

RNYC Sailing Directions

Humber to Rattray Head

Amendments from 2012 to 2017

Issued April 2017

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These amendments cover the more significant changes made since the reprinting of the 5th edition in 2012. See the title page of your copy for the date of your edition. If you have an earlier issue, see the previous amendments document “Amendments since 2005” issued in May 2012. (Available from the website).

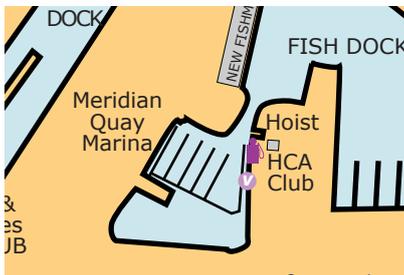
These notes cannot, however be fully comprehensive, and skippers are reminded that they are not a substitute for adequate scale charts which have been corrected up to date and for information published annually in almanacs. **No responsibility can be accepted by the publishers or editors for any errors or omissions or for any mishaps arising from their use.**

p5 GRIMSBY

Entrance: Changes to lock operating times, replace first 2 sentences with:

“The lock is on free-flow 2 hours each side of high water, access may be possible 4 hours either side of high water with a charge of £10.”

Plan: Location of visitor moorings changed: Amend harbour plan



p9 PASSAGE NOTES Spurn Head to River Tees

Col 2, para 1, after “...neither passage is advised without local knowledge” insert text:

“Teesside Wind Farm is a 27 turbine 62MW capacity offshore wind farm constructed just to the east of the mouth of the River Tees and approximately 1NM north of Redcar.”

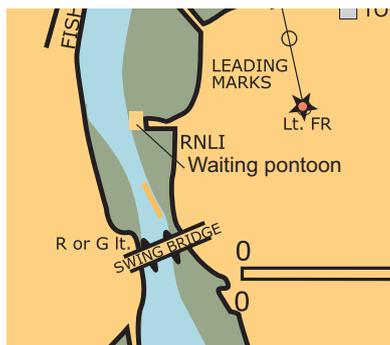
p13 SCARBOROUGH

Entrance: Add:

“When there is a depth of 3.7m the Pier End Light shows (Iso. 5sec) at night and by day there is a black ball.

p16, 17 WHITBY HARBOUR

Amended harbour plan showing waiting pontoon downstream of the bridge.



p17 Mooring: “If waiting...” add:

“There is a waiting pontoon on the east side of the river, downstream of the bridge, or”

before “secure wherever possible to the fish quay...”

p23 PASSAGE NOTES: River Tees to Blyth

Insert paragraph:

The Blyth Demonstrator Project (wind farm) is undergoing construction approximately 3NM east of Blyth Harbour entrance. The site is clearly marked by a set of cardinal marks (2017)

p26, 27 SEAHAM

Entrance:

Replace entire paragraph with:

The marina entrance is 276°T, 350m from the centre of the harbour entrance between the pier heads. The outer harbour is shallow, depths can be as little as 1.0 metre at LWS. Keep a keen lookout for shipping movements which take place around high water. There is a 5 knot speed limit throughout the inner harbour and marina.

Facilities:

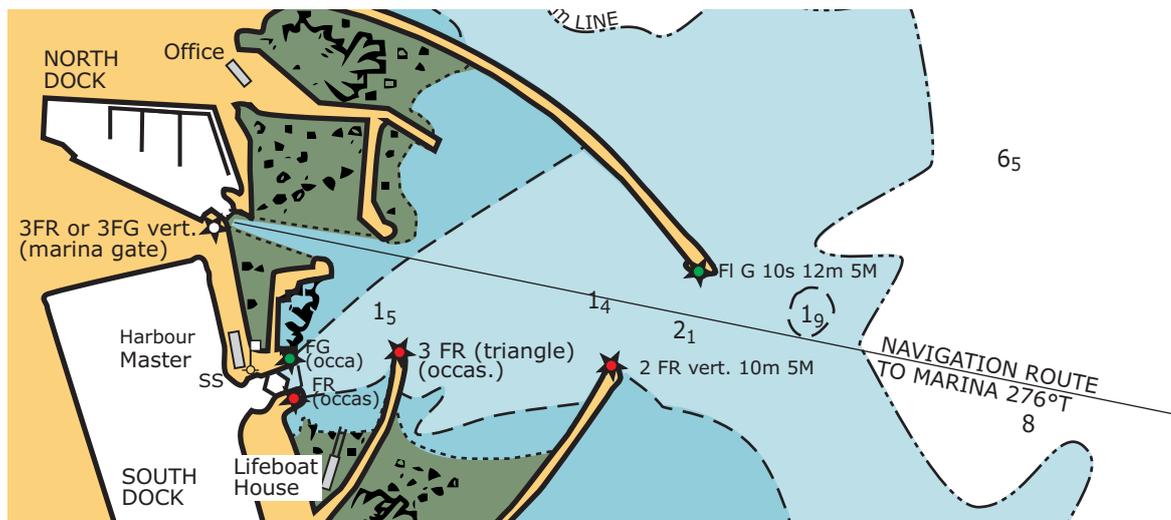
Replace entire paragraph with:

