



# Visitor Guide & Tide Tables

## *Brightlingsea Harbour 2022*



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## Credits

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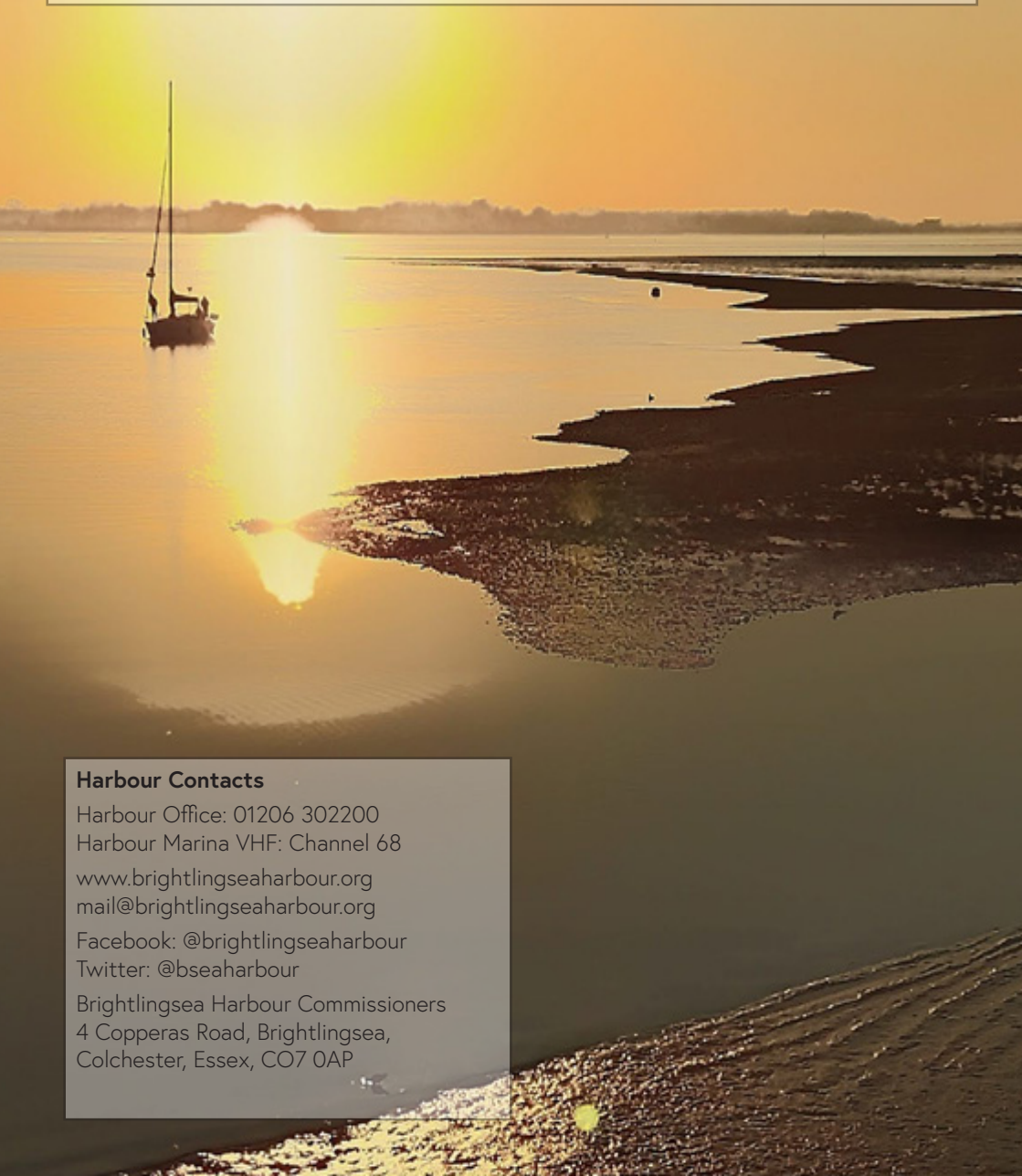
Front page and Photographs provided by Tony Lopez of Lowboys dads pics.

Visitor Fees page and Harbour & Marina Mooring Fees page photo provided by Owen Evans.



# 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](http://www.brightlingseaharbour.org)

[mail@brightlingseaharbour.org](mailto:mail@brightlingseaharbour.org)

Facebook: @brightlingseaharbour

Twitter: @bseaharbour

Brightlingsea Harbour Commissioners

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



# Welcome from the Harbour Master

Welcome to Brightlingsea. It's amazing how many sailors visit Brightlingsea harbour once referred to as the best kept secret in Essex, I think the secret may be out, last season we welcomed 2835 yachts, the previous year 2030 despite covid and 2205 in 2019.

It's not just yachts, also paddle boarders (SUPs) and Kayakers are now filling the spaces normally left clear by those concerned with their draft.

With hundreds of larger ship movements, approximately 2500 visiting yachts, power boaters, paddle boarders, canoeists, other watercraft users, dinghy sailors and racers - it's so hard to keep everybody safe so please help us help you to stay safe. Despite the high levels of activity, we pride ourselves in never turning down a visitor in need of somewhere to tie up for the night. It is hard to believe that although located centrally within the Thames Estuary many visitors have only discovered Brightlingsea by accident.

There have been a number of improvements in the town and waterfront, the Waterside Fish and Chips is now open all seasons, a new café and a convenience store too has opened up in the harbour area. The waterfront as usual offers a great selection of friendly, locally run, hostellers and shops, meeting the needs of residents, visitors and harbour users. It is also worth taking the time to explore the town, gardens and promenade.

Visiting yachts will also be pleased to learn we now have a new shower, toilet, locker and laundry facility with superfast WiFi, which is also available in the Marina and on some Harbour pontoons.

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 you 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. Users should be aware that we may need some advance notice to meet your expectations. 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 updates and events.

Everyone at Brightlingsea Harbour looks forward to welcoming you to Essex's best kept secret throughout 2022.

James Thomas, Harbour Master



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## Maintenance, Repairs and Breakdowns



Contact Ken

07809 660002





## VHF CH 68

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

Buy **10** tokens for **£11.00** from Harbour office or Water Taxi Coxswain.

Non- BHC Harbour Moorings **£2.50** per person each way

<b>04/01/22 to 27/02/22</b>	<b>Mon – Sun</b>	<b>0800—1600</b>
<b>28/02/22 to 27/03/22</b>	<b>Mon – Sun</b>	<b>0800—1700</b>
<b>28/03/22 to 24/04/22</b>	<b>Mon – Thu</b>	<b>0800—1700</b>
	<b>Fri - Sun</b>	<b>0800—2100</b>
<b>25/04/22 to 29/05/22</b>	<b>Mon – Thu</b>	<b>0800—1800</b>
	<b>Fri - Sat</b>	<b>0800—2300</b>
	<b>Sun</b>	<b>0800—2100</b>
<b>30/05/22 to 15/07/22</b>	<b>Mon – Thu</b>	<b>0800—1900</b>
	<b>Fri - Sat</b>	<b>0800—2300</b>
	<b>Sun</b>	<b>0800—2100</b>
<b>16/07/22 to 05/09/22</b>	<b>Mon – Thu</b>	<b>0800—2200</b>
	<b>Fri - Sat</b>	<b>0800—2300</b>
	<b>Sun</b>	<b>0800—2100</b>
<b>05/09/22 to 25/09/22</b>	<b>Mon – Thu</b>	<b>0800—1900</b>
	<b>Fri - Sat</b>	<b>0800—2300</b>
	<b>Sun</b>	<b>0800—2100</b>
<b>26/09/22 to 30/10/22</b>	<b>Mon – Sun</b>	<b>0800—1800</b>
<b>31/10/22 to 23/12/22</b>	<b>Mon – Sun</b>	<b>0800—1600</b>

## BANK HOLIDAY EXTENDED SERVICE

<b>15/4/22</b>	<b>Good Friday</b>	<b>0800 – 2100</b>
<b>18/4/22</b>	<b>Bank Holiday Monday</b>	<b>0800 – 2100</b>
<b>2/5/22</b>	<b>Bank Holiday Monday</b>	<b>0800 – 2100</b>
<b>2/6/22</b>	<b>Bank Holiday Thursday</b>	<b>0800 – 2100</b>

\*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 £11. 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.

# Visitor Fees

## HARBOUR & MARINA WEST BASIN VISITOR CHARGES

Per Night		Weekly Rates	
7m or < (23ft or <)	£17.00	Sept - March:	1 week = 6 nights
7.1m – 9.7m (24ft - 32ft)	£20.00		
9.8m – 11.2m (33ft – 37ft)	£22.50		
11.5m- 13m (38ft - 43ft)	£24.50		
13.1m – 14m (43ft-46ft)	£29.00		
Over 14m (46ft)	£29.00+ £3.50 per metre		

## MARINA EAST BASIN VISITOR CHARGES

Per Night			
7m or < (23ft or <)	£17.00	7.1m – 9.7m (24ft - 32ft)	£22.50
9.8m – 11.2m (33ft – 37ft)	£28.00	11.5m- 13m (38ft - 43ft)	£31.00
13.1m – 14m (43ft-46ft)	£34.00	OVER 14m (46ft)	£34.00 + £3.50 per metre

## MONTHLY VISITOR CHARGES (Plus Harbour Dues. 1 month = 28 days)

April – October	November – March
Harbour - £30.50 per metre	Harbour £13.00 per metre
West or East Basin Marina - £47.50 per metre	West or East Basin Marina - £15.00 per metre

## SHORT STAY VISITOR CHARGES

Visitor Mooring in Harbour Up to 4 hours £9.00 subject to availability. **IF YOU STAY BEYOND THIS TIME YOU WILL BE CHARGED 1 NIGHT VISITOR RATE.**



# Harbour and Marina Mooring Fees

	Summer 1 <sup>ST</sup> April - 31 <sup>ST</sup> October	Annual 1 <sup>st</sup> April - 31 <sup>st</sup> March
Half Tide		£180.00per annum
Half Tide Premium		£195.00 per annum
	Per Metre	Per Metre
<b>Swinging Moorings</b>		
Bumpkin Bay	£69.50	£93.00
<b>Fore &amp; Aft Moorings</b>		
South Channel	£70.00	£93.00
John Pitts Centre	£70.00	£93.00
Cindery Shore	£66.50	£91.00
St Osyth Shore	£46.00	£62.00
John Pitts Side	£46.00	£62.00
<b>Pontoon</b>		
Whites	£79.50	£107.50
St Osyth South	£97.00	£129.50
St Osyth North	£109.50	£148.50
Cindery/Heritage/Fishermans	£109.50	£148.50
<b>Marina</b>	£227.00	£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 £43.50 per metre Marina £77.50 per metre

