibitions made possible by many supporters, both local and from further afield, the design team from Maltings Heritage and everyone that purchases a

re-opens its doors!

National Lottery ticket that enabled a substantial grant from the Heritage Lottery Fund.

Come in, find out more and enjoy THE TIMES OF OUR LIVES

Opening times and contact details from Saturday 16th May 2020

Saturdays: 10.00am – 4.00pm

Sundays: 2.00 – 5.00pm

BH Mondays 10.00am – 4.00pm

With extended hours in June, July and August.

For further information contact:

www.brightlingseamuseum.com

Telephone 01206 303286

*Brightlingsea Museum Dove House
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European Regional Development Fund

The USAR project has dredged over 35,000m³ of sediment (14 Olympic sized swimming pools) from navigational channels in Brightlingsea harbour. This sediment has been used to restore 3 hectares of intertidal mudflat and saltmarsh.



Saltmarsh vegetation functions as an upside-down broom where the vegetation (bristles) slows waves down. This means that coastal defences can be smaller if there is a substantial saltmarsh protecting them. The reduced water velocity also causes suspended sediment to drop & settle on the marsh. This results in the saltmarsh growing in elevation at a rate that matches sea level rise. The Brightlingsea USAR pilot proved that waste sediment is suitable for habitat restoration & that this nature-based solution can be adapted across the globe.



For more information and a video on USAR at Brightlingsea, scan the QR code or go to:
www.exo-env.co.uk/usar



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**FACT: 450-600 drownings occur in the UK annually.**  
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## 1. Check weather & water level conditions in advance.

## 2. Never enter or work on the water alone.

### 3. Always provide safe means of access & exit.

#### 4. Wear a lifejacket & check it carefully before each use.

5. Never enter the water under the influence of alcohol or drugs.

6. Don't enter the water unless you are a confident swimmer.

## 7. Look for & read warning & guidance signs.

**8. Do not enter the water to rescue anyone, call for help & use floatation aids nearby.**

9. Completely cleanse any cut or scratch & cover with a water-proof plaster.

10. Wash hands thoroughly afterwards, particularly before eating or drinking.

## Tide Times

**LAT 51°48'N LONG 1°00'E**

TIME ZONE UT(GMT)