Marina Office: 0191 581 8998 (office hours)
Marina mobile (weekends) 0785 577 8836
VHF channel 16, then you will be requested to switch to channel 8. Call sign “Seaham Marina”
Seaham Harbour office (South Dock): 0191 581 1800 (24hr)
Harbour Master mobile: 0780 121 5236

The town, up the hill, has supermarket and banking facilities, and bus and rail services to Sunderland, Newcastle and Teesside.

p27 Seaham Harbour

Plan - addition of light for marina gate - 3FR or 3FG vert.
add leading line 276°T to marina entrance



p30 RIVER TYNE

Newcastle Quayside - paragraph The Millenium Bridge. To arrange a lifting, amend to:

To arrange a lifting, which is free, call Gateshead Council
0191 433 8100 or request via gateshead.gov.uk. Requests should
be made seven days in advance. They will not consider requests
less than 24 hours in advance.

p34, 35 BLYTH HARBOUR

para. 1 Delete: “It has conspicuous wind turbines along the pier and in the bay to the north” and **add**

“It has a large conspicuous onshore wind turbine
and two more in the bay to the north”

Blyth Harbour Plan

Wind turbines removed from pier
North Spit - **delete** text “Fl(5) Y 20s obstr.”

p37 PASSAGE NOTES: Blyth to the Farnes

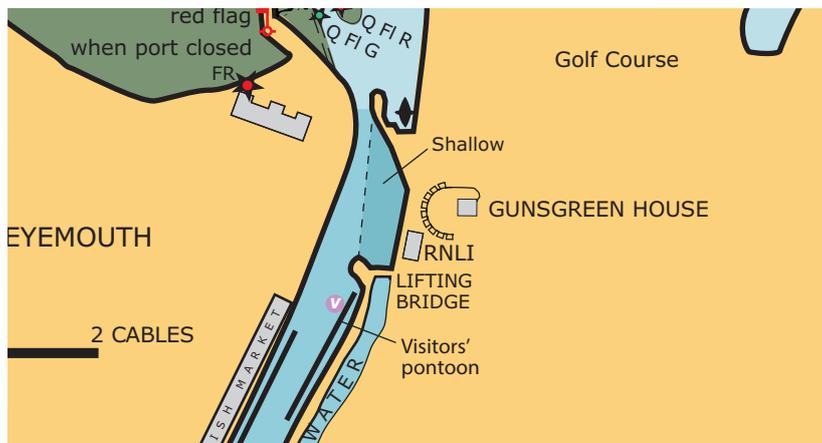
Para 1 delete “The Alcan smelter and power station north of Newbiggin are large landmarks, although (2012) there is some doubt as to their permanence.” and **replace** with:

“The 8 chimneys of the Alcan smelter were demolished (2016)
and no longer serve as a landmark, but the single chimney of
the power station north of Newbiggin still remains.”

p73, 74, 75 EYEMOUTH

Entrance p73 col. 2 para 2 delete “and sailing is not advised, replace with “and use of engine is advised”

p74 replace harbour plan to show shallows and visitor mooring pontoon



p75 Delete the whole block of text and replace with

Anchorage

There is an anchorage in Eyemouth Roads. In the middle of the bay in depths of 5-6 metres it offers shelter in winds from north west round to south. Keep clear of the leading line. At night it is essential to show a good riding light due to the risk of collision.

Mooring

On clearing the narrow part of the entrance known as ‘The Canyon’ there is a deep water basin to port used by fishing and larger vessels. This has depths of approximately 2.5m against the quayside, with the harbour office on the East side and fuelling berth on the West.

The visitors’ pontoons are in the upper harbour, straight ahead from the entrance, and have a depth of 1.0m alongside. Passing the buildings of the old town keep to starboard to avoid a shallow area in front of the lifeboat station where the Eye Water issues into the harbour under a red footbridge. Pontoons will be seen on both sides of the upper harbour.