**ALL PRICES ARE INCLUSIVE OF VAT**  
**CONTACT THE HARBOUR OFFICE FOR FURTHER INFORMATION**

12/31/2012

Morgan Marine

Fisherman's Pontoon

Heritage Pontoon

Bumpkin Bay

Cindery F&A

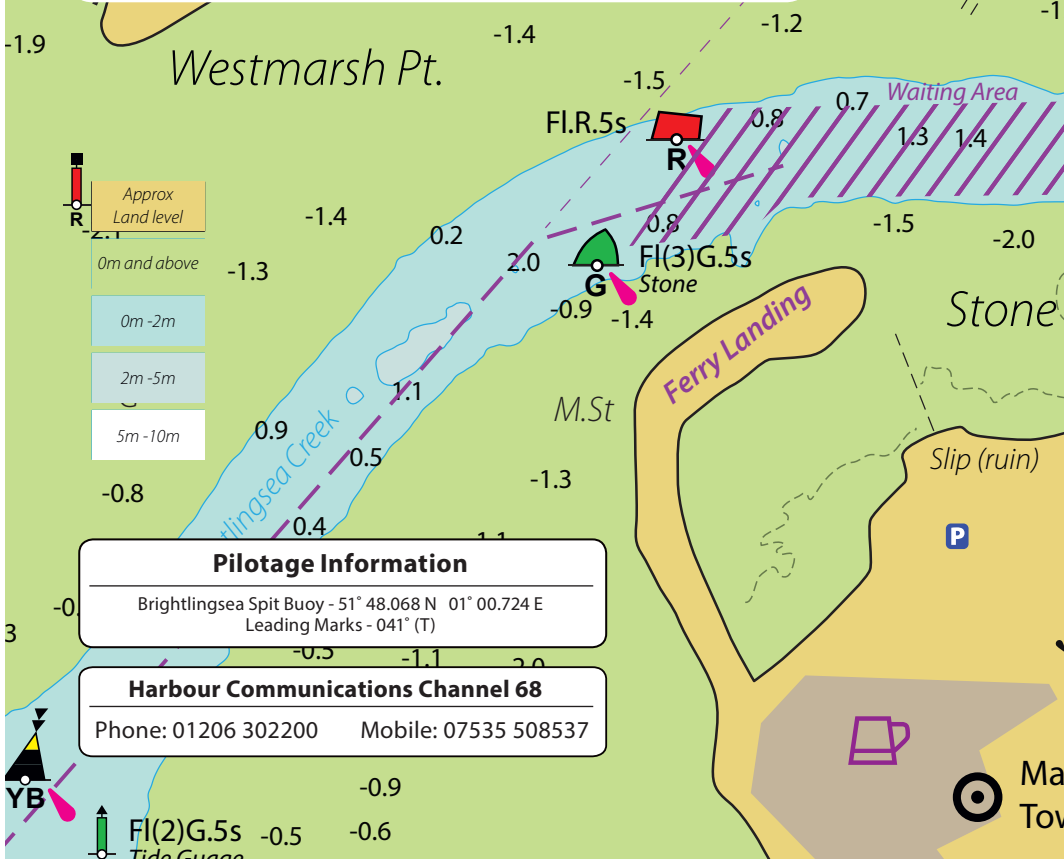
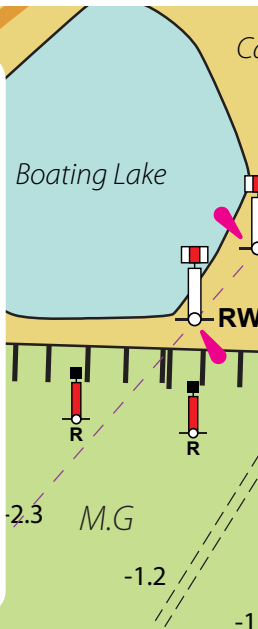
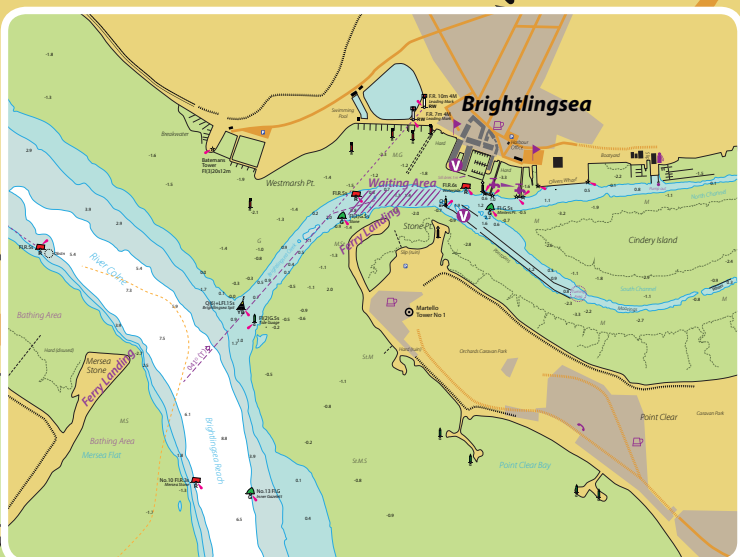
St Osyth F & A

St Osyth Pontoon

South channel F & A











# 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.



# Harbour Navigational Video

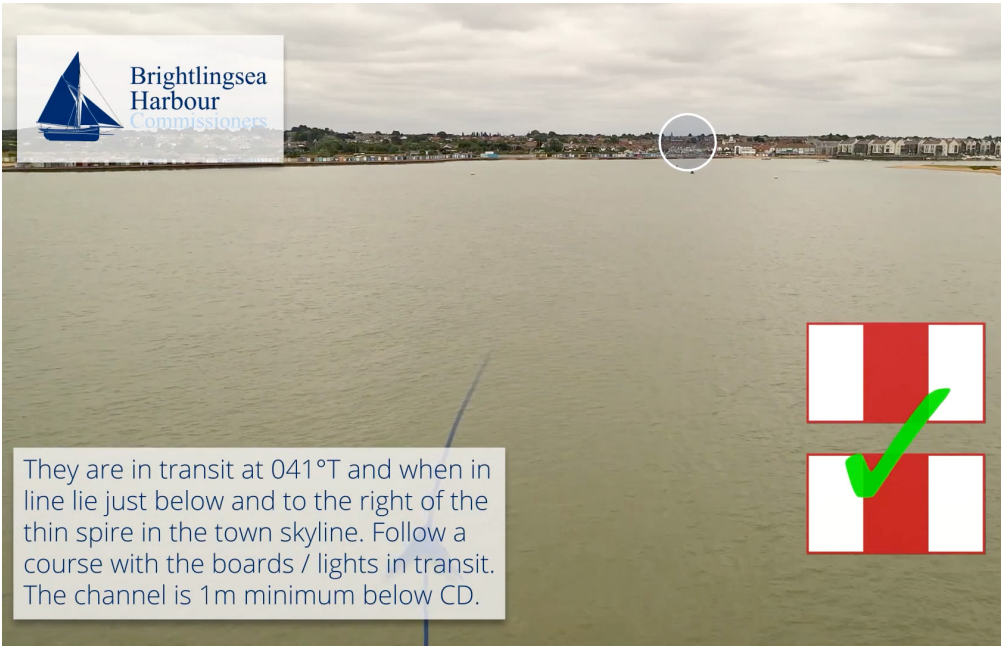
Brightlingsea Harbour Commissioners have worked with Exo Environmental to produce a welcome navigational video. This video instructs harbour users on the correct and safest approaches when entering the harbour.

The video features helpful information including the VHF radio number, potential grounding areas, points of interest, local facts and much more!

This video is available to watch on YouTube and can be accessed via the Brightlingsea Harbour Commissioners website, Exo Environmental's website or by searching for it on YouTube. This means that users can access the video from their computers at home, or via their mobile phone anywhere!



Scan this QR code or go to [www.exo-env.co.uk/bhc-video](http://www.exo-env.co.uk/bhc-video) to watch the video.



They are in transit at 041°T and when in line lie just below and to the right of the thin spire in the town skyline. Follow a course with the boards / lights in transit. The channel is 1m minimum below CD.

# 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 Harker's 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, machines are operated by coins.

## 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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# WELCOME EVERYONE



Map is for illustrative purposes only, do NOT use for navigation.



## OBSERVE THE SPEED LIMIT



...OR FACE A FINE OF UP TO £2,000

- Strictly 4 KNOTS or slower in these areas
- Strictly 5 KNOTS or slower in these areas
- Strictly 8 KNOTS or slower in these areas
- There is no speed limit in these areas

REPORT SPEEDING ON  
TEL: 01206 302200



## THE LAW

Speed limits are in place to prevent anti-social behaviour and ensure the safety of all river users. If you violate the speed limits you will be prosecuted and if convicted receive a fine of up to £2,000.

### ANTI-SOCIAL BEHAVIOUR INCLUDES:

- Speeding
- Disturbing vessels
- Disrupting commercial operations
- Generating excessive wake near moorings
- Disturbing Nature Reserves
- Damaging saltmarsh

## DANGERS AND SAFETY

If you hit a fixed object even one partially submerged not only will you damage your vessel it is likely to lead to serious injury or death.

- Playing in the wash of other vessels.
- Riding a ships bow wave.

If you hit a swimmer you will seriously injure or kill them.

If you don't know the rules of the road your risk of collision is very high and you will definitely be prosecuted.

Safety Lanyard – Never operate your Power Boat without the safety lanyard attached to you. The lanyard will cut the engine if you fall from the craft.

## INSURANCE AND SAFETY EQUIPMENT

Ensure that you have (and carry proof of) adequate public liability insurance and ID before using your Power Boat. Ensure that you hold a copy of the registration certificate.

Personal Equipment	Power Boat Equipment
Suitable clothing	First aid kit
Buoyancy aid	Full tank of petrol and oil
Safety lanyard	Fire extinguisher
Sun-block	Flare pack
Foot protection and gloves	Rope and suitable anchor
Whistle	Radio
Torch	Paddle
Tool kit	
Paddle	



## ENVIRONMENTAL IMPACT

Birds and wildlife are frightened by excessive noise. Saltmarsh is damaged by speeding to close to the shoreline which reduces the flood defences. Many species of bird are protected by Law. Maintain a steady direction and a slow 'no wake' speed if wildlife is encountered. Do not harass, chase or try to feed wildlife.

## WELCOME EVERYONE

We hope everybody enjoys the water whatever craft they are on, however it is important to respect other users and obey the rules.



## TRAINING

RYA 1 Day Course competence course which teaches you how to get the best out of your craft.

Where possible, join a local club.

All details from Harbourmaster – 01206 302200 or from any RYA Training Centre [www.rya.org.uk](http://www.rya.org.uk)

## GET IN TOUCH

Brightlingsea Harbour Office – 01206 302200 VHF 68

Brightlingsea Harbour Police Officer – 101

Email: [marineu@essex.pnn.police.uk](mailto:marineu@essex.pnn.police.uk)

Colchester Borough Council



## OBSERVE THE SPEED LIMIT

The River Colne has speed limits in place in the following areas, (please refer to map overleaf):

- 4** 4 Knots – within Brightlingsea Creek, shaded red.
- 5** 5 Knots – Up stream of Priors Wharf, Ballast Quay at Wivenhoe.
- 8** 8 Knots – in the River Colne and 250m from shore at High Water. Except for the grey area between Yellow speed bouys.
- 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 TEL: 01206 302200



## **Why is Brightlingsea harbour number 171?**

### **Harbour Master Sailing Challenge**

#### **By Mark Ashley Miller**

When I turned right out of Dartmouth in March 2019 to visit every Harbour Master in Great Britain, little did I know what a friendly welcome I would receive at harbour number 171! On 7th October 2021, after a bumpy sail from Titchmarsh, I knew we had arrived at a special destination when the big smiles and helping hands of the Brightlingsea Harbour team greeted us. Efficient water taxis, pretty waterfront views, charming little lanes, and delicious ice creams: were we in Brightlingsea or Venice?!