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 2020

| JANUARY                                                   |   |                                                           |   | FEBRUARY                                                  |   |                                                           |   | MARCH                                                      |   |                                                             |   | APRIL                                                     |   |                                                             |   |
|-----------------------------------------------------------|---|-----------------------------------------------------------|---|-----------------------------------------------------------|---|-----------------------------------------------------------|---|------------------------------------------------------------|---|-------------------------------------------------------------|---|-----------------------------------------------------------|---|-------------------------------------------------------------|---|
| Time                                                      | m | Time                                                      | m | Time                                                      | m | Time                                                      | m | Time                                                       | m | Time                                                        | m | Time                                                      | m | Time                                                        | m |
| <b>1</b> 0327 4.4<br>0936 0.7<br>W 1559 4.3<br>2135 1.2   |   | <b>16</b> 0348 4.9<br>0958 0.3<br>TH 1613 4.9<br>2200 1.0 |   | <b>1</b> 0412 4.4<br>1007 0.7<br>SA 1641 4.0<br>2218 1.2  |   | <b>16</b> 0503 4.7<br>1106 0.5<br>SU 1740 4.3<br>2323 1.1 |   | <b>1</b> 0338 4.6<br>0928 0.7<br>SU 1600 4.1<br>2145 1.1   |   | <b>16</b> 0435 4.7<br>1033 0.7<br>M 1709 4.1<br>2253 1.0    |   | <b>1</b> 0432 4.3<br>1013 1.1<br>W 1703 3.8<br>2256 1.1   |   | <b>16</b> 0629 4.0<br>1219 1.4<br>TH 1900 3.7               |   |
| <b>2</b> 0408 4.3<br>1011 0.7<br>TH 1646 4.1<br>2215 1.4  |   | <b>17</b> 0436 4.7<br>1046 0.4<br>F 1709 4.6<br>2252 1.1  |   | <b>2</b> 0455 4.1<br>1047 1.0<br>SU 1730 3.8<br>2307 1.4  |   | <b>17</b> 0602 4.4<br>1217 0.9<br>M 1845 4.0              |   | <b>2</b> 0414 4.3<br>1000 0.9<br>M 1642 4.0<br>2225 1.2    |   | <b>17</b> 0535 4.3<br>1134 1.1<br>TU 1812 3.8               |   | <b>2</b> 0533 4.0<br>1132 1.3<br>TH 1816 3.7              |   | <b>17</b> 0121 1.1<br>0754 4.0<br>F 1400 1.4<br>2025 3.7    |   |
| <b>3</b> 0456 4.1<br>1054 3.8<br>F 1740 1.0<br>2303 1.5   |   | <b>18</b> 0531 4.6<br>1148 0.5<br>SA 1810 4.4             |   | <b>3</b> 0549 4.0<br>1153 1.1<br>M 1834 3.8               |   | <b>18</b> 0043 1.2<br>0721 4.1<br>TU 1337 1.0<br>2006 3.8 |   | <b>3</b> 0501 4.1<br>1046 1.1<br>TU 1739 3.8<br>2331 1.3   |   | <b>18</b> 0010 1.1<br>0656 4.0<br>W 1300 1.3<br>1937 3.7    |   | <b>3</b> 0048 1.1<br>0655 3.8<br>F 1336 1.3<br>1948 3.7   |   | <b>18</b> 0310 1.0<br>0909 4.1<br>SA 1531 1.3<br>2132 4.0   |   |
| <b>4</b> 0552 4.0<br>1203 3.8<br>SA 1838 3.8              |   | <b>19</b> 0001 1.2<br>0635 4.4<br>SU 1259 0.6<br>1920 4.3 |   | <b>4</b> 0038 1.4<br>0659 3.8<br>TU 1331 1.2<br>1946 3.8  |   | <b>19</b> 0217 1.1<br>0843 4.1<br>W 1507 1.1<br>2126 4.0  |   | <b>4</b> 0604 3.8<br>1219 1.3<br>W 1856 3.7                |   | <b>19</b> 0155 1.1<br>0824 4.0<br>TH 1444 1.3<br>2103 3.8   |   | <b>4</b> 0225 1.0<br>0830 4.1<br>SA 1500 1.1<br>2112 4.0  |   | <b>19</b> 0420 0.7<br>1006 4.4<br>SU 1628 1.1<br>2223 4.3   |   |
| <b>5</b> 0028 1.5<br>0655 3.8<br>SU 1322 1.1<br>1940 3.8  |   | <b>20</b> 0120 1.2<br>0749 4.3<br>M 1412 0.7<br>2032 4.3  |   | <b>5</b> 0217 1.3<br>0814 3.8<br>W 1452 1.1<br>2059 4.0   |   | <b>20</b> 0357 1.0<br>0954 4.3<br>TH 1627 1.1<br>2227 4.3 |   | <b>5</b> 0127 1.3<br>0728 3.8<br>TH 1413 1.2<br>2021 3.7   |   | <b>20</b> 0345 1.0<br>0939 4.3<br>F 1610 1.2<br>2208 4.1    |   | <b>5</b> 0340 0.6<br>0942 4.4<br>SU 1606 0.9<br>2124 4.4  |   | <b>20</b> 0506 0.6<br>1048 4.6<br>M 1709 1.0<br>2302 4.6    |   |
| <b>6</b> 0159 1.4<br>0759 4.0<br>M 1433 1.0<br>2040 4.0   |   | <b>21</b> 0242 1.1<br>0901 4.4<br>TU 1526 0.9<br>2141 4.4 |   | <b>6</b> 0331 1.1<br>0925 4.1<br>TH 1529 1.0<br>2206 4.3  |   | <b>21</b> 0509 0.7<br>1050 4.6<br>F 1724 1.0<br>2316 4.6  |   | <b>6</b> 0257 1.1<br>0857 4.0<br>F 1850 1.1<br>2140 4.1    |   | <b>21</b> 0454 0.6<br>1035 4.4<br>SA 1704 1.1<br>2255 4.4   |   | <b>6</b> 0445 0.3<br>1039 4.9<br>M 1701 0.7<br>2305 4.9   |   | <b>21</b> 0540 0.5<br>1124 4.7<br>TU 1746 0.9<br>2336 4.7   |   |
