

**RNYC Sailing Directions
Humber to Rattray Head
Amendments from April 2017 to August 2019
Issued Sept 2019**

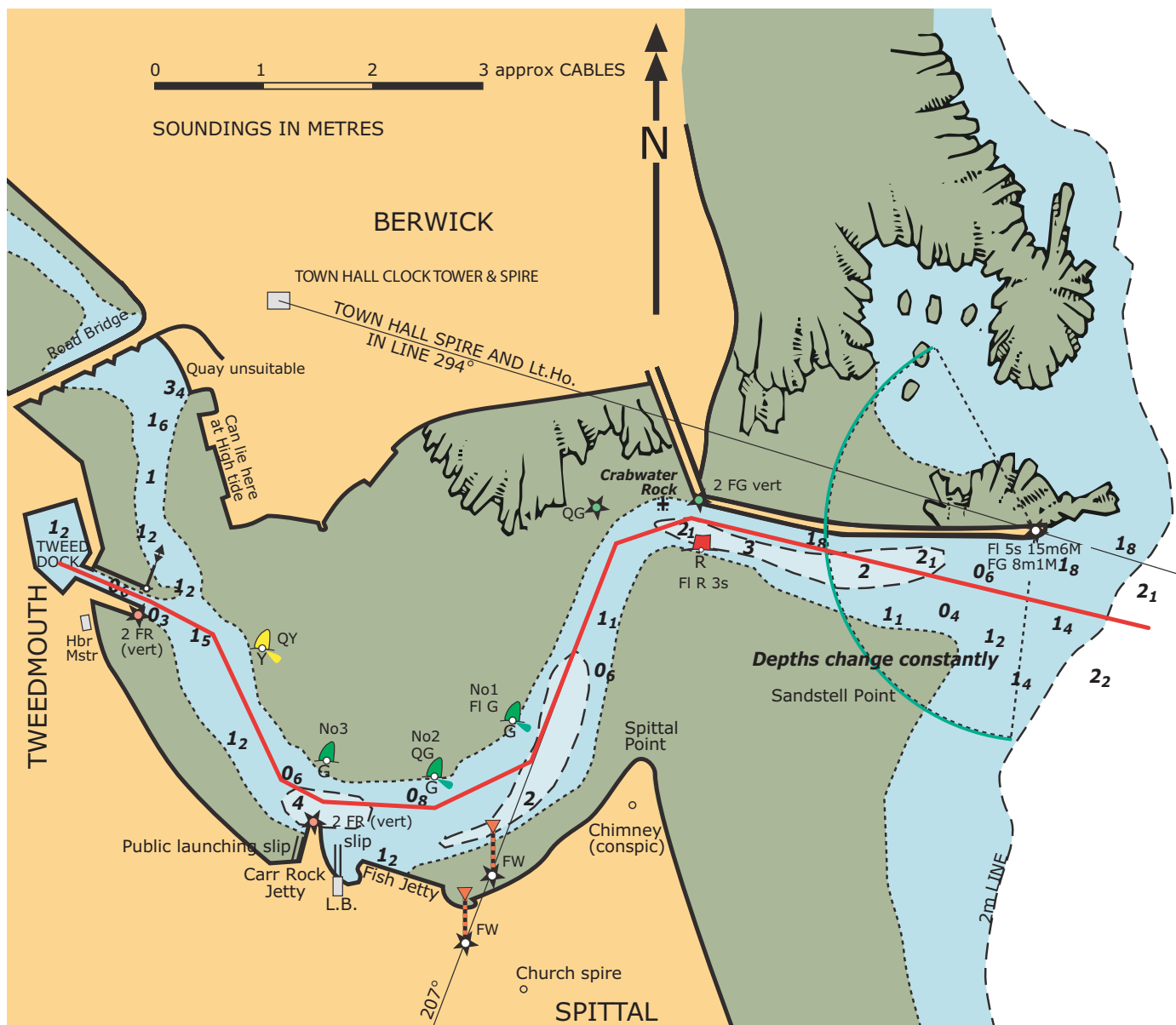
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These amendments cover the more significant changes made since the reprinting of the 5th edition in 2017. See the title page of your copy for the date of your edition. If you have an earlier issue, see the previous amendments documents published on 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.**