Let me tell you why Brightlingsea harbour is number 171 in my logbook.

I am sailing my Nauticat 331 "Good Dog" (bad joke!) around Great Britain with the aim of visiting every single one of the 300 Harbour Masters. So far, I have sailed 5,300 miles, met 175 harbour masters, had nearly 50 different crew join me and raised £15,000 for The Seafarers' Charity - it has been a blast. So, what have been the highlights and lowlights?

For excitement, it is hard to beat sailing up the Bristol Channel to Sharpness, which involves crabbing "sideways" under the two Severn Crossing bridges at 13 knots. As for mooring in the heart of Bristol, maritime history does not get more rich, nor the nightclubs noisier! For sheer surprise, it was sailing past the imposing castles of North Wales - Harlech, Caernarfon, and through the Menai Strait, past Beaumaris and into Conwy.





For dramatic beauty, the west coast of Scotland sets the bar very high. The sea loch Scavaig under the Cuillin mountains of Skye is said to be one of Europe's most dramatic anchorages, I can certainly vouch for that. And just when you think you have run out of "wows", three of us found a harbour master on the archipelago of St Kilda (50 miles west off the Outer Hebrides) and were privileged to explore the heritage of 3,000 years of human habitation.

Rounding the very top of Great Britain, Muckle Flugga lighthouse, did not disappoint for rugged remoteness and while heading back south, extraordinarily, you really do feel you are heading downhill! It was Northumberland that won the second prize for the most welcoming county; if you like castles, long empty beaches and talkative people, Northumberland is your place. Even the uncharted Wash provided some unexpected delights - did you know there is a seagoing harbour deep inside Cambridgeshire at the beautiful Georgian town of Wisbech?

In our search for Harbour Masters, Good Dog has navigated lumpy sand bars, motored far up shallow rivers, and been tied up against the walls of tiny drying harbours. We have only once been caught out in a storm when our genoa reefing line broke and we needed assistance from the Oban lifeboat. However, having rescued a RNLI mechanic on his fishing boat off North Devon, the score with this fantastic organisation is now "One All"!

I have learnt so many facts on my trip, for example that Essex has one of the longest coastlines of Britain - 350 miles with 35 islands off its coast - but with very few harbour masters. Thank you, James Thomas and your team, at Brightlingsea for being so welcoming and being a very memorable "Number 171"!

If you would like to crew for me, my contact is [markashleymiller@gmail.com](mailto:markashleymiller@gmail.com) or follow me on Instagram: [@harbourmastersailingchallenge](https://www.instagram.com/harbourmastersailingchallenge) and help me raise money for The Seafarers' Charity at [donate.giveasyoulive.com/fundraising/harbour-master-sailing-challenge](https://donate.giveasyoulive.com/fundraising/harbour-master-sailing-challenge) Thank you. Mark

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**[WWW.SAILBRIGHTLINGSEA.COM](http://WWW.SAILBRIGHTLINGSEA.COM)**



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# The Life of an Apprentice

By Ellie-Jayne

In May 2020 as the UK emerged from the first lockdown, I started my Marina and Boatyard Operative (Level 2) Apprenticeship with an Advanced Powerboat Commercial Endorsement. Brightlingsea Harbour Commissioners had decided to respond to the lack of young people entering the marine industry by training apprentices of sufficient quality over an 18 month period, then actively find roles for them in the marine industry. Every year a new apprentice is recruited, trained in various roles within the harbour and with local marine service suppliers, gaining as much experience as possible.

My work includes many safety checks under the supervision of the Deputy Harbour Master; weekly testing of the fire alarms, fire extinguisher inspections even flushing through of the taps in the marina. To work afloat I had to pass RYA Power Boat Level 2 and VHF courses, soon I was confident enough to skipper the water taxi, foot ferry and even do harbour tours. Not all my work is water based, I spent time as an administrator in the office, taking ferry bookings and dealing with customers wanting to pay their mooring fees. I also contributed my knowledge to mooring allocations which helped me know where all the boats will be next season. Fuelling vessels is one of my main jobs here at the harbour, customers often need to re-fuel their vessels. We also offer a pump out facility so people can empty their waste tanks in an environmentally appropriate manner. In the season I regularly travel back and forth from the fuel berth re-fuelling some of the harbours vessels this includes our water taxi and river patrol boat.

I enjoy the coxswaining the water taxi the most, meeting mooring holders and learning about them and their boats. Some have even allowed me to passage with them helping me to build my mileage log. Like all jobs some bits you like, others you hate. I find pressure washing the pontoons, repetitive and tedious.

I do however like the variety of jobs it makes the days fly! Sometimes I would be seconded to other businesses such as Morgan Marine and Pioneer Trust so I can enhance my skill set, working lock gates, sales assistant in a chandlery or operating a boat lifting hoist. On one such secondment I was even offered a job!

The qualifications I have achieved whilst being an apprentice at Brightlingsea Harbour are RYA L2, VHF, Day Skipper Theory, Oil Spill L2, First Aid and Sea Survival. Soon I will be an Advanced Powerboat Commercially Endorsed Skipper, all these skills and qualifications will help me further my career in the marine industry and I can't wait.

I am now approaching the end of my apprenticeship and have been 'Head hunted' by Associated British Ports to work in Ipswich, by the time you read this I shall be working there. I will never forget my time here, the skills I learnt and would certainly recommend this apprenticeship to anyone.



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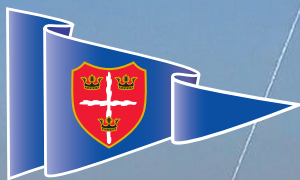
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Pic: CYC Cadets learning to sail at a CYC summer Cadet Week



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Harbour

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[www.brightlingseaharbour.org](http://www.brightlingseaharbour.org)





## 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.

## 2022 Ferry Calendar

### APRIL

M	T	W	T	F	S	S
					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
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

### AUGUST

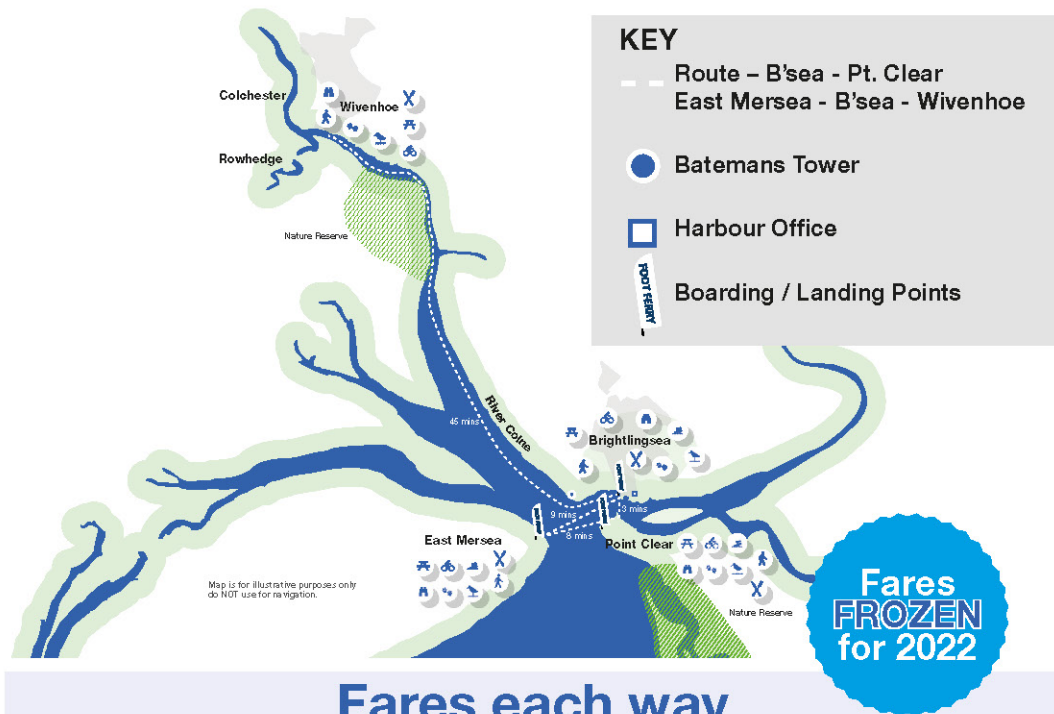
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29	30	31				

### SEPTEMBER

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

■ Scheduled service. ■ Reduced scheduled service.

Book online via our website for tickets min 1 hour in advance of crossing.



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Brightlingsea to Point Clear	£2.50	£1.50	FREE	FREE	£1.50

**Book Your Ferry Tickets @**  
[www.brightlingseaharbour.org](http://www.brightlingseaharbour.org)

## Timetable 2022

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*

Follow us on **Brightlingsea Foot Ferry**

For more information about our ferry and trips visit [www.brightlingseaharbour.org](http://www.brightlingseaharbour.org)

Reduced schedule service times.

\*only during the period 22/07/2022 to 4/09/2022 summer school holidays



A sailboat is positioned on the left side of the image, floating on calm water. The sun is setting in the background, creating a warm, golden glow across the sky and reflecting on the water's surface. The boat's mast and rigging are visible against the bright sky.

# UNIVERSITY COMMUNITY SAILING CLUB

## ROW, SAIL AND SOCIALISE

Brightlingsea's University Community Sailing Club, situated on the Waterside, is pleased to welcome new members to join our activities both on the water and in the clubhouse.

The Club, originally part of the University of Essex but now owned by its members, takes part in coastal rowing and sailing and has an active social side with its own comfortable licensed bar, beer garden and gym and hosts regular events, including live music nights, race days and quiz nights.

Visitors can enjoy three visits to the Clubhouse prior to becoming a member and then to continue to enjoy our facilities annual membership is available for £35. Membership is open to anyone aged 18 or over and includes associate membership of the Royal Yachting Association (RYA).

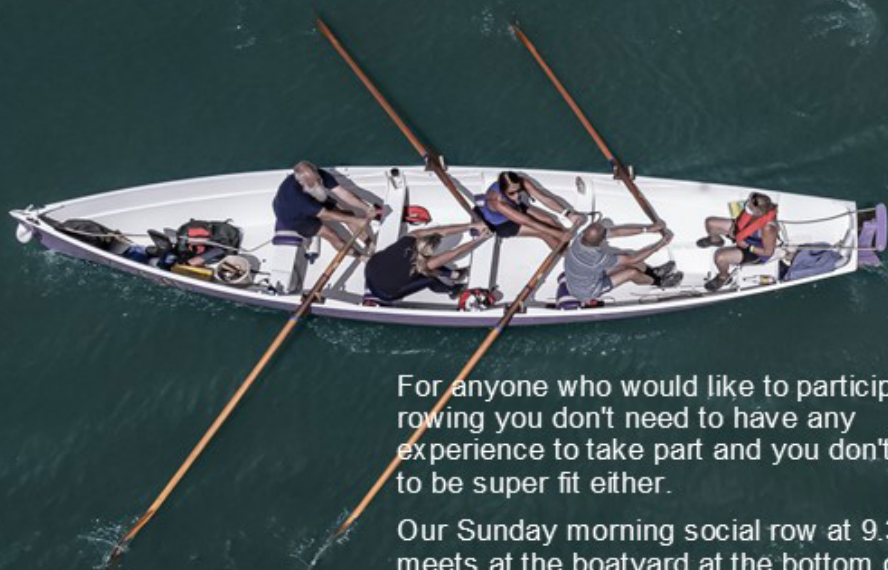
Sailing open to novices beginning to develop their skills or seasoned sailors with their own boats.