| <b>7</b> 0309 1.3<br>0901 4.1<br>TU 1534 1.0<br>2138 4.3  |   | <b>22</b> 0401 1.0<br>1004 4.6<br>W 1636 0.9<br>2239 4.6  |   | <b>7</b> 0435 0.9<br>1025 4.4<br>F 1657 0.9<br>2300 4.6   |   | <b>22</b> 0558 0.5<br>1135 4.7<br>SA 1803 1.0<br>2358 4.7 |   | <b>7</b> 0409 0.7<br>1006 4.4<br>SA 1633 0.9<br>2240 4.0   |   | <b>22</b> 0542 0.5<br>1117 4.6<br>SU 1744 1.0<br>2335 4.6   |   | <b>7</b> 0540 0.1<br>1127 5.2<br>TU 1752 0.6<br>2350 5.2  |   | <b>22</b> 0606 0.5<br>1158 4.7<br>W 1815 0.7                |   |
| <b>8</b> 0408 1.1<br>0957 4.4<br>W 1629 0.9<br>2231 4.6   |   | <b>23</b> 0511 0.7<br>1058 4.7<br>TH 1734 0.9<br>2327 4.7 |   | <b>8</b> 0533 0.6<br>1117 4.9<br>SA 1749 0.7<br>2349 4.9  |   | <b>23</b> 0633 0.4<br>1215 4.7<br>SU 1833 0.9<br>●        |   | <b>8</b> 0511 0.4<br>1100 4.9<br>SU 1729 0.7<br>2330 4.9   |   | <b>23</b> 0612 0.4<br>1153 4.7<br>M 1812 0.9                |   | <b>8</b> 0623 -0.1<br>1213 5.3<br>W 1832 0.5<br>O         |   | <b>23</b> 0008 4.9<br>0632 0.4<br>TH 1229 4.7<br>● 1843 0.6 |   |
| <b>9</b> 0501 0.9<br>1047 4.6<br>TH 1718 0.9<br>2318 4.7  |   | <b>24</b> 0605 0.6<br>1144 4.9<br>F 1814 0.9<br>●         |   | <b>9</b> 0619 0.4<br>1206 5.2<br>SU 1828 0.6<br>O         |   | <b>24</b> 0034 4.9<br>0702 0.4<br>M 1251 0.9<br>1901 0.9  |   | <b>9</b> 0603 0.2<br>1149 5.2<br>M 1812 0.6<br>O           |   | <b>24</b> 0009 4.7<br>0637 0.4<br>TU 1227 4.7<br>● 1840 0.7 |   | <b>9</b> 0034 5.5<br>0701 -0.1<br>TH 1257 5.5<br>1911 0.4 |   | <b>24</b> 0039 4.9<br>0656 0.4<br>F 1259 4.9<br>1911 0.6    |   |
| <b>10</b> 0551 0.6<br>1133 4.9<br>F 1801 0.7<br>O         |   | <b>25</b> 0010 4.9<br>0643 0.4<br>SA 1227 4.9<br>1848 0.9 |   | <b>10</b> 0036 5.0<br>0700 0.2<br>M 1253 5.3<br>1906 0.6  |   | <b>25</b> 0106 4.9<br>0728 0.4<br>TU 1323 4.9<br>1928 0.7 |   | <b>10</b> 0016 5.2<br>0644 0.1<br>TU 1235 0.5<br>1852 0.5  |   | <b>25</b> 0040 4.9<br>0701 0.4<br>W 1258 4.9<br>1906 0.7    |   | <b>10</b> 0117 5.6<br>0738 -0.1<br>F 1341 5.5<br>1950 0.4 |   | <b>25</b> 0110 5.0<br>0719 0.5<br>SA 1330 4.7<br>1937 0.6   |   |
| <b>11</b> 0005 4.9<br>0631 0.5<br>SA 1220 5.2<br>1837 0.7 |   | <b>26</b> 0049 4.9<br>0719 0.4<br>SU 1305 4.9<br>1919 0.9 |   | <b>11</b> 0120 5.3<br>0741 0.1<br>TU 1338 5.5<br>1944 0.6 |   | <b>26</b> 0137 4.9<br>0753 0.4<br>W 1356 4.7<br>1954 0.7  |   | <b>11</b> 0059 5.5<br>0724 -0.1<br>W 1320 5.5<br>1929 0.5  |   | <b>26</b> 0109 5.0<br>0725 0.4<br>TH 1329 4.9<br>1932 0.6   |   | <b>11</b> 0159 5.6<br>0814 0.1<br>SA 1424 5.2<br>2028 0.4 |   | <b>26</b> 0142 4.9<br>0742 0.5<br>SU 1401 4.7<br>2005 0.6   |   |
| <b>12</b> 0050 5.0<br>0711 4.0<br>SU 1305 5.3<br>1914 0.7 |   | <b>27</b> 0125 4.9<br>0750 0.4<br>M 1343 4.9<br>1948 0.9  |   | <b>12</b> 0204 5.3<br>0821 -0.1<br>W 1424 5.5<br>2023 0.6 |   | <b>27</b> 0207 4.9<br>0816 0.4<br>TH 1427 4.7<br>2018 0.7 |   | <b>12</b> 0142 5.6<br>0801 -0.2<br>TH 1404 5.5<br>2007 0.5 |   | <b>27</b> 0139 5.0<br>0747 0.4<br>F 1358 4.7<br>1958 0.6    |   | <b>12</b> 0242 5.5<br>0847 0.4<br>SU 1507 4.9<br>2106 0.5 |   | <b>27</b> 0215 4.9<br>0806 0.6<br>M 1434 4.6<br>2034 0.6    |   |
| <b>13</b> 0134 5.2<br>0751 0.3<br>M 1350 5.3<br>1952 0.7  |   | <b>28</b> 0159 4.9<br>0817 0.4<br>TU 1419 4.7<br>2014 0.9 |   | <b>13</b> 0247 5.3<br>0859 0.1<br>TH 1509 5.2<br>2101 0.7 |   | <b>28</b> 0237 4.9<br>0838 0.5<br>F 1456 4.6<br>2044 0.9  |   | <b>13</b> 0224 5.6<br>0837 -0.1<br>F 1442 5.3<br>2044 0.5  |   | <b>28</b> 0209 4.9<br>0808 0.5<br>SA 1427 4.6<br>2023 0.7   |   | <b>13</b> 0324 5.2<br>0922 0.6<br>M 1551 4.6<br>2145 0.6  |   | <b>28</b> 0250 4.7<br>0836 0.7<br>TU 1509 4.4<br>2107 0.7   |   |
| <b>14</b> 0218 5.2<br>0832 0.2<br>TU 1437 5.3<br>2033 0.7 |   | <b>29</b> 0231 4.9<br>0843 0.5<br>W 1453 4.6<br>2039 1.0  |   | <b>14</b> 0329 5.3<br>0938 0.2<br>F 1554 5.0<br>2142 0.9  |   | <b>29</b> 0306 4.7<br>0901 0.5<br>SA 1526 4.4<br>2113 1.0 |   | <b>14</b> 0305 5.5<br>0913 0.2<br>SA 1532 5.0<br>2122 0.6  |   | <b>29</b> 0239 4.7<br>0831 0.5<br>SU 1456 4.4<br>2051 0.7   |   | <b>14</b> 0411 4.7<br>1004 1.0<br>TU 1640 4.1<br>2232 0.9 |   | <b>29</b> 0328 4.6<br>0911 1.0<br>W 1551 4.3<br>2147 0.9    |   |
| <b>15</b> 0302 5.0<br>0914 0.2<br>W 1524 5.2<br>2115 0.9  |   | <b>30</b> 0303 4.7<br>0907 0.5<br>TH 1528 4.4<br>2108 1.0 |   | <b>15</b> 0413 5.0<br>1019 0.3<br>SA 1644 4.6<br>2227 1.0 |   |                                                           |   | <b>15</b> 0348 5.2<br>0950 0.4<br>SU 1617 4.6<br>2204 0.7  |   | <b>30</b> 0310 4.6<br>0857 0.7<br>M 1530 4.3<br>2122 0.9    |   | <b>15</b> 0511 4.3<br>1056 1.2<br>W 1742 3.8<br>2339 1.0  |   | <b>30</b> 0416 4.4<br>0959 1.1<br>TH 1644 4.0<br>2245 1.0   |   |
|                                                           |   | <b>31</b> 0337 4.6<br>0935 0.6<br>F 1602 4.3<br>2140 1.1  |   |                                                           |   |                                                           |   |                                                            |   | <b>31</b> 0347 4.4<br>0929 0.9<br>TU 1610 4.1<br>2200 1.0   |   |                                                           |   |                                                             |   |