Berwick upon Tweed H W Dover + 0337



Berwick Harbour is formed by the lower estuary of the River Tweed, the entrance being protected to the north by a pier. The principal berthing is in the Tweed Dock at Tweedmouth. Access is restricted by the shallow bar which has a strong tide and which can be dangerous in strong onshore winds and seas from east and south-east. Berwick is a fine historic town. In 2019 a visitor's pontoon was installed with electricity, water, toilets and showers nearby.

Approach

It is safest to enter from 3 hours on either side of low water

Only the confident and experienced mariner should make entry in strong onshore winds particularly from the east and south-east.

From the north an offing of $\frac{1}{2}$ mile clears all dangers, noting that the rocks on which the pier is constructed extend to seaward of the pier end.

From the south the approach is clean. A good line of approach is the transit of the lighthouse and the conspicuous spire of the town hall (294°).

Entrance

The bar is of sand and boulders and varies in both depth and shape from time to time, least depths being 0.6 metres. The sands off Sandstell Point shift constantly. The tide, particularly on the ebb and especially if there is any spate in the river, runs strongly and when it meets an onshore swell can cause a confused sea with overfalls on the bar. Entry on the flood may be preferred. The sheltering effect of the pier can make passage under sail hazardous good practice is to be underway by engine prior to entry. The flood can run strongly across the entrance.

Keep 15 metres offing parallel to the breakwater on a course of 285° until abeam red port hand buoy, at this point a slow turn to port until the leading marks are in transit (207°). At times these marks can be difficult to see. The marks are striped black and orange with triangular topmarks (look in the direction of the white painted houses - see picture). Treat this line with caution as the channel tends to shift. If in any doubt call the Harbour Master Tel: 07931710156 prior to entry. Follow the transit until abeam starboard No1 buoy, a slow turn to starboard keeping 25 metres offing at No2 & No3 buoys.



AirFotos

You will now be mid channel between No3 & Carr Rock Jetty. At this point head for Tweed Dock. Again keep 25 metres offing from the Yellow buoy and when abeam adjust your course to head up the old wooden jetty staying no more than 5 metres off. Beware of the sandbank east and somewhat south of the cardinal mark hence stay close to the jetty.

Pontoon mooring & harbour facilities

The visitor's pontoon is immediately to port as one enters Tweed Dock next to the harbour office. Inside, depending on dredging, there is more water with a very soft mud bottom.

Electric 16 & 32 amp connections and fresh water are available, it is illuminated at night and is secured by an electric security gate (code will be given by Harbour Master on arrival).

Showers and toilets are within the harbour facility.

Harbour Master (daytime): VHF Ch. 12. Tel: 01289 307404
Mob: 07931710156

Email: scott.ferguson@bhcsipping.com

Website: www.portofberwick.co.uk

Departure

Once clear of the wooden jetty steer on the Spittal church steeple then follow the green buoys to the transit. There is a red rescue buoy midway along the north running pier which makes a useful point to steer upon. On approach to the breakwater make a slow steady turn to starboard passing mid channel between the red port hand buoy and the breakwater, stay parallel on a course of 105° until 5 cables clear of the lighthouse.

Facilities

There is the full range of services expected in a town of this size and Berwick is situated on both the main east coast railway line and the A1, making it useful for crew changes.

General

Berwick is one of the historic gems of Britain. Long a border fortress, and changing hands frequently between England and Scotland, it has a unique Elizabethan town wall, with massive ramparts and bastions. Within the walls are a wealth of fine buildings and streets, set in a grand situation of different levels, and well complemented by the three Tweed Bridges. Of particular note are the Ravensdowne Barracks, the Commonwealth Parish Church and the 18th Century Town Hall. Visit Berwick's new visitor centre for more information.



At times the leading marks can be difficult to spot.