The Club has two Sonata sailing boats which are available for members to use, as well as a Wayfarer and a Wanderer dinghy, and we are pleased to announce that we intend to enter both Sonatas in next year's national championships, which will take place in Brightlingsea.

If you feel that you would like to try sailing, please feel free to come along and give it a try.

Web : [www.ucscbrightlingsea.com](http://www.ucscbrightlingsea.com)

# UNIVERSITY COMMUNITY SAILING CLUB



For anyone who would like to participate in rowing you don't need to have any experience to take part and you don't need to be super fit either.

Our Sunday morning social row at 9.30 am meets at the boatyard at the bottom of Sydney Street or on the town's jetty should you wish to come along, take a look and have a trial session.

Outings can involve short trips up the river, trips out to sea or rowing to Wivenhoe and enjoying a pub lunch before rowing back.

For the more competitive rower the club competes in the Harkers Yard league against other local rowing teams.

## Clubhouse Opening Hours

Thursday 6pm to 10pm

Friday 7pm to 11pm

Saturday 4pm to 11pm

Sunday 12noon to 6pm

Email : [ucscsocial@gmail.com](mailto:ucscsocial@gmail.com)

Brightlingsea UCSC Rowing Club



Web : [www.ucscbrightlingsea.com](http://www.ucscbrightlingsea.com)



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## Exo Environmental

Exo Environmental has carried out bathymetry surveys for the harbour in the past 6 years. These surveys depict the depth (or the topography of the bed) with significant precision. Subsequently bathymetry surveys can be used to assist dredging campaigns or aid safe navigation.

### What is a bathymetry survey?

Bathymetry is the study of bed features and water depth using sound waves. There are two main types of bathymetric survey, single beam and multi beam. Single beam involves the measurement of the bed directly below the transducer, and typically only has a swath angle range of between 10-30°.

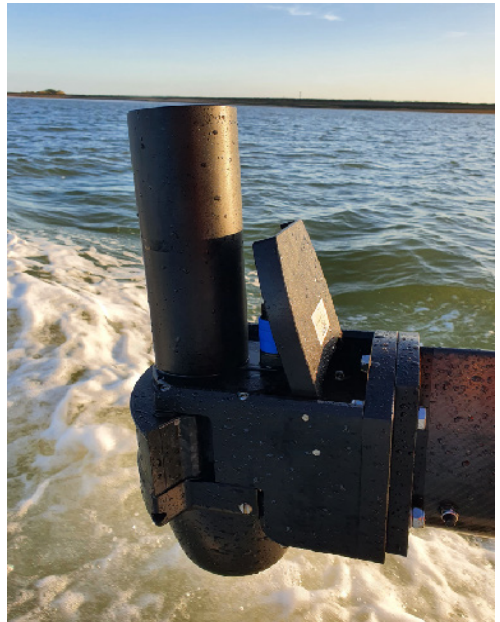
Multi-beam on the other hand uses a multi-swath echo sounder sending out acoustic 'pings' along a larger area than single beam systems, allowing us to see features on the waterbed much clearer, more accurately and with higher resolution.

As a result of the multi beam system measuring entire areas, the interpolation of data between points is no longer required and this makes the processing time more efficient, when compared to single beam.

The swath angle can also be changed to survey features otherwise inaccessible by a single beam. This includes features with perpendicular angles to the waterbed such as quay walls, or areas under floating obstacles such as boats and pontoons.

### Relevant?

Although most harbour users do not require accurate bathymetric data to find their way around the harbour, the data is essential to understand long term trends, for navigation channel maintenance and commercial shipping. As such we know that some parts of the harbour accumulate 0.5m of silt per year, whilst other areas are self-scouring. This way maintenance can up optimised and cost savings achieved.





# Transport Links

## Buses

There is one bus company running a frequent service to Colchester from Brightlingsea. It goes direct to Colchester and First Bus 62 ([www.firstgroup.com/essex](http://www.firstgroup.com/essex)) stops in Colchester and some go onto Colchester North Station where you can pick up the intercity trains to London Liverpool Street, Norwich and Harwich International. The main pick up point in Brightlingsea is Victoria Place in the High Street.



## Taxis

NWC Taxis, Brightlingsea: 01206 302491

## Trains

The nearest mainline train station from Brightlingsea is Wivenhoe, which is 6 miles away. Trains run frequently to Colchester Town Station which takes you into the heart of Colchester or to Colchester North Station taking you to London, Ipswich, Harwich International and Clacton on Sea. For further details visit [www.nationalrail.co.uk](http://www.nationalrail.co.uk)







***“A beautifully presented history of Brightlingsea that had us completely absorbed .....**”*

Opening at Easter 2022 and going through to Christmas Brightlingsea Museum is only in its second year when it is fully open in new premises with all features and facilities in place, and yet it is already regarded as a ‘must see’ on a visit to the town.

***“There are things to do, and things to discover. Open the cupboard and drawers, and don’t forget to find out what the captain keeps in his locker.”***

The imaginative layout of the museum takes visitors on a journey of exploration, with a surprise round every corner with lots to discover and do. Learn about the town’s unique claim to fame with its Cinque Port connections, follow the construction of a ship from

drawing board to launch then find some fascinating facts about sprats and oysters. All of this before you go on to escape to the heydays of the luxury steam yachts and the graceful ocean-going racing yachts and then finally take command of HMS Nemo and discover the role of the town in times of war and danger.



There is also an activity trail for younger visitors, a programme of temporary exhibitions and special events.

FREE admission (donations are very much appreciated).

Keep in touch and check out our website.

***“Amazing little museum. This is a real gem of a museum.”***



**Dove House Station Road  
Brightlingsea CO7 0DT**

Tel 01206 307121

[www.brightlingseamuseum.co.uk](http://www.brightlingseamuseum.co.uk)

### **Opening hours**

**Saturdays 10.00 to 16.00**

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*Brightlingsea Museum*



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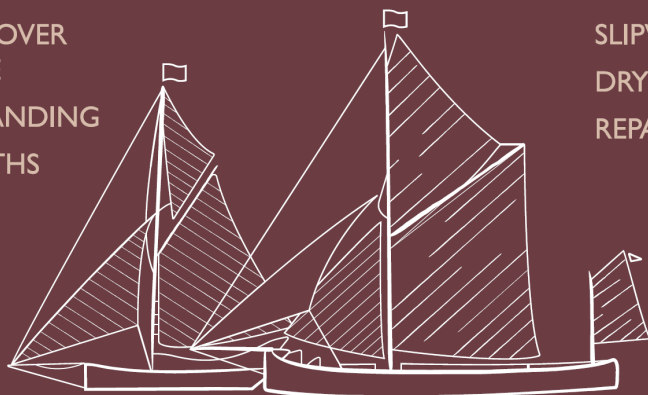
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# Vendee Globe Adventure

Fulfilling her dream as she crosses the finishing line of the Vendee Globe solo non-stop round the world race East Anglian solo skipper Pippa Hare writes.....

When a Southern Ocean storm takes you in its grip and pushes you and your boat to the limit – it is the most amazing feeling in the world, Terrifying, Exhausting, Exhilarating.

But sitting here now, just over a year since I started the Vendee Globe, it is hard to remember exactly what it was like. The noise of the wind, the feel of the boat, the slam of the hull as you are launched off waves. And I miss it – that freedom to make my own decisions, the singular focus of getting to the finish line and the sheer joy of being at sea where I belong.

I had dreamed of competing in the Vendee Globe – sailing non-stop, round the world alone and against the best sailors in the

world really captured my imagination. And the race was everything I had hoped it would be – and more.

Just getting to the start line took an epic effort. I took a risk with a bank loan, an old boat and a team of friends and family. But we made it and I crossed the line in the front half of the fleet and in beautiful sunshine.

Within days I had to do what I had dreaded – climb the mast. Doing this at sea is never fun. To do it on your own, up a mast that's 30m high is really, not fun. But I did it and the achievement gave me a boost – here I was in the Vendee Globe race, doing what Vendee Globe racers do – fixing problems and taking on challenges.

I was speeding south when I heard the news that Kevin Escoffier had to abandon his boat after it snapped in half. The few hours waiting for news of his rescue felt interminable and it brought home the realities of this race –



and the camaraderie, as competitors rushed to his aid.

Then it was the Southern Ocean - the stuff of sailing legend and somewhere I had never been. It is strange how quickly you adjust to a new normal - after the first low pressure, I soon got into the rhythm of making the most of the storms and making repairs between weather systems. My old boat was in her element, and I made ground on more more modern boats.

I approached Cape Horn in a better position than I had ever imagined possible - and I needed the lead for the drag race up the Atlantic where Medallia's reaching speed could not match that of more modern foiling boats.

But then disaster struck. I discovered a crack in the starboard rubber stock that could end my race. I had to do the one thing I did not want to do - change the rubber at sea. Only one other skipper had done something similar on the Vendee before - and they had had to anchor in the shelter of land. I did not want to sacrifice all my hard work, so took the opportunity of a lull in the weather to make the swap. It was such a hard thing to do - but I did it!

I lost places, but I was still in the race.

And then came the toughest two weeks of the Vendee. What should have been an easy ride up the East coast of South America saw me at my lowest ebb. I was exhausted, suffering from an allergic reaction to a jellyfish sting and still thousands of miles from home.

I am not sure how I made it to the Bay of Biscay, but suddenly I was approaching the finish line and surrounded by support boats, then lighting flares on the bow, and stepping onto dry land.

Finally, I had joined the elite group of Vendee Globe finishers and it felt amazing.

But that is not the end of this story - I am not done with the Vendee Globe yet. I am building my campaign for 2024 - with a new boat and professional team. I am training hard, looking for sponsors and making sure I am ready to take on the best when that starting gun goes in 3 years' time.

If you want to sponsor Pip, contact [hello@piphareoceanracing.com](mailto:hello@piphareoceanracing.com).

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# Go with the Flow

Chris Lewis-Garnham is a volunteer crewmember and a lifesaver for the RNLI at West Mersea Lifeboat Station. As a keen Stand Up Paddle boarder (SUP), he shares his thoughts on how to enjoy SUP safely around Brightlingsea and Mersea Island:

It's all about getting away from the hustle and bustle of daily life. It's a really friendly and inclusive sport that caters for every level from complete beginner to professional. Whatever your skill level is, spending time on the water (and sometimes in it!) is calming and peaceful. It's also a great social activity, I have made some great friends through SUP. The beauty of SUP is that you really can go anywhere, the gear is light, easily transportable and of course locally you can get to places inaccessible to others.

There are absolutely loads of places to go and explore. You can stay close to shore whilst being 'at sea' off Mersea Island, around the creeks of Alresford, Ray, Pyefleet and the beaches of Brightlingsea. For the more adventurous you can follow the River Colne all the way into Colchester - not for the faint hearted! There are some lovely inland areas fairly local too - Dedham, Nayland and Bures all have easily accessible launching areas.