# Tide Times

LAT 51°48'N LONG 1°00'E

TIME ZONE UT(GMT)

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 2020

| MAY                                       |                          |                                           |                          | JUNE                                      |                          |                                           |                          | JULY                                      |                          |                                           |                          | AUGUST                                    |                          |                                           |                          |
|-------------------------------------------|--------------------------|-------------------------------------------|--------------------------|-------------------------------------------|--------------------------|-------------------------------------------|--------------------------|-------------------------------------------|--------------------------|-------------------------------------------|--------------------------|-------------------------------------------|--------------------------|-------------------------------------------|--------------------------|
| Time                                      | m                        | Time                                      | m                        | Time                                      | m                        | Time                                      | m                        | Time                                      | m                        | Time                                      | m                        | Time                                      | m                        | Time                                      | m                        |
| <b>1</b> 0517<br>1113<br>F 1754           | 4.1<br>1.3<br>3.8        | <b>16</b> 0034<br>0711<br>SA 1302<br>1930 | 1.0<br>4.0<br>1.5<br>3.8 | <b>1</b> 0126<br>0736<br>M 1347<br>2007   | 0.5<br>4.4<br>1.1<br>4.4 | <b>16</b> 0206<br>0822<br>TU 1435<br>2034 | 1.0<br>4.0<br>1.3<br>4.1 | <b>1</b> 0204<br>0817<br>W 1426<br>2043   | 0.5<br>4.4<br>1.1<br>4.6 | <b>16</b> 0212<br>0822<br>TH 1441<br>2042 | 1.1<br>4.0<br>1.3<br>4.1 | <b>1</b> 0403<br>1013<br>SA 1641<br>2233  | 1.0<br>4.4<br>0.9<br>4.9 | <b>16</b> 0347<br>0949<br>SU 2211         | 1.2<br>4.3<br>1.0<br>4.4 |
| <b>2</b> 0024<br>0634<br>SA 1301<br>1920  | 0.9<br>4.1<br>1.3<br>3.8 | <b>17</b> 0204<br>0821<br>SU 1428<br>2039 | 1.0<br>4.0<br>1.4<br>4.0 | <b>2</b> 0236<br>0845<br>TU 1457<br>2112  | 0.4<br>4.6<br>1.0<br>4.6 | <b>17</b> 0307<br>0919<br>W 1538<br>2130  | 0.9<br>4.1<br>1.2<br>4.3 | <b>2</b> 0312<br>0924<br>TH 1538<br>2146  | 0.5<br>4.6<br>1.0<br>4.9 | <b>17</b> 0317<br>0924<br>F 1552<br>2141  | 1.1<br>4.1<br>1.1<br>4.3 | <b>2</b> 0509<br>1107<br>SU 1748<br>2325  | 1.0<br>4.7<br>0.6<br>5.0 | <b>17</b> 0446<br>1045<br>M 1717<br>2302  | 1.1<br>4.6<br>0.7<br>4.7 |
| <b>3</b> 0156<br>0804<br>SU 1424<br>2039  | 0.7<br>4.3<br>1.1<br>4.1 | <b>18</b> 0319<br>0922<br>M 1535<br>2135  | 0.9<br>4.3<br>1.2<br>4.1 | <b>3</b> 0341<br>0947<br>W 1602<br>2209   | 0.3<br>4.9<br>0.9<br>4.9 | <b>18</b> 0403<br>1008<br>TH 1631<br>2218 | 0.9<br>4.4<br>1.0<br>4.4 | <b>3</b> 0417<br>1023<br>F 1646<br>2242   | 0.6<br>4.7<br>0.7<br>5.0 | <b>18</b> 0418<br>1019<br>SA 1649<br>2234 | 1.0<br>4.4<br>1.0<br>4.6 | <b>3</b> 0600<br>1155<br>M 1831<br>O      | 0.9<br>4.9<br>0.5<br>5.0 | <b>18</b> 0536<br>1133<br>TU 1805<br>2349 | 1.0<br>4.9<br>0.5<br>5.0 |
