

KENTISH RIVER STOUR ESTUARY

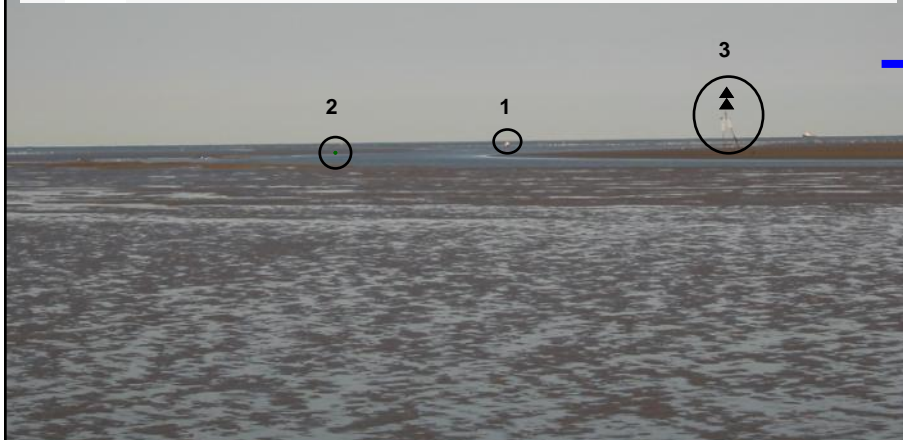
Update 20th August 2010 for Sandwich Sailing and Motor Boat Club
Based on physical surveys: 13-05-2010, 16-07-2010, 08-08-2010 & 11-08-2010.
Surveys and compilation by Robert Holden. Tel: 07973 468961.

Based on BA Chart 1827 - corrected to Aug 2010. A copy of this update is to be sent to the Hydrographic Office in Taunton for their use. This update is produced in consultation with the Sandwich Port and Haven Harbour Master.

Notes:

- Persons using this chartlet do so at their own risk. This chartlet and it's accompanying two photo sheets are provided for the benefit of SSMBC Members and other river users as BA Chart 1827 - understandably given the progress of changes taking place - naturally lacks ever changing detail for up to date navigation.
- Entry. Night time entry is definitely **NOT** recommended. Day time entry should be fairly straightforward. However care needs to be taken in choppy conditions or with a low setting sun as the small (green) buoys numbers 1, 3, 5, 7, 9, 11 & 13 can be quite difficult to pick out.
- In the absence of accurate markers between 11 & 13 (beacons 12 & 14 are well up the bank), a course of approx 340 Degrees True can be taken from No. 11 until number 13 (buoy) bears around 290 - 300 Degrees True. A slow turn can then be made to follow the channel indicated by markers 13 / 14 & 15 / 16.
- When at marks 15 and 16 on NO account make straight for mark (beacon) number 18 as this cuts straight across a drying sand spit. Instead, close at marker (buoy) 13 steer for the right hand one of the two white notice boards - until around 20 meters from it - before making your turn into the river proper.
- Beacons and buoys positions checked using physical satellite positioning - that is, going up to the object and reading the position.
- Channel movement. The bend at marks 2 & 4 is moving northward whilst the bend at marks 6 & 8 is moving south - and a little westward - with the consequence that number 8 marker is about a third of the river width into the fairway. Being mounted on an old timber pile it will likely remain to become an isolated danger mark, until the river has moved sufficient to use it as a Starboard marker. The bend beyond the tripod marker number 16 is moving NNNW such that the white notice boards will soon need relocating, with 5 meters of water at high tide - just a few meters away as a result of the aggressive undercutting of the bank at this point. Marker number 8 (port hand beacon). The top of this beacon becomes awash at tides of 7.0 meters at Dover.
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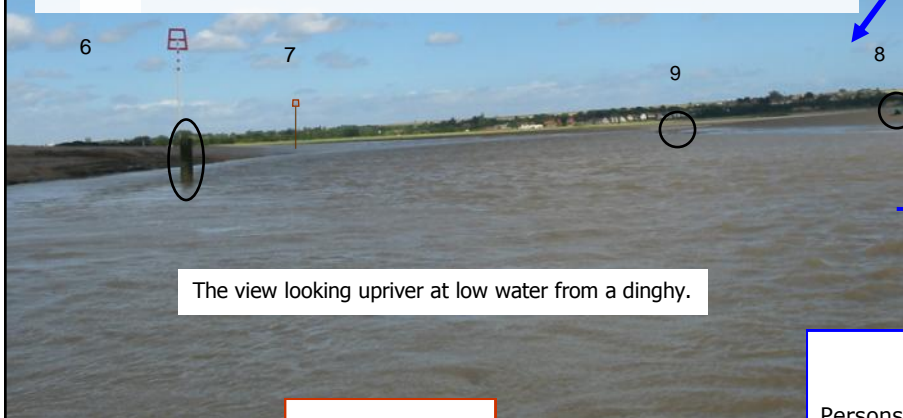
1. Red and White Sandwich Fairway Buoy marking the entry to the river.
 2. Small Green starboard hand buoy. Channel marker No. 1.
 3. North Cardinal Tower. Channel Marker No. 2.
- Notes. Channel Marker number 2 (North Cardinal) is now - 14th August 2010 - some way to the south of the channel as this bend in the channel continues to move north. This photo taken May 2010. View looking out to sea.