Unless otherwise directed go to the visitors’ pontoon at the seaward end on the port side, rafting up with other yachts if necessary. The wooden brander above the visitors section is painted green to demarcate the berths. Please do not go beyond this as the area around the gangway is used by commercial charter vessels.

Harbour Master: VHF Ch 12.

Tel: 01890 750223.

Mobile: 07885 742 505

Facilities

Facilities available in the harbour building include showers, laundry,

drinks vending machines and local information. Visitors will receive a welcome pack with helpful information. Diesel is available at the quayside direct to the boat or into cans. A boatyard, engineering services, marine electronics and chandlery are available around the harbour.

The town has restaurants, cafés, bars, old fashioned pubs and numerous take away food establishments. There is a small supermarket as well as baker, butcher, and fishmonger (EC day Wednesday).

Transport connections are good, close to the A1, with car hire, frequent buses to Edinburgh and Berwick, and the East Coast Mainline railway station just 15 minutes away at Berwick-upon-Tweed.

General

The main fishing port south of the Forth, it can be busy and noisy with very close manoeuvring by boats at any time the tide serves, but it is also attractive and very interesting.

There are fine walks with magnificent cliff scenery either way from the town. In the old Kirk is Eyemouth Museum which concentrates on the Eyemouth Fishing Disaster of 1881, when 129 men were lost from the town, a tragedy which crippled the town in a period of growing prosperity. The present harbour dates from a remodelling in 1965; before this the entrance faced west, over the beach. The harbour was further modernised in 1999 when the deepwater Gungreen Basin and harbour building were added. The old east pier-end can be seen now as part of the west pier.

p91, 92, 93 FORTH AND CLYDE CANAL (Construction of new sealock and the Helix Cut from Carron river)

p91 Delete the whole block of text and replace with

Before it was closed in 1962 this 35 mile waterway provided a coast-to-coast passage for substantial craft without the need to remove masts. It has been reopened with some ingenuity but the height restriction of 3 metres means that masts must be unstepped and stowed on deck within the height limit.

For details of operations a Skipper's Guide is essential. Contact Scottish Canals, Canal House, Applecross Street, Glasgow G4 9SP 0141 332 6936, or download the latest version from www.scottishcanals.co.uk

The canal can accommodate boats up to 19m long (remember to allow for the length of the unstepped mast on deck) and 6 metres beam, but the new Helix Sealock 1 and Helix cut has maximum beam of 5m. Carron Sealock 2 further upstream can take boats up to 6m beam. The maximum draught is 1.83 metres, though as this is in freshwater up to 10cm must be added to normal draught. Under Scottish Canals rules skippers can be asked to produce evidence of 3rd party insurance cover of £1million and boat safety checks may be carried out, especially for fuel and gas installations.

There are 40 locks in the canal and Canal staff will be on hand to assist at all locks and bridges, but craft should have sufficient crew to assist staff with lockings. Assistance through locks and bridges is available for a charge (£90.00 in 2017) but must be booked 24 hrs in advance 07810 794 467

The Forth & Clyde transit licence price is £19.80 (2017) per metre (£15.65 return journey) for 10 nights. Longer term licences are available, contact Scottish Canals for details.

Diesel is available at Bowling and Carron Sealock 2 and service facilities are available along the canal.

Summer operating hours (2017) are as follows:

Lock 2 Grangemouth to Lock 20 Castlecary - 7 days, 0830 to 1730 hours

Lock 21 Maryhill to Lock 38 Bowling - Friday to Monday, 0830 to 1730 hours.

Sealocks - 7 days, 0830 - 1930 hours.

Within these hours the sealock operates 4 hours before high water and 1½ hours after, but there are serious constraints on the approach up the Carron River which must be considered. Entry to the sealock must be pre-booked (24 hours notice) and skippers should keep in touch during their approach on VHF Ch 74. Advice should be sought on tidal streams and height as these are critical.

Sea Lock: Tel: 01324 483034 Mobile: 07810 794 468

The new eastern sealock (Helix Sealock 1) lies in the south bank of the tidal River Carron estuary, between Jarvie's Quay and the pipe bridge, 2 miles upstream from the entrance from the Forth and to seaward of all the restrictive overhead bridges. Consequently a yacht may enter the canal at Helix Sealock 1 fully rigged with mast stepped, provided that the tide has risen sufficiently to allow under keel clearance.

Scottish Canals operate a demasting crane (500kg) at Helix Sealock 1 and at Bowling. Boat crew must be available to carry out all mast work.