| <b>4</b> 0309<br>0915<br>M 1532<br>2143   | 0.5<br>4.6<br>1.0<br>4.6 | <b>19</b> 0412<br>1009<br>TU 1626<br>2220 | 0.7<br>4.4<br>1.1<br>4.4 | <b>4</b> 0441<br>1040<br>TH 1702<br>2259  | 0.3<br>5.0<br>0.7<br>5.2 | <b>19</b> 0451<br>1050<br>F 1719<br>2301  | 0.7<br>4.6<br>0.9<br>4.7 | <b>4</b> 0518<br>1115<br>SA 1749<br>2332  | 0.6<br>4.9<br>0.6<br>5.2 | <b>19</b> 0509<br>1107<br>SU 1740<br>2321 | 1.0<br>4.6<br>0.7<br>4.7 | <b>4</b> 0012<br>0637<br>TU 1236<br>1909  | 0.5<br>4.9<br>0.4<br>4.9 | <b>19</b> 0615<br>1218<br>W 1844<br>●     | 0.9<br>5.0<br>0.3<br>4.7 |
| <b>5</b> 0413<br>1013<br>TU 1631<br>2236  | 0.3<br>4.9<br>1.0<br>4.9 | <b>20</b> 0454<br>1048<br>W 1710<br>2257  | 0.6<br>4.6<br>0.9<br>4.6 | <b>5</b> 0537<br>1128<br>F 1757<br>O 2346 | 0.3<br>5.0<br>0.5<br>5.3 | <b>20</b> 0536<br>1130<br>SA 1800<br>2342 | 0.7<br>4.7<br>0.7<br>4.9 | <b>5</b> 0607<br>1203<br>SU 1835<br>O     | 0.6<br>4.9<br>0.5<br>5.0 | <b>20</b> 0554<br>1152<br>M 1820<br>●     | 0.9<br>4.9<br>0.6<br>5.0 | <b>5</b> 0053<br>0710<br>W 1315<br>1943   | 0.5<br>4.9<br>0.4<br>4.4 | <b>20</b> 0034<br>0650<br>TH 1301<br>1923 | 5.3<br>5.7<br>0.3<br>0.2 |
| <b>6</b> 0510<br>1103<br>W 1726<br>2323   | 0.2<br>4.2<br>0.6<br>5.3 | <b>21</b> 0530<br>1124<br>TH 1750<br>2333 | 0.6<br>4.7<br>0.7<br>4.7 | <b>6</b> 0620<br>1215<br>SA 1842          | 0.4<br>5.2<br>0.4        | <b>21</b> 0610<br>1211<br>SU 1835<br>●    | 0.7<br>4.7<br>0.6<br>5.0 | <b>6</b> 0020<br>0648<br>M 1247<br>1918   | 5.2<br>4.7<br>5.0<br>0.4 | <b>21</b> 0007<br>0628<br>TU 1237<br>1859 | 5.0<br>4.9<br>5.0<br>0.5 | <b>6</b> 0132<br>0741<br>TH 1351<br>2014  | 5.0<br>4.9<br>5.0<br>0.4 | <b>21</b> 0118<br>0728<br>F 1343<br>2001  | 5.5<br>4.7<br>5.5<br>0.2 |
| <b>7</b> 0559<br>1149<br>TH 1812<br>O     | 0.5<br>5.1<br>0.5        | <b>22</b> 0603<br>1159<br>F 1820<br>●     | 0.6<br>4.7<br>0.7        | <b>7</b> 0033<br>0659<br>SU 1300<br>1924  | 5.5<br>0.5<br>5.2<br>0.4 | <b>22</b> 0024<br>0640<br>M 1251<br>1910  | 4.9<br>0.7<br>4.9<br>0.5 | <b>7</b> 0104<br>0724<br>TU 1330<br>1957  | 5.2<br>0.7<br>5.0<br>0.4 | <b>22</b> 0051<br>0703<br>W 1319<br>1937  | 5.2<br>0.7<br>5.0<br>0.4 | <b>7</b> 0210<br>0810<br>F 1425<br>2040   | 4.9<br>1.0<br>5.0<br>0.5 | <b>22</b> 0202<br>0804<br>SA 1425<br>2038 | 5.5<br>0.7<br>5.5<br>0.2 |
| <b>8</b> 0009<br>0639<br>F 1234<br>1854   | 5.5<br>0.1<br>0.3<br>0.4 | <b>23</b> 0009<br>0630<br>SA 1233<br>1851 | 4.9<br>0.6<br>0.6<br>0.6 | <b>8</b> 0117<br>0736<br>M 1343<br>2005   | 5.3<br>0.6<br>5.0<br>0.4 | <b>23</b> 0103<br>0711<br>TU 1331<br>1945 | 5.0<br>0.7<br>4.9<br>0.5 | <b>8</b> 0148<br>0758<br>W 1410<br>2032   | 5.2<br>0.9<br>4.9<br>0.4 | <b>23</b> 0134<br>0739<br>TH 1402<br>2017 | 5.3<br>0.7<br>5.2<br>0.3 | <b>8</b> 0247<br>0836<br>SA 1457<br>2104  | 4.7<br>1.0<br>4.9<br>0.6 | <b>23</b> 0246<br>0841<br>SU 1505<br>2115 | 5.3<br>0.7<br>0.3        |
| <b>9</b> 0052<br>0716<br>SA 1318<br>1935  | 5.6<br>0.2<br>5.3<br>0.4 | <b>24</b> 0045<br>0656<br>SU 1307<br>1921 | 5.0<br>0.6<br>4.9<br>0.6 | <b>9</b> 0202<br>0812<br>TU 1427<br>2043  | 5.2<br>0.7<br>4.9<br>0.5 | <b>24</b> 0145<br>0744<br>W 1413<br>2023  | 5.0<br>0.7<br>4.9<br>0.4 | <b>9</b> 0231<br>0829<br>TH 1450<br>2104  | 4.9<br>1.0<br>4.9<br>0.5 | <b>24</b> 0219<br>0717<br>F 1445<br>2056  | 5.3<br>0.7<br>5.2<br>0.3 | <b>9</b> 0322<br>0903<br>SU 1531<br>2129  | 4.6<br>1.1<br>4.7<br>0.7 | <b>24</b> 0329<br>0920<br>M 1548<br>2153  | 5.2<br>0.9<br>5.4<br>0.4 |
| <b>10</b> 0136<br>0752<br>SU 1402<br>2014 | 5.6<br>0.4<br>5.2<br>0.4 | <b>25</b> 0120<br>0721<br>M 1343<br>1952  | 5.0<br>0.6<br>4.7<br>0.6 | <b>10</b> 0248<br>0845<br>W 1508<br>2119  | 5.0<br>1.0<br>4.6<br>0.6 | <b>25</b> 0228<br>0821<br>TH 1455<br>2103 | 5.0<br>0.9<br>4.7<br>0.4 | <b>10</b> 0313<br>0859<br>F 1527<br>2134  | 4.7<br>1.1<br>4.7<br>0.6 | <b>25</b> 0303<br>0856<br>SA 1527<br>2137 | 5.2<br>0.9<br>5.0<br>0.3 | <b>10</b> 0356<br>0933<br>M 1606<br>2159  | 4.4<br>1.1<br>4.6<br>0.9 | <b>25</b> 0415<br>1002<br>TU 1633<br>2237 | 4.9<br>1.0<br>5.0<br>0.6 |