4. No. 3 Buoy on the apex of the first notable bend.
 5. No. 4 Buoy a little way around the bend inward resting on the waters edge at low tide.
- In the foreground is a clump of green fishing net shamefully discarded. One of many pieces seen. View looking down river and out to sea.

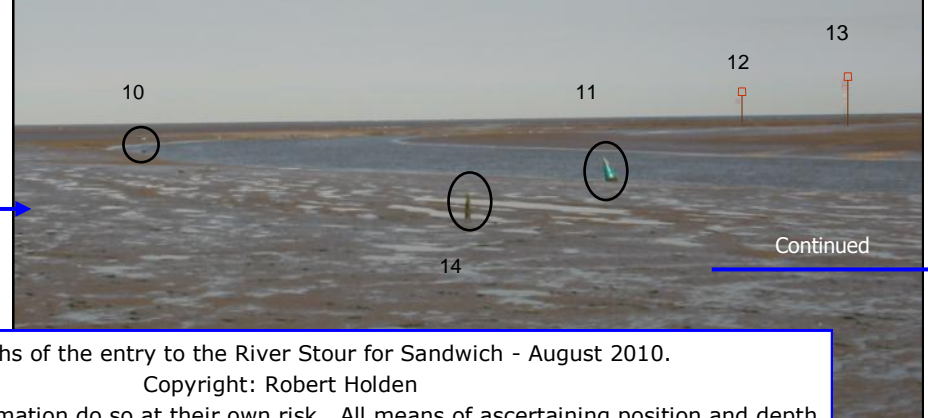


6. No. 8 - Port Hand Beacon. Note that it is attached to an old wooden pile revealed during recent river realignments. This particular beacon is awash at a tidal height of 7 meters (High Springs) at Dover.
7. No. 10 - Beacon at present properly on the very edge of the fairway.
8. No. 7 marker (Buoy) - a little way out of the fairway as the channel moves away from it.
9. No. 9 marker (Buoy) on the mud but close to the fairway.



The view looking upriver at low water from a dinghy.