Brightlingsea Harbour area is busy with a mix of leisure and commercial vessels. During the summer months the many local harbours are extremely busy and with the prolific rise in SUPs there is now even more traffic. The area is renowned for its oysters, but as well as fishing boats you have pilot boats, ferries, tugs, survey vessels, sand barges and container vessels and of course a variety of leisure craft from jet-skis to super yachts.

I'd always advise going out with a guide if you're new to the area. Make sure you have the correct equipment; wetsuit, buoyancy aid, leash (in fast flowing water

a quick release waist leash not an ankle leash) and a means of communication in a waterproof pouch as a bare minimum. Let someone know you are going out and an approximate time you'll be back. If you are long overdue, they can then raise the alarm.

It is also important to understand the effect of tide, if you are able to paddle at walking pace and the tide is running against you at a similar pace you go nowhere, if you go with it you will go quickly to somewhere you never set out to go. To try and avoid this stay in shallow water.

It's important to learn the 'rules of the road', especially in and around Brightlingsea Harbour. Knowing what the different buoys mean and who has right of way will not only make your visit more enjoyable, but also safer. Remember that a large vessel may not see you and will certainly not be able to turn away from you.

If you fancy joining the ever increasing numbers of SUPs, just spend some time doing a little preparation, know the rules and do it safely. I'll see you out there.





Kent & Essex

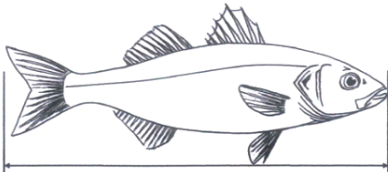


Inshore Fisheries and  
Conservation Authority

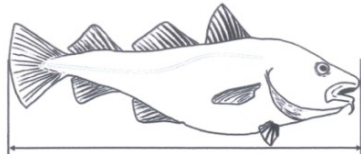
# Key Minimum Sizes

No person shall retain species that measure less than the sizes specified but shall return them immediately to the sea\*

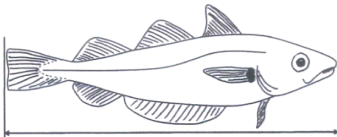
\*except commercial fishing for species subject to Landing Obligation Reg (EU) 1380/2013



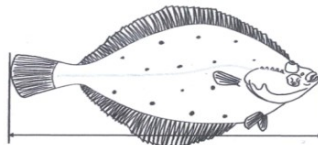
**Bass 42cm** (recreational restrictions apply, see website)



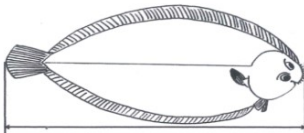
**Cod 35cm**



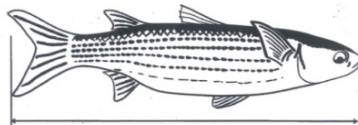
**Whiting 27cm**



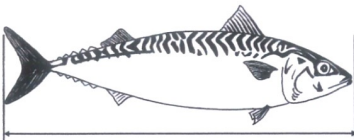
**Plaice 27cm**



**Sole 24cm**

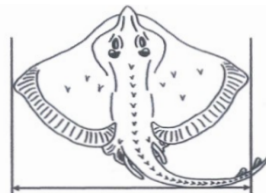


**Mullet 30cm**



**N. Sea Mackerel 30cm**

**Other Mackerel 20cm**



**Skates and Rays 40cm**

For further information on legislation and species visit:

[www.kentandessex-ifca.gov.uk](http://www.kentandessex-ifca.gov.uk)

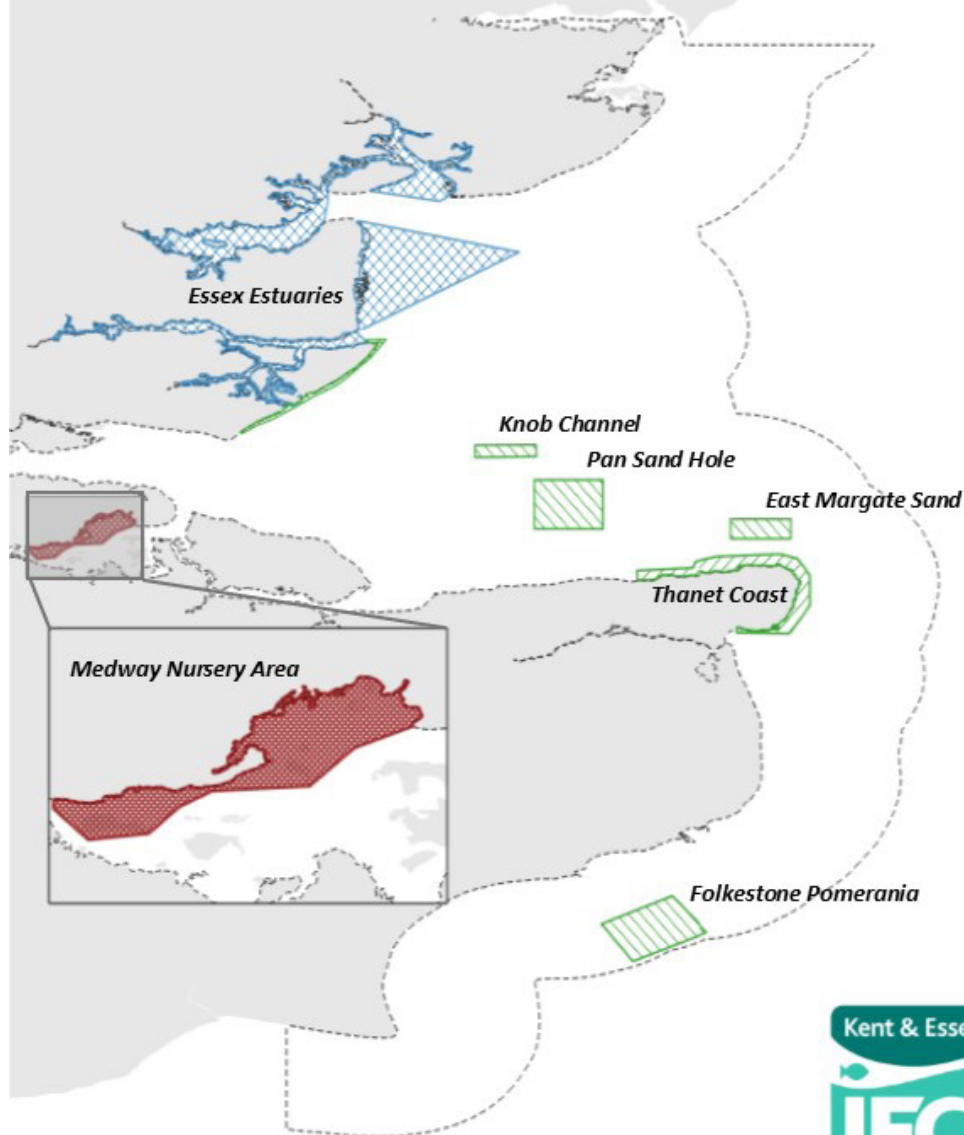
01843 585 310 |

✉ [info@kentandessex-ifca.gov.uk](mailto:info@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.



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No bottom trawling

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# Border Force

Border Force is a law-enforcement command within the Home Office responsible for frontline border control operations at air, sea and rail ports in the United Kingdom.

As part of a local maritime command, North Essex is covered by Border Force Officers based at Harwich International Port. We cover British coastline as well as the complex estuaries, navigable rivers, coves, inlets, ports and harbours.

Threats to the border include the illegal migration (human trafficking or modern slavery), and the illegal importation of controlled drugs, cigarettes or tobacco, weapons or proceeds of crime (cash) into the United Kingdom.

As a law enforcement agency, we are reliant on information and intelligence from members of the maritime community to be successful at cracking down on border related crime.

As a member of the maritime community, you can help by being aware of the following:



- Suspicious activity in marinas, sailing and cruising clubs – people asking too many questions or not willing to give basic information when making a booking.

- Vessels crewed by people with poor, little or no ship handling skills

- Vessels in a state of disrepair at sea/on the river

- Buoys/Pot markers in unusual places

- Purchasing excessive amounts of fuel

- Overheard suspect radio communications

- Anything that doesn't seem "right"

If you see anything unusual or have information (you can remain anonymous) please report it to our Border Force 24 hour on-call General Maritime Intelligence reporting number on 07900 056 435.

**Help us to help secure our British borders!**



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# Bygone days of the Anchor Hotel

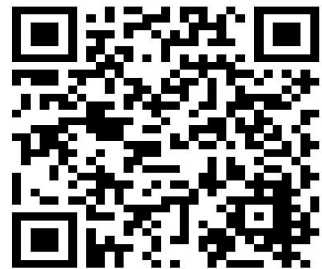
As you enter the ancient Cinque Port of Brightlingsea you may notice an incongruous but imposing walled building on the waterside, once the first stop for many arriving by sea. Converted to 3 luxury apartments in 2000 it was formally a very busy public house and hotel. In 1901 Henry Page of Colchester designed the building we see today. Records show the Proprietor was Mr Ernest Percival, resident with his family for 35 years.

If you had arrived before 1901 you would have seen a previous incarnation of the building known as 'The Anchor' owned by the Colchester Brewing Company and licensed in 1805 which stood on the same spot. Behind the Inn you will see the wooden structure of an old coaching stable block, which dates back to c1630, still standing.

Scan the QR Code to view an album of vintage and modern images including a copy of the Anchor in 1895 with the Proprietor Mr William Bacon and family with a few faces from the town getting in on the shot. With many thanks to Mr Dennis Munson for sharing.

The Port has a very long history and although today it is mostly used for leisure we do still have a working Wharf and a small but keen fishing fleet. Records dating to the 15th Century show that in 1489 MIGHALL or (Michael) was first used to supply Brightlingsea ships to the Navy. The Harbour has played an integral part to many Wars over the centuries, surviving fairly unscathed. The photograph below is from an original glass plate negative captured from 'Toosey' St Osyth Stone, (also known previously as Brightlingsea Beach) showing the Harbour with the New Anchor Hotel in c1920.

Credits: Historic England LBS 468748, Kelley's, Wikipedia,P.I.T.I.E, Brightlingsea History Hub and Dr. Dicken.