| <b>11</b> 0220<br>0827<br>M 1445<br>2052  | 5.3<br>0.6<br>4.9<br>0.5 | <b>26</b> 0157<br>0751<br>TU 1420<br>2026 | 4.9<br>0.7<br>4.7<br>0.6 | <b>11</b> 0334<br>0921<br>TH 1552<br>2157 | 4.6<br>1.1<br>4.4<br>0.6 | <b>26</b> 0313<br>0904<br>F 1539<br>2147  | 4.9<br>1.0<br>4.7<br>0.5 | <b>11</b> 0355<br>0931<br>SA 1606<br>2207 | 4.4<br>1.2<br>4.6<br>0.7 | <b>26</b> 0350<br>0937<br>SU 1611<br>2220 | 5.0<br>1.0<br>4.7<br>0.4 | <b>11</b> 0434<br>1009<br>TU 1647<br>2223 | 4.1<br>1.3<br>4.3<br>1.1 | <b>26</b> 0507<br>1052<br>W 1729<br>2339  | 4.4<br>1.1<br>4.7<br>1.0 |
| <b>12</b> 0304<br>0901<br>TU 1528<br>2131 | 5.0<br>0.9<br>4.6<br>0.6 | <b>27</b> 0236<br>0824<br>W 1459<br>2102  | 4.9<br>0.9<br>4.6<br>0.6 | <b>12</b> 0425<br>1000<br>F 1641<br>2240  | 4.3<br>1.2<br>4.3<br>0.7 | <b>27</b> 0401<br>0951<br>SA 1628<br>2237 | 4.7<br>1.1<br>4.6<br>0.5 | <b>12</b> 0440<br>1007<br>SU 1651<br>2246 | 4.3<br>1.3<br>4.3<br>0.9 | <b>27</b> 0439<br>1023<br>M 1700<br>2308  | 4.7<br>1.1<br>4.9<br>0.5 | <b>12</b> 0519<br>1054<br>W 1738<br>2334  | 4.0<br>1.4<br>4.1<br>1.2 | <b>27</b> 0609<br>1205<br>TH 1841<br>4.4  | 4.1<br>1.2<br>4.4        |
| <b>13</b> 0352<br>0940<br>W 1615<br>2215  | 4.6<br>1.1<br>4.3        | <b>28</b> 0318<br>0905<br>TH 1543<br>2147 | 4.7<br>1.0<br>4.6        | <b>13</b> 0522<br>1047<br>SA 1735<br>2341 | 4.1<br>1.4<br>4.1<br>0.9 | <b>28</b> 0457<br>1044<br>SU 1723<br>2341 | 4.6<br>1.1<br>4.6<br>0.5 | <b>13</b> 0530<br>1053<br>M 1742<br>2344  | 4.0<br>1.4<br>4.1<br>1.0 | <b>28</b> 0535<br>1120<br>TU 1756<br>4.7  | 4.6<br>1.5<br>4.7        | <b>13</b> 0618<br>1215<br>TH 1843<br>4.0  | 3.8<br>1.5<br>4.0        | <b>28</b> 0059<br>0728<br>F 1337<br>2007  | 1.1<br>1.1<br>1.2        |
| <b>14</b> 0449<br>1028<br>TH 1712<br>2308 | 4.3<br>1.3<br>4.0<br>0.9 | <b>29</b> 0408<br>0956<br>F 1636<br>2245  | 4.6<br>1.1<br>4.3<br>0.7 | <b>14</b> 0621<br>1158<br>SU 1833         | 4.0<br>1.5<br>4.0        | <b>29</b> 0559<br>1153<br>M 1826          | 4.4<br>1.2<br>4.4        | <b>14</b> 0623<br>1204<br>TU 1838         | 4.0<br>1.5<br>4.0        | <b>29</b> 0018<br>0638<br>W 1237<br>1906  | 0.6<br>4.3<br>1.2<br>4.6 | <b>14</b> 0112<br>0728<br>F 1356<br>1957  | 1.3<br>3.8<br>1.5<br>4.0 | <b>29</b> 0228<br>0854<br>SA 1516<br>2124 | 1.2<br>4.1<br>1.1<br>4.4 |
| <b>15</b> 0558<br>1132<br>F 1817          | 4.0<br>1.4<br>3.8        | <b>30</b> 0508<br>1100<br>SA 1741         | 4.4<br>1.2<br>4.1        | <b>15</b> 0055<br>0722<br>M 1322<br>1934  | 1.0<br>0.5<br>1.4<br>4.0 | <b>30</b> 0053<br>0708<br>TU 1311<br>1935 | 0.5<br>4.4<br>1.2<br>4.6 | <b>15</b> 0059<br>0721<br>W 1333<br>1939  | 1.1<br>3.8<br>1.4<br>4.0 | <b>30</b> 0131<br>0751<br>TH 1358<br>2021 | 0.7<br>4.3<br>1.2<br>4.4 | <b>15</b> 0236<br>0841<br>SA 1513<br>2109 | 1.3<br>4.0<br>1.2<br>4.1 | <b>30</b> 0357<br>1004<br>SU 1642<br>2228 | 1.2<br>4.4<br>0.9<br>4.7 |
| <b>31</b> 0005<br>0619<br>SU 1227<br>1854 | 0.6<br>4.3<br>1.2<br>4.1 |                                           |                          |                                           |                          |                                           |                          | <b>31</b> 0246<br>0907<br>F 1521<br>2132  | 0.9<br>4.3<br>1.1<br>4.6 |                                           |                          | <b>31</b> 0502<br>1057<br>M 1742<br>2317  | 1.1<br>4.6<br>0.6<br>4.9 |                                           |                          |