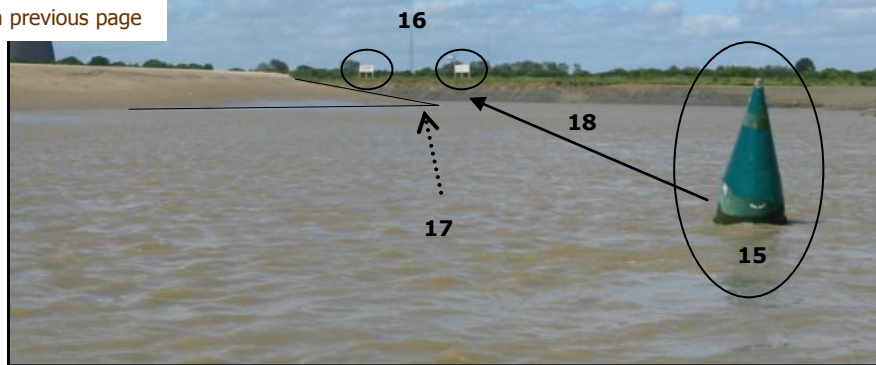
10. No. 11 - Buoy.
11. No. 13 - Buoy.
12. No. 12 - Beacon. This marks an old river bank alignment and is now considerably out of position.
13. No. 14 - Beacon. Comments the same as for No. 12 Beacon.
14. Old fishing stake sticking up above the mud. There are many of these scattered indiscriminately in Pegwell and Sandwich Bays.



Continued

- 15. No. 13 - Buoy.
- 16. Two white speed and restrictions notice boards.
- 17. Shellness (south) side edge of the river at low tide.
- 18. Arrow showing how a straight line course from this buoy to the right hand notice board will give just enough safe clearance around Shellness.

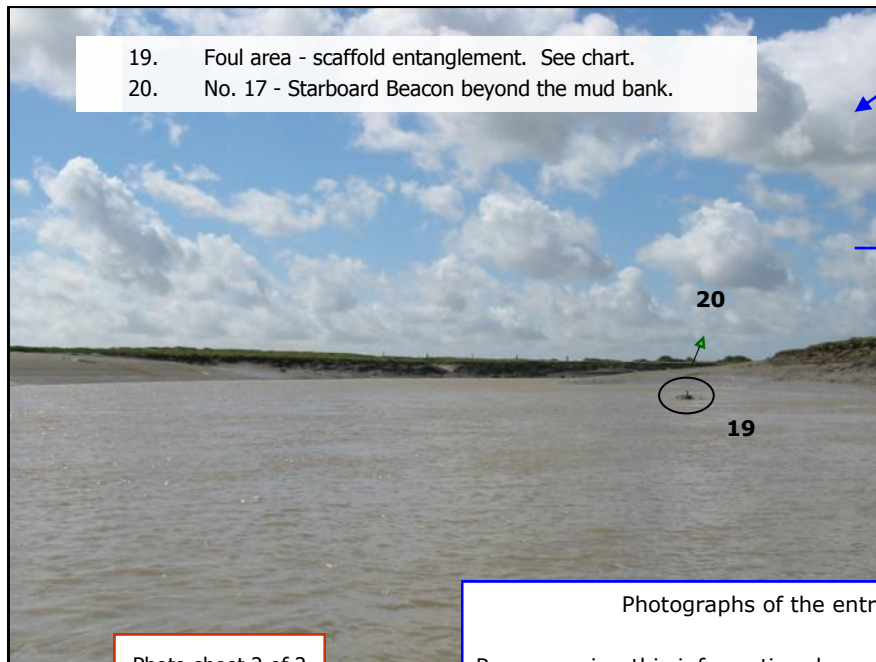
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This picture shows how much the river is eating away at the bank beneath the notice boards and how deep the water is at high tide so close to these boards.



- 19. Foul area - scaffold entanglement. See chart.
- 20. No. 17 - Starboard Beacon beyond the mud bank.



The view looking back down river from channel marker No. 17.

- 21. No. 17 - Starboard Hand Beacon.
- 22. Arrows show how far the deeper water at high tide is from the beacon.
- 23. Circled are the two white notice boards 2½ cables (¼ mile) downstream from this No. 17 marker.