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# ENGLAND — BRIGHTLINGSEA

LAT 51°48'N LONG 1°00'E

TIME ZONE UT(GMT)

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 2022

JANUARY				FEBRUARY				MARCH				APRIL			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0422	0.8	<b>16</b> 0528	0.8	<b>1</b> 0620	0.4	<b>16</b> 0622	0.5	<b>1</b> 0524	0.5	<b>16</b> 0519	0.6	<b>1</b> 0000	4.9	<b>16</b> 0556	0.3
SA 1021	4.9	SU 1107	4.4	1204	5.1	1210	4.6	1110	4.8	1107	4.4	0835	0.1	1150	4.9
SA 1650	0.6	SU 1740	1.0	TU 1831	0.7	W 1829	0.9	TU 1739	0.9	W 1734	1.0	F 1220	5.0	SA 1808	0.7
2257	4.8	2336	4.5	●		O		2338	4.7	2327	4.5	● 1836	0.7	O	
<b>2</b> 0527	0.6	<b>17</b> 0607	0.7	<b>2</b> 0033	5.0	<b>17</b> 0031	4.8	<b>2</b> 0616	0.2	<b>17</b> 0556	0.4	<b>2</b> 0036	5.1	<b>17</b> 0007	5.1
1117	5.2	M 1148	4.6	2707	0.2	2707	0.2	1158	5.0	1145	4.6	2706	0.2	0629	0.2
SU 1750	0.6	M 1815	1.0	W 1252	5.3	TH 1246	4.8	W 1821	0.8	TH 1805	0.8	SA 1256	5.0	SU 1229	5.0
● 2349	5.0	O		1913	0.7	1856	0.8	●				1909	0.6	1841	0.6
<b>3</b> 0621	0.5	<b>18</b> 0013	4.7	<b>3</b> 0118	5.1	<b>18</b> 0107	4.9	<b>3</b> 0021	4.9	<b>18</b> 0004	4.8	<b>3</b> 0109	5.1	<b>18</b> 0046	5.3
0755	5.4	0639	0.6	0748	0.1	0723	0.3	0655	0.1	0626	0.3	0733	0.2	0701	0.1
M 1836	0.6	TU 1226	4.7	TH 1338	5.3	F 1322	4.9	TH 1241	5.1	F 1221	4.8	SU 1332	4.9	M 1308	5.1
		1844	0.9	1950	0.8	1924	0.7	1857	0.7	O 1833	0.7	1940	0.6	1916	0.5
<b>4</b> 0039	5.1	<b>19</b> 0048	4.8	<b>4</b> 0159	5.1	<b>19</b> 0142	5.0	<b>4</b> 0101	5.1	<b>19</b> 0039	5.0	<b>4</b> 0142	5.1	<b>19</b> 0125	5.3
0709	0.3	0710	0.5	0826	0.1	0732	0.2	0732	0.0	0658	0.2	0758	0.3	0732	0.2
TU 1259	5.4	W 1302	4.8	F 1422	5.1	SA 1356	4.9	F 1321	5.1	SA 1257	5.0	M 1405	4.8	TU 1349	5.0
1921	0.7	1911	0.9	2025	0.8	1954	0.7	1932	0.7	1904	0.6	2009	0.6	1952	0.5
<b>5</b> 0127	5.1	<b>20</b> 0124	4.8	<b>5</b> 0240	5.1	<b>20</b> 0215	5.0	<b>5</b> 0138	5.2	<b>20</b> 0115	5.1	<b>5</b> 0213	5.0	<b>20</b> 0204	5.3
0755	0.2	0740	0.4	0901	0.2	0823	0.2	0803	0.1	0728	0.1	0820	0.5	0805	0.3
W 1349	5.4	TH 1336	4.8	SA 1505	4.9	SU 1432	4.9	SA 1359	5.0	SU 1334	5.0	TU 1437	4.6	W 1429	4.8
2002	0.8	1939	0.9	2025	0.9	2025	0.7	2004	0.7	1935	0.6	2036	0.7	2028	0.6
<b>6</b> 0214	5.0	<b>21</b> 0158	4.8	<b>6</b> 0319	5.0	<b>21</b> 0249	4.9	<b>6</b> 0213	5.2	<b>21</b> 0151	5.2	<b>6</b> 0246	4.8	<b>21</b> 0246	5.2
0839	0.2	0812	0.4	0931	0.3	0852	0.3	0831	0.2	0757	0.1	0842	0.7	0840	0.6
TH 1438	5.2	F 1414	4.8	SU 1547	4.6	M 1510	4.7	SU 1437	4.8	M 1410	5.0	W 1507	4.4	TH 1512	4.6
2041	0.9	2008	0.9	2129	1.0	2057	0.8	2033	0.7	2007	0.6	2102	0.8	2110	0.6
<b>7</b> 0300	4.9	<b>22</b> 0233	4.8	<b>7</b> 0356	4.7	<b>22</b> 0323	4.9	<b>7</b> 0246	5.0	<b>22</b> 0226	5.2	<b>7</b> 0321	4.5	<b>22</b> 0331	4.9
0920	0.3	0843	0.4	1001	0.5	0922	0.4	0855	0.4	0826	0.2	0907	0.9	0925	0.8
F 1527	4.9	SA 1451	4.7	M 1629	4.3	TU 1548	4.6	M 1512	4.6	TU 1448	4.8	TH 1538	4.1	F 1558	4.2
2119	1.1	2040	0.9	2203	1.1	2133	0.9	2101	0.8	2040	0.7	2133	0.9	2159	0.7
<b>8</b> 0346	4.8	<b>23</b> 0309	4.7	<b>8</b> 0436	4.5	<b>23</b> 0402	4.8	<b>8</b> 0320	4.8	<b>23</b> 0303	5.1	<b>8</b> 0358	4.2	<b>23</b> 0427	4.5
1001	0.4	0915	0.4	1034	0.7	0959	0.6	0918	0.6	0857	0.4	0939	1.1	1024	1.1
SA 1618	4.6	SU 1529	4.6	TU 1713	4.0	W 1633	4.3	TU 1546	4.3	W 1527	4.6	F 1618	3.8	SA 1658	3.9
2159	1.2	2115	1.0	2243	1.2	2217	1.0	2129	0.9	2118	0.7	2211	1.1	2304	0.8
<b>9</b> 0433	4.6	<b>24</b> 0345	4.6	<b>9</b> 0522	4.2	<b>24</b> 0449	4.6	<b>9</b> 0354	4.5	<b>24</b> 0342	4.9	<b>9</b> 0445	3.8	<b>24</b> 0541	4.1
1042	0.5	0949	0.5	1121	1.0	1048	0.8	0946	0.8	0935	0.7	1024	1.4	1147	1.3
SU 1710	4.3	M 1612	4.5	W 1804	3.7	TH 1727	4.0	W 1622	4.0	TH 1611	4.3	SA 1712	3.5	SU 1819	3.7
2243	1.3	2154	1.1	2346	1.4	2318	1.1	2203	1.1	2202	0.9	2312	1.2		
<b>10</b> 0522	4.3	<b>25</b> 0427	4.6	<b>10</b> 0620	3.8	<b>25</b> 0551	4.3	<b>10</b> 0436	4.2	<b>25</b> 0432	4.5	<b>10</b> 0553	3.5	<b>25</b> 0046	0.8
1134	0.7	1030	0.6	1233	1.2	1212	1.0	1022	1.1	1029	1.0	1200	1.6	0715	4.1
M 1806	4.1	TU 1659	4.4	TH 1905	3.6	F 1838	3.8	TH 1706	3.7	F 1705	3.9	SU 1832	3.3	M 1322	1.4
2344	1.4	2241	1.2					2248	1.2	2303	1.0			1952	3.8
<b>11</b> 0618	4.1	<b>26</b> 0516	4.5	<b>11</b> 0112	1.4	<b>26</b> 0053	1.2	<b>11</b> 0529	3.8	<b>26</b> 0538	4.1	<b>11</b> 0059	1.3	<b>26</b> 0223	0.7
1236	0.9	1126	0.7	0732	3.7	0717	4.0	1122	1.4	1156	1.2	0729	3.4	0839	4.3
TU 1905	3.9	W 1758	4.2	F 1353	1.3	SA 1350	1.1	F 1806	3.5	SA 1823	3.6	M 1353	1.6	TU 1449	1.3
		2350	1.2	2022	3.6	2012	3.7					1959	3.4	2108	4.1
<b>12</b> 0059	1.5	<b>27</b> 0620	4.3	<b>12</b> 0241	1.3	<b>27</b> 0237	1.1	<b>12</b> 0009	1.4	<b>27</b> 0046	1.1	<b>12</b> 0031	1.1	<b>27</b> 0346	0.5
0721	4.0	1245	0.8	0852	3.7	0855	4.1	0643	3.5	0717	3.9	0846	3.7	0945	4.6
W 1341	1.0	TH 1908	4.1	SA 1518	1.3	SU 1519	1.1	SA 1304	1.5	SU 1340	1.3	TU 1513	1.4	W 1559	1.1
2012	3.9			2137	3.8	2143	3.9	1924	3.3	2008	3.6	2110	3.8	2206	4.5
<b>13</b> 0214	1.4	<b>28</b> 0120	1.2	<b>13</b> 0406	1.1	<b>28</b> 0409	0.8	<b>13</b> 0151	1.4	<b>28</b> 0235	0.9	<b>13</b> 0340	0.8	<b>28</b> 0447	0.4
0829	4.0	0738	4.2	0958	3.9	1011	4.5	0814	3.5	0854	4.1	0944	4.1	1035	4.8
TH 1449	1.1	F 1409	0.8	SU 1630	1.2	M 1637	1.0	SU 1440	1.5	M 1511	1.2	W 1609	1.2	TH 1653	1.0
2115	4.0	2028	4.1	2231	4.1	2246	4.3	2052	3.5	2133	4.0	2204	4.1	2252	4.7
<b>14</b> 0329	1.3	<b>29</b> 0249	1.1	<b>14</b> 0506	0.9			<b>14</b> 0325	1.2	<b>29</b> 0406	0.6	<b>14</b> 0433	0.6	<b>29</b> 0534	0.3
0931	4.1	0900	4.4	1048	4.2			0929	3.8	1005	4.5	1030	4.4	1118	4.9
F 1556	1.1	SA 1527	0.8	M 1722	1.1			M 1559	1.3	TU 1626	1.0	TH 1653	1.0	F 1738	0.8
2209	4.2	2145	4.2	2316	4.4			2159	3.9	2232	4.4	2248	4.5	2332	4.9
<b>15</b> 0435	1.0	<b>30</b> 0409	0.9	<b>15</b> 0550	0.7			<b>15</b> 0432	0.9	<b>30</b> 0512	0.4	<b>15</b> 0518	0.4	<b>30</b> 0608	0.3
1022	4.2	1011	4.6	1132	4.4			1023	4.1	1059	4.8	1111	4.7	1155	4.9
SA 1652	1.0	SU 1640	0.8	TU 1800	1.0			TU 1653	1.1	W 1721	0.9	F 1733	0.8	SA 1812	0.7
2255	4.4	2250	4.5	2355	4.6			2246	4.2	2320	4.7	2328	4.8	●	
<b>31</b> 0523	0.6							<b>31</b> 0600	0.2						
1111	4.9							1142	5.0						
M 1746	0.8							TH 1802	0.8						
2345	4.7														

# ENGLAND — BRIGHTLINGSEA

LAT 51°48'N LONG 1°00'E

TIME ZONE UT(GMT)