# Tide Times

LAT 51°48'N LONG 1°00'E

TIME ZONE UT(GMT)

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 2020

| SEPTEMBER                                 |                          |                                           |                          | OCTOBER                                   |                          |                                            |                          | NOVEMBER                                  |                          |                                           |                          | DECEMBER                                   |                          |                                           |                          |
|-------------------------------------------|--------------------------|-------------------------------------------|--------------------------|-------------------------------------------|--------------------------|--------------------------------------------|--------------------------|-------------------------------------------|--------------------------|-------------------------------------------|--------------------------|--------------------------------------------|--------------------------|-------------------------------------------|--------------------------|
| Time                                      | m                        | Time                                      | m                        | Time                                      | m                        | Time                                       | m                        | Time                                      | m                        | Time                                      | m                        | Time                                       | m                        | Time                                      | m                        |
| <b>1</b> 0550<br>1141<br>TU 1820          | 1.1<br>4.9<br>0.5        | <b>16</b> 0509<br>1108<br>W 1743<br>2327  | 1.0<br>4.9<br>0.4<br>5.2 | <b>1</b> 0600<br>1153<br>TH 1827<br>O     | 1.0<br>4.9<br>0.5        | <b>16</b> 0526<br>1122<br>F 1757<br>● 2345 | 0.7<br>5.3<br>0.2<br>5.5 | <b>1</b> 0013<br>0632<br>SU 1222<br>1845  | 5.0<br>0.7<br>5.0<br>0.6 | <b>16</b> 0006<br>0630<br>M 1225<br>1851  | 5.5<br>0.5<br>5.8<br>0.3 | <b>1</b> 0016<br>0640<br>TU 1227<br>1844   | 4.9<br>0.7<br>5.0<br>0.7 | <b>16</b> 0035<br>0703<br>W 1254<br>1917  | 5.2<br>0.4<br>5.5<br>0.6 |
| <b>2</b> 0000<br>0622<br>W 1219<br>O 1852 | 5.0<br>1.0<br>5.0<br>0.4 | <b>17</b> 0555<br>1152<br>TH 1823<br>●    | 0.9<br>5.2<br>0.2        | <b>2</b> 0012<br>0628<br>F 1225<br>1851   | 5.0<br>0.9<br>5.0        | <b>17</b> 0609<br>1207<br>SA 1836          | 0.6<br>5.6<br>0.1        | <b>2</b> 0043<br>0700<br>M 1253<br>1907   | 5.0<br>0.7<br>5.0<br>0.7 | <b>17</b> 0051<br>0712<br>TU 1309<br>1929 | 5.5<br>0.5<br>5.8<br>0.5 | <b>2</b> 0049<br>0709<br>W 1302<br>1907    | 4.9<br>0.6<br>5.0<br>0.9 | <b>17</b> 0120<br>0746<br>TH 1340<br>1955 | 5.2<br>0.4<br>5.3<br>0.9 |
| <b>3</b> 0036<br>0651<br>TH 1254<br>1921  | 5.0<br>0.9<br>5.0<br>0.4 | <b>18</b> 0012<br>0632<br>F 1236<br>1902  | 5.5<br>0.7<br>5.5<br>0.1 | <b>3</b> 0043<br>0656<br>SA 1254<br>1915  | 5.0<br>0.9<br>5.0        | <b>18</b> 0030<br>0648<br>SU 1250<br>1913  | 5.6<br>0.6<br>5.8<br>0.2 | <b>3</b> 0112<br>0727<br>TU 1324<br>1928  | 5.0<br>0.7<br>5.0<br>0.7 | <b>18</b> 0135<br>0753<br>W 1355<br>2006  | 5.3<br>0.5<br>5.6<br>0.7 | <b>3</b> 0122<br>0739<br>TH 1338<br>1933   | 4.9<br>0.6<br>4.9        | <b>18</b> 0205<br>0828<br>F 1427<br>2031  | 5.0<br>0.4<br>5.2<br>1.0 |
| <b>4</b> 0110<br>0720<br>F 1325<br>1946   | 5.0<br>0.9<br>5.0<br>0.5 | <b>19</b> 0055<br>0708<br>SA 1317<br>1939 | 5.6<br>0.6<br>5.6<br>0.1 | <b>4</b> 0113<br>0723<br>SU 1323<br>1937  | 5.0<br>0.9<br>5.2        | <b>19</b> 0113<br>0727<br>M 1332<br>1950   | 5.6<br>0.5<br>5.8        | <b>4</b> 0142<br>0753<br>W 1356<br>1951   | 4.9<br>0.7<br>4.9<br>0.9 | <b>19</b> 0220<br>0834<br>TH 1441<br>2044 | 5.0<br>0.5<br>5.3<br>1.0 | <b>4</b> 0157<br>0810<br>F 1415<br>2005    | 4.7<br>0.6<br>5.0<br>1.0 | <b>19</b> 0249<br>0907<br>SA 1515<br>2107 | 4.5<br>0.7<br>4.9<br>1.2 |
| <b>5</b> 0144<br>0747<br>SA 1355<br>2009  | 5.0<br>0.9<br>5.0<br>0.5 | <b>20</b> 0139<br>0745<br>SU 1359<br>2014 | 5.6<br>0.6<br>5.6<br>0.2 | <b>5</b> 0143<br>0749<br>M 1353<br>1958   | 4.9<br>0.9<br>5.0<br>0.7 | <b>20</b> 0157<br>0806<br>TU 1415<br>2024  | 5.5<br>0.5<br>5.6<br>0.5 | <b>5</b> 0213<br>0821<br>TH 1430<br>2017  | 4.7<br>0.9<br>4.9<br>1.0 | <b>20</b> 0304<br>0915<br>F 1530<br>2124  | 4.7<br>0.6<br>4.9<br>1.2 | <b>5</b> 0234<br>0844<br>SA 1454<br>2041   | 4.6<br>0.6<br>4.7<br>1.1 | <b>20</b> 0333<br>0944<br>SU 1605<br>2144 | 4.6<br>0.6<br>4.3<br>1.3 |
| <b>6</b> 0216<br>0813<br>SU 1425<br>2031  | 4.9<br>0.9<br>5.0<br>0.6 | <b>21</b> 0222<br>0823<br>M 1440<br>2049  | 5.5<br>0.6<br>5.6        | <b>6</b> 0211<br>0814<br>TU 1423<br>2018  | 4.7<br>0.9<br>4.9        | <b>21</b> 0241<br>0845<br>W 1458<br>2101   | 5.2<br>0.6<br>5.3        | <b>6</b> 0246<br>0851<br>F 1506<br>2050   | 4.6<br>0.9<br>4.6<br>1.1 | <b>21</b> 0352<br>1000<br>SA 1626<br>2210 | 4.4<br>0.5<br>4.4<br>1.4 | <b>6</b> 0314<br>0923<br>SU 1540<br>2125   | 4.4<br>0.7<br>4.6<br>1.2 | <b>21</b> 0419<br>1026<br>M 1700<br>2228  | 4.3<br>0.7<br>4.3<br>1.4 |