The Carron River

The river dries at low water and the spring tides run up to 2 knots and much more on the ebb, more when in spate, and a grounding could be dangerous. Approaches are best made on the flood, but not too late especially at springs. The optimum time to approach on springs is just before half-tide and on neaps 1½ to 2½ hours before high water.

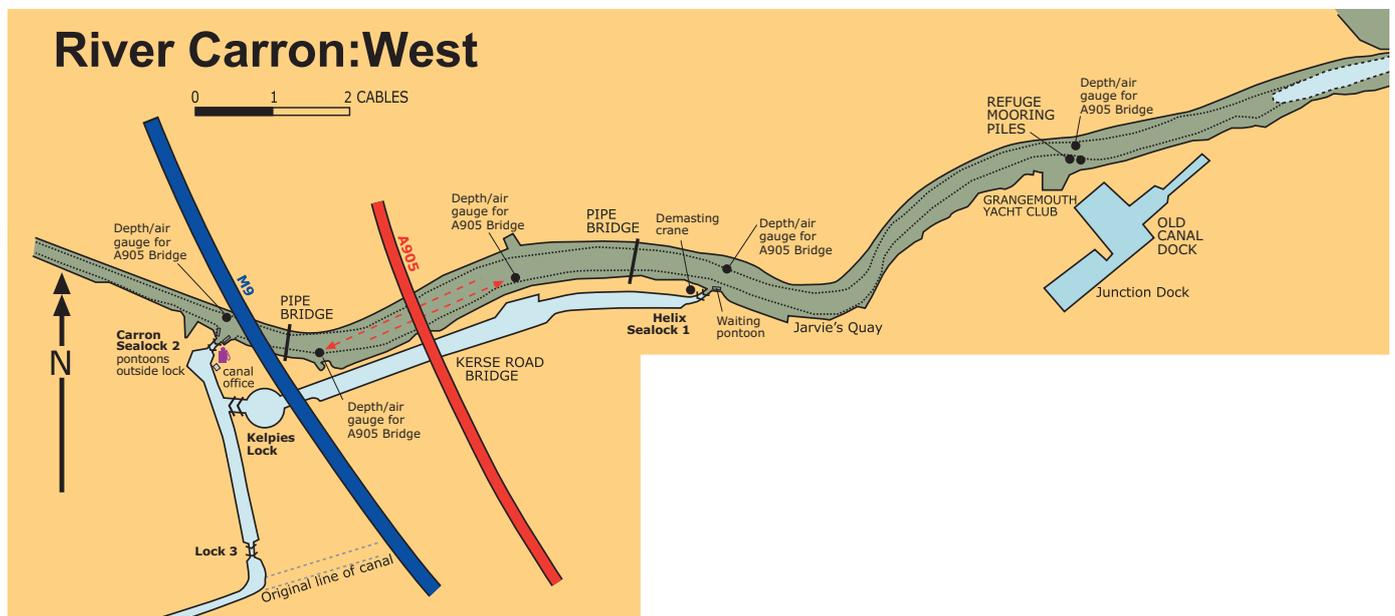
p92 The Carron River (continued): delete the whole block of text and replace with

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Neaps are preferable to springs. The Skipper’s Guide discusses the tidal question in detail. Advice and assistance will be given by the lock keepers. The river runs along the west side of Grangemouth docks guided by a training wall which covers at HW springs.

Enter in between the first stone beacon on the training wall and the old lighthouse. The bottom of the river is reported flat gravel but the sides are steep soft mud, which would be dangerous in a stranding. The channel tends to be nearer the training wall except between beacons 3 and 6 when the docks’ side should be followed, subject to the natural curve of the river. Pass close to the channel marker buoys. There is a drying pontoon at the Grangemouth Yacht Club and refuge mooring piles. There is pontoon provision at the sea lock entrance.

p92 Plan: River Carron:West
New plan showing Helix cut and sealock



p93: delete the first block of text and replace with

General

For boats bound for the west coast the canal offers a short cut avoiding the long haul up to Inverness, Its reopening is a great achievement that many thought was impossible and difficulties have been overcome with imaginative flair. Attractions include the Falkirk Wheel, which links the canal with the shallow draught Union Canal just west of Lock 16 and The Kelpies, the world's largest equine sculptures, which present a dramatic spectacle near the entrance from the Carron River.

p98 ELIE

Approach: Amend para 1 to:

“From the west East Vows, which is clearly marked, and Thill Rock (red can buoy removed 2008) need to be avoided. From the east, Elie Ness is shoal for about a cable out from the point.”