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 2022

MAY				JUNE				JULY				AUGUST			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0007	5.0	<b>16</b> 0601	0.3	<b>1</b> 0047	4.9	<b>16</b> 0048	5.5	<b>1</b> 0108	4.8	<b>16</b> 0130	5.5	<b>1</b> 0204	4.8	<b>16</b> 0247	5.2
0635	0.4	1202	5.0	0705	0.7	0708	0.6	0719	0.9	0747	0.8	0801	0.9	0846	0.9
SU 1229	4.9	M 1822	0.6	W 1311	4.7	TH 1319	5.0	F 1330	4.7	SA 1357	5.2	M 1423	4.9	TU 1503	5.3
1846	0.6	O		1931	0.6	1940	0.4	1949	0.6	2025	0.2	2032	0.5	2119	0.3
<b>2</b> 0039	5.0	<b>17</b> 0019	5.3	<b>2</b> 0123	4.8	<b>17</b> 0139	5.5	<b>2</b> 0145	4.7	<b>17</b> 0219	5.4	<b>2</b> 0238	4.7	<b>17</b> 0329	4.9
0701	0.4	0638	0.3	0731	0.8	0751	0.7	0746	0.9	0827	0.8	0831	0.9	0919	1.0
M 1303	4.8	TU 1246	5.1	TH 1343	4.7	F 1407	5.0	SA 1404	4.7	SU 1444	5.2	TU 1456	4.8	W 1541	5.1
1918	0.6	1901	0.5	2000	0.6	2027	0.3	2019	0.6	2107	0.2	2102	0.5	2150	0.5
<b>3</b> 0112	5.0	<b>18</b> 0103	5.4	<b>3</b> 0157	4.7	<b>18</b> 0229	5.3	<b>3</b> 0220	4.6	<b>18</b> 0309	5.2	<b>3</b> 0313	4.6	<b>18</b> 0411	4.6
0727	0.5	0716	0.4	0756	0.9	0835	0.8	0814	1.0	0906	0.9	0902	1.0	0954	1.1
TU 1335	4.8	W 1331	5.0	F 1415	4.5	SA 1457	4.9	SU 1439	4.6	M 1530	5.1	W 1529	4.7	TH 1621	4.8
1948	0.6	1942	0.5	2028	0.7	2114	0.3	2050	0.6	2148	0.3	2131	0.6	2222	0.8
<b>4</b> 0145	4.9	<b>19</b> 0149	5.4	<b>4</b> 0234	4.5	<b>19</b> 0323	5.1	<b>4</b> 0257	4.5	<b>19</b> 0358	4.9	<b>4</b> 0350	4.5	<b>19</b> 0455	4.3
0751	0.6	0754	0.5	0824	1.0	0920	1.0	0846	1.0	0946	1.0	0936	1.1	1033	1.2
W 1405	4.6	TH 1416	4.9	SA 1450	4.4	SU 1548	4.7	M 1516	4.5	TU 1616	4.9	TH 1606	4.7	F 1705	4.5
2015	0.6	2025	0.5	2100	0.7	2203	0.3	2123	0.6	2228	0.4	2204	0.7	2302	1.0
<b>5</b> 0218	4.8	<b>20</b> 0236	5.2	<b>5</b> 0312	4.3	<b>20</b> 0419	4.8	<b>5</b> 0335	4.4	<b>20</b> 0449	4.7	<b>5</b> 0434	4.4	<b>20</b> 0544	4.0
0814	0.8	0837	0.7	0856	1.1	1007	1.1	0920	1.1	1027	1.1	1016	1.2	1127	1.3
TH 1436	4.4	F 1504	4.6	SU 1528	4.2	M 1643	4.8	TU 1554	4.4	W 1703	4.7	F 1651	4.8	SA 1801	4.1
2041	0.7	2111	0.5	2136	0.8	2255	0.4	2159	0.7	2311	0.6	2248	0.8		
<b>6</b> 0253	4.5	<b>21</b> 0327	4.9	<b>6</b> 0353	4.2	<b>21</b> 0519	4.6	<b>6</b> 0417	4.3	<b>21</b> 0541	4.4	<b>6</b> 0525	4.2	<b>21</b> 0607	1.3
0840	0.9	0925	1.0	0936	1.2	1059	1.2	1000	1.2	1118	1.3	1109	1.3	1203	1.4
F 1508	4.2	SA 1555	4.4	M 1614	4.1	TU 1739	4.5	W 1637	4.4	TH 1755	4.5	SA 1746	4.4	SU 1845	3.9
2111	0.8	2203	0.5	2220	0.8	2340	0.4	2241	0.7			2359	0.9	1911	3.9
<b>7</b> 0330	4.2	<b>22</b> 0427	4.6	<b>7</b> 0423	4.0	<b>22</b> 0502	0.5	<b>7</b> 0506	4.2	<b>22</b> 0609	0.8	<b>7</b> 0630	4.1	<b>22</b> 0126	1.5
0911	1.1	1020	1.2	1025	1.4	1201	1.3	1048	1.3	1236	1.3	1237	1.3	0802	3.7
SA 1546	4.0	SU 1656	4.2	TU 1708	4.0	W 1841	4.4	TH 1728	4.3	F 1826	4.3	SU 1858	4.3	M 1416	1.4
2148	0.9	2307	0.6	2319	0.9			2338	0.8	1853	4.3			2034	3.9
<b>8</b> 0414	3.9	<b>23</b> 0538	4.4	<b>8</b> 0543	4.0	<b>23</b> 0110	0.6	<b>8</b> 0604	4.2	<b>23</b> 0112	1.0	<b>8</b> 0130	1.0	<b>23</b> 0258	1.5
0853	1.3	1128	1.3	1133	1.4	0727	4.3	1156	1.3	0741	4.0	0748	4.0	0919	3.9
SU 1636	3.8	M 1806	4.1	W 1813	4.0	TH 1322	1.3	F 1829	4.3	SA 1340	1.4	M 1413	1.2	TU 1552	1.2
2241	1.0			1946	4.3	1946	4.3			2001	4.1	2023	4.3	2144	4.1
<b>9</b> 0511	3.7	<b>24</b> 0033	0.6	<b>9</b> 0036	0.8	<b>24</b> 0219	0.7	<b>9</b> 0051	0.8	<b>24</b> 0221	1.1	<b>9</b> 0255	1.0	<b>24</b> 0418	1.3
1055	1.6	0655	4.3	0653	4.0	0832	4.3	0711	4.2	0849	4.0	0911	4.1	1018	4.2
M 1745	3.6	TU 1252	1.3	TH 1257	1.4	F 1433	1.3	SA 1320	1.3	SU 1459	1.3	TU 1537	1.0	W 1656	0.9
23		1921	4.1	1920	4.1	2049	4.4	1937	4.4	2106	4.2	2140	4.6	2236	4.4
<b>10</b> 0007	1.1	<b>25</b> 0154	0.6	<b>10</b> 0149	0.7	<b>25</b> 0324	0.8	<b>10</b> 0207	0.8	<b>25</b> 0336	1.2	<b>10</b> 0411	1.0	<b>25</b> 0511	1.2
TU 1245	1.6	W 1411	1.3	F 1414	1.3	SA 1540	1.1	SU 1441	1.2	M 1616	1.1	W 1655	0.8	TH 1742	0.7
1904	3.6	2032	4.3	2024	4.3	2144	4.4	2047	4.5	2206	4.3	2245	4.9	2320	4.6
<b>11</b> 0135	1.0	<b>26</b> 0310	0.5	<b>11</b> 0251	0.6	<b>26</b> 0418	0.8	<b>11</b> 0316	0.7	<b>26</b> 0440	1.1	<b>11</b> 0519	0.9	<b>26</b> 0551	1.1
0752	3.8	0912	4.5	0849	4.4	1019	4.5	0929	4.4	1041	4.4	1122	4.7	1143	4.7
W 1412	1.4	TH 1521	1.2	SA 1519	1.1	SU 1640	1.0	M 1553	1.0	TU 1716	0.9	TH 1801	0.5	F 1814	0.6
2015	3.8	2131	4.5	2123	4.6	2231	4.5	2153	4.8	2255	4.5	2342	5.2	2358	4.8
<b>12</b> 0245	0.8	<b>27</b> 0412	0.5	<b>12</b> 0349	0.5	<b>27</b> 0504	0.9	<b>12</b> 0422	0.7	<b>27</b> 0530	1.1	<b>12</b> 0612	0.8	<b>27</b> 0620	1.0
0853	4.1	1005	4.6	0957	4.6	1103	4.5	1031	4.6	1125	4.5	1212	5.0	1219	4.8
TH 1514	1.2	F 1618	1.0	SU 1618	0.9	M 1731	0.8	TU 1700	0.8	W 1801	0.7	F 1848	0.3	SA 1842	0.5
2113	4.2	2219	4.6	2217	4.9	2314	4.6	2252	5.0	2338	4.6	O		•	
<b>13</b> 0342	0.6	<b>28</b> 0500	0.5	<b>13</b> 0445	0.4	<b>28</b> 0546	0.9	<b>13</b> 0525	0.7	<b>28</b> 0607	1.0	<b>13</b> 0031	5.4	<b>28</b> 0033	4.9
0945	4.4	1048	4.7	1050	4.8	1143	4.6	1128	4.8	1204	4.7	0654	0.8	0647	0.9
F 1605	1.0	SA 1708	0.9	M 1716	0.7	TU 1811	0.7	W 1801	0.6	TH 1833	0.6	SA 1258	5.2	SU 1252	5.0
2204	4.5	2301	4.7	2309	5.1	2353	4.7	O 2347	5.3	•		1932	0.1	1911	0.4
<b>14</b> 0432	0.4	<b>29</b> 0538	0.6	<b>14</b> 0540	0.4	<b>29</b> 0619	0.9	<b>14</b> 0617	0.7	<b>29</b> 0017	4.7	<b>14</b> 0118	5.5	<b>29</b> 0107	5.0
1032	4.7	1128	4.7	1141	4.9	1220	4.7	1221	5.0	0638	1.0	0734	0.8	0714	0.9
SA 1653	0.8	SU 1751	0.7	TU 1808	0.6	W 1846	0.6	TH 1852	0.4	F 1241	4.8	SU 1342	5.3	M 1326	5.0
2250	4.9	2338	4.8	O 2359	5.3	•				1904	0.5	2010	0.1	1939	0.4
<b>15</b> 0520	0.3	<b>30</b> 0607	0.6	<b>15</b> 0623	0.5	<b>30</b> 0030	4.8	<b>15</b> 0039	5.4	<b>30</b> 0054	4.8	<b>15</b> 0202	5.4	<b>30</b> 0141	5.0
1118	4.9	1204	4.7	1230	5.0	0851	0.9	0703	0.7	0707	1.0	0810	0.8	0741	0.9
SU 1742	0.7	M 1825	0.6	W 1854	0.5	TH 1255	4.7	F 1310	5.1	SA 1316	4.9	M 1423	5.3	TU 1358	5.1
2335	5.1	•				1918	0.6	1939	0.3	1933	0.5	2047	0.2	2007	0.4
<b>31</b> 0013	4.9	<b>31</b> 0013	4.9	<b>31</b> 0013	4.9	<b>31</b> 0013	4.9	<b>31</b> 0013	4.9	<b>31</b> 0013	4.9	<b>31</b> 0013	4.9	<b>31</b> 0013	4.9
		0636	0.7			0636	0.7			0636	0.7			0636	0.7
		TU 1238	4.8			TU 1238	4.8			TU 1238	4.8			TU 1238	4.8
		1859	0.6			1859	0.6			1859	0.6			1859	0.6



## ENGLAND — BRIGHTLINGSEA

LAT 51°48'N LONG 1°00'E

TIME ZONE UT(GMT)