| <b>7</b> 0246<br>0837<br>M 1455<br>2052   | 4.7<br>1.0<br>4.9<br>0.7 | <b>22</b> 0304<br>0901<br>TU 1522<br>2125 | 5.2<br>0.7<br>5.3<br>0.6 | <b>7</b> 0240<br>0840<br>W 1453<br>2042   | 4.6<br>1.0<br>4.7<br>1.0 | <b>22</b> 0324<br>0927<br>TH 1546<br>2143  | 4.7<br>0.7<br>5.0<br>1.1 | <b>7</b> 0323<br>0928<br>SA 1551<br>2131  | 4.4<br>1.0<br>4.4<br>1.3 | <b>22</b> 0448<br>1053<br>SU 1735<br>2307 | 4.1<br>0.9<br>4.1<br>1.7 | <b>7</b> 0400<br>1012<br>M 1633<br>2220    | 4.3<br>0.7<br>4.4<br>1.3 | <b>22</b> 0512<br>1117<br>TU 1758<br>2326 | 4.1<br>0.9<br>4.0<br>1.5 |
| <b>8</b> 0314<br>0905<br>TU 1527<br>2116  | 4.4<br>1.1<br>4.7<br>0.9 | <b>23</b> 0349<br>0942<br>W 1607<br>2207  | 4.7<br>0.9<br>5.0        | <b>8</b> 0310<br>0908<br>TH 1528<br>2110  | 4.4<br>1.0<br>4.6<br>1.1 | <b>23</b> 0412<br>1014<br>F 1644<br>2235   | 4.3<br>0.9<br>4.6<br>1.4 | <b>8</b> 0410<br>1018<br>SU 1645<br>2230  | 4.1<br>1.1<br>4.3<br>1.5 | <b>23</b> 0554<br>1211<br>M 1847          | 3.8<br>1.0<br>4.1        | <b>8</b> 0457<br>1115<br>TU 1736<br>2332   | 4.1<br>0.7<br>4.4<br>1.4 | <b>23</b> 0608<br>1227<br>W 1859          | 4.0<br>1.0<br>4.0        |
| <b>9</b> 0346<br>0935<br>W 1600<br>2145   | 4.3<br>1.2<br>4.6<br>1.1 | <b>24</b> 0439<br>1030<br>TH 1704<br>2302 | 4.4<br>1.0<br>4.6<br>1.2 | <b>9</b> 0346<br>0944<br>F 1610<br>2149   | 4.3<br>1.1<br>4.3<br>1.3 | <b>24</b> 0514<br>1115<br>SA 1802<br>2351  | 4.0<br>1.0<br>4.1<br>1.7 | <b>9</b> 0515<br>1140<br>M 1756           | 3.8<br>1.1<br>4.1        | <b>24</b> 0034<br>0708<br>TU 1338<br>1959 | 1.7<br>3.8<br>3.0<br>4.1 | <b>9</b> 0605<br>1238<br>W 1849            | 4.1<br>0.7<br>4.4        | <b>24</b> 0049<br>0711<br>TH 1337<br>2001 | 1.7<br>3.8<br>3.0<br>4.0 |
| <b>10</b> 0423<br>1013<br>TH 1644<br>2225 | 4.1<br>1.3<br>4.1<br>1.3 | <b>25</b> 0542<br>1139<br>F 1822          | 4.0<br>1.1<br>4.3        | <b>10</b> 0433<br>1033<br>SA 1706<br>2249 | 4.0<br>1.3<br>4.1<br>1.5 | <b>25</b> 0633<br>1252<br>SU 1928          | 3.8<br>1.1<br>4.1        | <b>10</b> 0011<br>0636<br>TU 1317<br>1924 | 1.5<br>3.8<br>4.0<br>1.3 | <b>25</b> 0202<br>0820<br>W 1455<br>2103  | 1.7<br>4.0<br>3.8<br>4.3 | <b>10</b> 0058<br>0720<br>TH 1353<br>2003  | 1.3<br>4.3<br>0.6<br>4.6 | <b>25</b> 0208<br>0814<br>F 1443<br>2101  | 1.5<br>4.0<br>1.0<br>1.1 |
| <b>11</b> 0515<br>1107<br>F 1744<br>2344  | 3.8<br>4.0<br>4.0<br>1.5 | <b>26</b> 0028<br>0704<br>SA 1318<br>1953 | 1.4<br>3.8<br>1.2<br>4.3 | <b>11</b> 0543<br>1212<br>SU 1823         | 3.7<br>1.3<br>4.0        | <b>26</b> 0130<br>0800<br>M 1435<br>2045   | 1.7<br>3.8<br>3.0<br>4.4 | <b>11</b> 0147<br>0800<br>W 1432<br>2039  | 1.4<br>4.1<br>0.6<br>4.6 | <b>26</b> 0314<br>0919<br>TH 1553<br>2152 | 1.4<br>4.1<br>0.9<br>4.6 | <b>11</b> 0216<br>0831<br>F 1500<br>2109   | 1.2<br>4.6<br>0.5<br>4.7 | <b>26</b> 0316<br>0913<br>SA 1542<br>2152 | 1.3<br>4.1<br>4.1<br>4.3 |
| <b>12</b> 0630<br>1302<br>SA 1908         | 3.7<br>1.4<br>3.8        | <b>27</b> 0208<br>1302<br>SU 1507<br>2112 | 1.5<br>4.0<br>4.4        | <b>12</b> 0101<br>0715<br>M 1356<br>2002  | 1.7<br>3.7<br>1.1        | <b>27</b> 0304<br>0911<br>TU 1554<br>2144  | 1.5<br>4.1<br>4.6        | <b>12</b> 0259<br>0908<br>TH 1536<br>2140 | 1.2<br>4.2<br>0.9        | <b>27</b> 0409<br>1005<br>F 1637<br>2233  | 1.2<br>4.4<br>4.6        | <b>12</b> 0324<br>0933<br>SA 1601<br>2208  | 1.0<br>4.9<br>0.4        | <b>27</b> 0414<br>1004<br>SU 1635<br>2237 | 1.1<br>4.3<br>0.9<br>4.9 |
| <b>13</b> 0154<br>0759<br>SU 2037         | 1.5<br>3.7<br>1.2<br>4.0 | <b>28</b> 0342<br>0944<br>M 1628<br>2213  | 1.4<br>4.3<br>0.7        | <b>13</b> 0234<br>0841<br>TU 1511<br>2115 | 1.4<br>0.9<br>4.6        | <b>28</b> 0409<br>1004<br>W 1647<br>2230   | 1.3<br>4.4<br>0.6        | <b>13</b> 0359<br>1004<br>F 1635<br>2232  | 1.0<br>4.3<br>0.9<br>5.2 | <b>28</b> 0455<br>1043<br>SA 1715<br>2309 | 1.1<br>4.6<br>0.7<br>4.7 | <b>13</b> 0427<br>1028<br>SU 1700<br>2259  | 0.9<br>5.2<br>0.4<br>5.0 | <b>28</b> 0505<br>1047<br>M 1721<br>2316  | 1.0<br>4.6<br>4.9<br>4.6 |
| <b>14</b> 0314<br>0918<br>M 1548<br>2145  | 1.3<br>4.1<br>4.4        | <b>29</b> 0443<br>1036<br>TU 1721<br>2259 | 1.2<br>4.6<br>0.9        | <b>14</b> 0340<br>0945<br>W 1614<br>2212  | 1.2<br>4.4<br>5.0        | <b>29</b> 0454<br>1046<br>TH 1726<br>2308  | 1.2<br>4.7<br>0.6        | <b>14</b> 0454<br>1053<br>SA 1728<br>2320 | 0.7<br>5.3<br>0.2        | <b>29</b> 0536<br>1118<br>SU 1750<br>2342 | 0.9<br>4.9<br>4.9        | <b>14</b> 0527<br>1118<br>M 1754<br>● 2347 | 0.6<br>5.3<br>0.4        | <b>29</b> 0550<br>1128<br>TU 1759<br>2356 | 0.7<br>4.7<br>0.9        |
| <b>15</b> 0417<br>1019<br>TU 2240         | 1.1<br>4.4<br>0.6<br>4.9 | <b>30</b> 0527<br>1118<br>W 1800<br>2337  | 1.1<br>4.7<br>5.0        | <b>15</b> 0435<br>1037<br>TH 1709<br>2300 | 1.0<br>4.9<br>0.3<br>5.3 | <b>30</b> 0531<br>1120<br>F 1755<br>2341   | 1.0<br>4.9<br>0.6<br>4.9 | <b>15</b> 0548<br>1139<br>● 1812          | 0.6<br>5.5<br>0.3        | <b>30</b> 0610<br>1152<br>M 1819<br>O     | 0.7<br>4.9<br>0.7        | <b>15</b> 0618<br>1207<br>TU 1836          | 0.5<br>5.5<br>0.5        | <b>30</b> 0623<br>1208<br>W 1828<br>O     | 0.6<br>4.7<br>0.9        |
|                                           |                          |                                           |                          |                                           |                          | <b>31</b> 0603<br>1151<br>O 1820           | 0.9<br>4.9<br>0.6        |                                           |                          |                                           |                          |                                            |                          | <b>31</b> 0033<br>0656<br>TH 1247<br>1857 | 4.9<br>0.5<br>4.9<br>0.0 |

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