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

YEAR 2022

SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0248	4.8	<b>16</b> 0330	4.6	<b>1</b> 0259	4.7	<b>16</b> 0321	4.3	<b>1</b> 0419	4.1	<b>16</b> 0410	3.9	<b>1</b> 0527	4.2	<b>16</b> 0437	4.0
TH 0840	0.9	F 0921	1.0	0855	0.9	0924	1.0	1033	0.9	1026	1.1	1153	0.6	1153	0.6
TH 1502	4.9	F 1539	4.8	SA 1516	5.0	SU 1542	4.4	TU 1700	4.3	W 1652	3.8	TH 1814	4.4	F 1712	3.9
2100	0.6	2134	1.0	2106	0.9	2125	1.3	2302	1.5	2231	1.7	2302	1.5	2231	1.6
<b>2</b> 0323	4.6	<b>17</b> 0406	4.2	<b>2</b> 0338	4.4	<b>17</b> 0357	4.0	<b>2</b> 0534	3.8	<b>17</b> 0514	3.7	<b>2</b> 0008	1.5	<b>17</b> 0535	3.9
F 0913	1.0	0955	1.1	0935	1.0	1002	1.2	1205	0.9	1137	1.2	F 0640	4.1	<b>17</b> 1155	1.0
F 1537	4.9	SA 1620	4.4	SU 1601	4.7	M 1629	4.0	W 1831	4.2	TH 1811	3.7	F 1312	0.6	SA 1817	3.9
2131	0.7	2209	1.2	2152	1.2	2209	1.6					1928	4.4		
<b>3</b> 0403	4.4	<b>18</b> 0449	3.9	<b>3</b> 0428	4.1	<b>18</b> 0449	3.7	<b>3</b> 0040	1.6	<b>18</b> 0005	1.8	<b>3</b> 0128	1.4	<b>18</b> 0009	1.6
0951	1.1	1038	1.3	1031	1.1	1058	1.3	0708	3.8	0637	3.6	0754	4.3	0642	3.9
SA 1620	4.7	SU 1712	4.0	M 1700	4.3	TU 1738	3.6	TH 1339	0.8	F 1307	1.1	SA 1426	0.6	SU 1310	0.9
2212	1.0	2303	1.5	2305	1.4	2333	1.9	2000	4.4	1927	3.8	2037	4.5	1924	4.0
<b>4</b> 0452	4.2	<b>19</b> 0547	3.6	<b>4</b> 0537	3.7	<b>19</b> 0610	3.4	<b>4</b> 0206	1.5	<b>19</b> 0144	1.7	<b>4</b> 0241	1.3	<b>19</b> 0136	1.5
SU 1042	1.2	1150	1.4	1204	1.2	1236	1.4	0830	4.1	0748	3.8	0858	4.5	0749	4.1
SU 1715	4.4	M 1826	3.7	TU 1829	4.1	W 1912	3.6	F 1501	0.6	SA 1419	1.0	SU 1533	0.6	M 1418	0.8
2320	1.2							2110	4.7	2029	4.1	2136	4.7	2029	4.2
<b>5</b> 0557	3.9	<b>20</b> 0037	1.7	<b>5</b> 0057	1.5	<b>20</b> 0129	1.8	<b>5</b> 0320	1.3	<b>20</b> 0252	1.5	<b>5</b> 0345	1.2	<b>20</b> 0250	1.3
1209	1.3	0707	3.5	0720	3.6	0738	3.5	0934	4.5	0848	4.1	0952	4.6	0852	4.3
M 1834	4.2	TU 1328	1.5	W 1353	1.1	TH 1410	1.2	SA 1609	0.5	SU 1517	0.8	M 1628	0.6	TU 1519	0.7
		1959	3.7	2014	4.2	2028	3.9	2205	4.9	2121	4.4	2223	4.8	2128	4.5
<b>6</b> 0110	1.3	<b>21</b> 0219	1.7	<b>6</b> 0231	1.4	<b>21</b> 0254	1.6	<b>6</b> 0420	1.1	<b>21</b> 0345	1.2	<b>6</b> 0440	1.0	<b>21</b> 0353	1.1
TU 0726	3.7	0836	3.6	0855	4.0	0850	3.8	1023	4.8	0940	4.5	1037	4.8	0949	4.6
TU 1359	1.2	W 1508	1.3	TH 1524	0.8	F 1521	1.0	SU 1703	0.4	M 1607	0.6	TU 1713	0.7	W 1616	0.7
2014	4.2	2114	4.0	2132	4.7	2227	4.2	2250	5.1	2208	4.7	2306	4.8	2223	4.7
<b>7</b> 0243	1.3	<b>22</b> 0344	1.5	<b>7</b> 0349	1.2	<b>22</b> 0353	1.4	<b>7</b> 0509	1.0	<b>22</b> 0432	1.0	<b>7</b> 0530	0.8	<b>22</b> 0451	0.9
0906	3.9	0943	4.0	1001	4.4	0945	4.2	1106	5.0	1026	4.8	1118	4.9	1042	4.9
W 1533	1.0	TH 1618	1.0	F 1636	0.5	SA 1615	0.8	M 1747	0.4	TU 1653	0.5	W 1752	0.7	TH 1711	0.6
2139	4.5	2209	4.3	2228	5.0	2212	4.5	2330	5.1	2252	4.9	2344	4.8	2315	4.9
<b>8</b> 0404	1.2	<b>23</b> 0439	1.3	<b>8</b> 0449	1.1	<b>23</b> 0437	1.2	<b>8</b> 0553	0.8	<b>23</b> 0519	0.9	<b>8</b> 0610	0.7	<b>23</b> 0547	0.7
TH 1018	4.4	1031	4.3	1051	4.8	1028	4.5	1143	5.1	1110	5.0	1155	4.9	1134	5.2
TH 1652	0.6	F 1706	0.8	SA 1733	0.3	SU 1657	0.6	TU 1817	0.5	W 1738	0.5	TH 1822	0.8	F 1801	0.6
2241	4.9	2252	4.6	2315	5.2	2250	4.8			2336	5.1				
<b>9</b> 0510	1.0	<b>24</b> 0521	1.1	<b>9</b> 0538	0.9	<b>24</b> 0515	1.0	<b>9</b> 0007	5.1	<b>24</b> 0602	0.7	<b>9</b> 0020	4.9	<b>24</b> 0005	5.0
1112	4.8	1111	4.6	1134	5.1	1107	4.8	0627	0.7	1154	5.3	0646	0.6	0632	0.5
F 1753	0.4	SA 1744	0.6	SU 1813	0.2	M 1738	0.5	W 1218	5.2	TH 1815	0.5	F 1231	4.9	SA 1225	5.3
2333	5.2	2329	4.8	O 2356	5.3	2328	5.0	1846	0.6			1851	0.9	1843	0.7
<b>10</b> 0600	0.9	<b>25</b> 0554	1.0	<b>10</b> 0615	0.8	<b>25</b> 0552	0.9	<b>10</b> 0041	5.1	<b>25</b> 0020	5.1	<b>10</b> 0054	4.8	<b>25</b> 0053	5.0
1157	5.1	1146	4.8	1212	5.3	1144	5.1	0702	4.8	0641	0.6	0720	0.6	0708	0.4
SA 1834	0.2	SU 1813	0.5	M 1846	0.3	TU 1809	0.4	TH 1252	5.2	F 1238	5.4	SA 1306	4.9	SU 1313	5.4
O								1913	0.7	1850	0.6	1920	1.0	1927	0.7
<b>11</b> 0017	5.4	<b>26</b> 0004	4.9	<b>11</b> 0033	5.3	<b>26</b> 0005	5.1	<b>11</b> 0115	5.0	<b>26</b> 0104	5.1	<b>11</b> 0127	4.7	<b>26</b> 0142	5.0
0638	0.8	0621	0.9	0650	0.7	0623	0.8	0735	0.6	0721	0.6	0750	0.6	0804	0.3
SU 1238	5.3	M 1220	5.0	TU 1247	5.4	W 1222	5.2	F 1326	5.1	SA 1322	5.4	SU 1343	4.8	M 1403	5.4
1912	0.1	1841	0.4	1916	0.3	1839	0.4	1939	0.8	1928	0.7	1946	1.0	2010	0.8
<b>12</b> 0058	5.4	<b>27</b> 0037	5.1	<b>12</b> 0110	5.2	<b>27</b> 0043	5.2	<b>12</b> 0147	4.8	<b>27</b> 0149	5.0	<b>12</b> 0158	4.6	<b>27</b> 0230	5.0
0714	0.8	0649	0.8	0724	0.7	0657	0.7	0805	0.7	0802	0.5	0819	0.7	0830	0.3
M 1317	5.4	TU 1254	5.2	W 1321	5.4	TH 1259	5.4	SA 1400	4.9	SU 1408	5.3	M 1418	4.6	TU 1454	5.2
1947	0.2	1910	0.4	1943	0.5	1909	0.5	2002	1.0	2009	0.9	2011	1.1	2055	1.0
<b>13</b> 0139	5.3	<b>28</b> 0112	5.1	<b>13</b> 0145	5.1	<b>28</b> 0122	5.1	<b>13</b> 0217	4.6	<b>28</b> 0234	4.8	<b>13</b> 0232	4.5	<b>28</b> 0319	4.9
0748	0.8	0719	0.8	0756	0.7	0732	0.7	0832	0.8	0847	0.5	0848	0.7	0837	0.3
TU 1354	5.4	W 1328	5.2	TH 1354	5.2	F 1338	5.4	SU 1436	4.6	M 1458	5.1	TU 1456	4.4	W 1548	5.0
2017	0.3	1937	0.4	2008	0.7	1939	0.6	2026	1.1	2056	1.1	2042	1.2	2140	1.1
<b>14</b> 0217	5.1	<b>29</b> 0147	5.1	<b>14</b> 0218	4.8	<b>29</b> 0201	5.0	<b>14</b> 0249	4.4	<b>29</b> 0323	4.6	<b>14</b> 0308	4.3	<b>29</b> 0410	4.7
0821	0.8	0749	0.8	0826	0.8	0807	0.7	0902	0.9	0938	0.6	0922	0.8	1026	0.3
W 1429	5.3	TH 1401	5.2	F 1428	5.0	SA 1418	5.2	M 1515	4.4	TU 1554	4.8	W 1535	4.2	TH 1645	4.7
2044	0.5	2003	0.5	2031	0.9	2013	0.8	2056	1.3	2149	1.3	2118	1.3	2228	1.2
<b>15</b> 0255	4.9	<b>30</b> 0222	4.9	<b>15</b> 0250	4.6	<b>30</b> 0241	4.7	<b>15</b> 0324	4.2	<b>30</b> 0420	4.3	<b>15</b> 0348	4.2	<b>30</b> 0504	4.6
TH 1504	5.1	F 1437	5.1	SA 1504	4.7	0846	0.7	TU 0938	1.0	1037	0.6	1001	0.8	1121	0.4
2109	0.7	2032	0.7	2055	1.1	SU 1503	5.0	TU 1557	4.1	W 1700	4.5	TH 1620	4.1	F 1745	4.5
						2055	1.0	2136	1.5	2250	1.4	2200	1.4	2327	1.3
				<b>31</b> 0325	4.4							<b>31</b> 0603	4.4		
				0933	0.8							1228	0.6		
				M 1554	4.7							SA 1848	4.3		
				2148	1.3										



# WATER SAFETY TOP TIPS

**FACT: 450-600 drownings occur in the UK annually.**  
Help keep your colleagues safe with these tips:



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.

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