

From 1st July 2002, Chapter V of the SOLAS (safety of life at sea) Regulations come into force internationally, affecting all leisure vessels.

SKIPPERS SHOULD CONSIDER:
The weather
Get a forecast before leaving and consider how it applies to the area. Prepare the boat and crew for that. Update the information regularly.
The tides
When are the tidal streams favourable? Will it be wind against tide making sea conditions worse? Is there a tidal race? Is there sufficient height of tide to cross any shallow areas?
Limitations of your vessel
Is the boat suitable for the conditions expected? Do you have the safety equipment and spares that you need?
Crew
Does the crew have enough experience and physical ability for the trip? Are there sufficient crew? Cold, tired or seasick crew will add to the skipper's tasks. Are you, as skipper, liable to seasickness too? Is there warm waterproof clothing, food and accommodation for the crew?
Navigational hazards
Check on the charts and read pilot books for information of the hazards in the area.
Contingency plan
If it gets too late, too dark, or too cold to follow the original plan, where will you go? If the weather deteriorates

or there is an accident, where will you go for a safe haven? Have sufficient charts to cope with a different destination.
Information ashore
Tell someone ashore about your plans and tell them how to inform the Coastguard if you are overdue. Log details of your vessel and its life-saving equipment with the Coastguard. Use the CG66 in the UK. This can be filled in online using www.mcga.gov.uk
Skippers should educate their crew about the safety equipment on board the boat, where it is and when and how to use it

SAFETY BRIEF:
• How to start the engine
• Location of first aid kit and book
• How to send a VHF/DSC distress alert and mayday
• Use of lifelines, harnesses and jack-stays
• Location and use of flares and EPIRB
• MOB equipment and procedure
• Gas safety and use of cooker
• Location and use of fire extinguishers and fire blanket
• How to gain access to the engine space if there is no automatic system
• How to launch the life raft
• The danger zones where there is risk of injury from the boom or mainsheet in an accidental gybe
• Further guidance is available within MGN 379 - Use of Electronic Navigational Aids, see www.gov.uk
The prudent Mariner should never be overly reliant on the output of a single navigational aid.

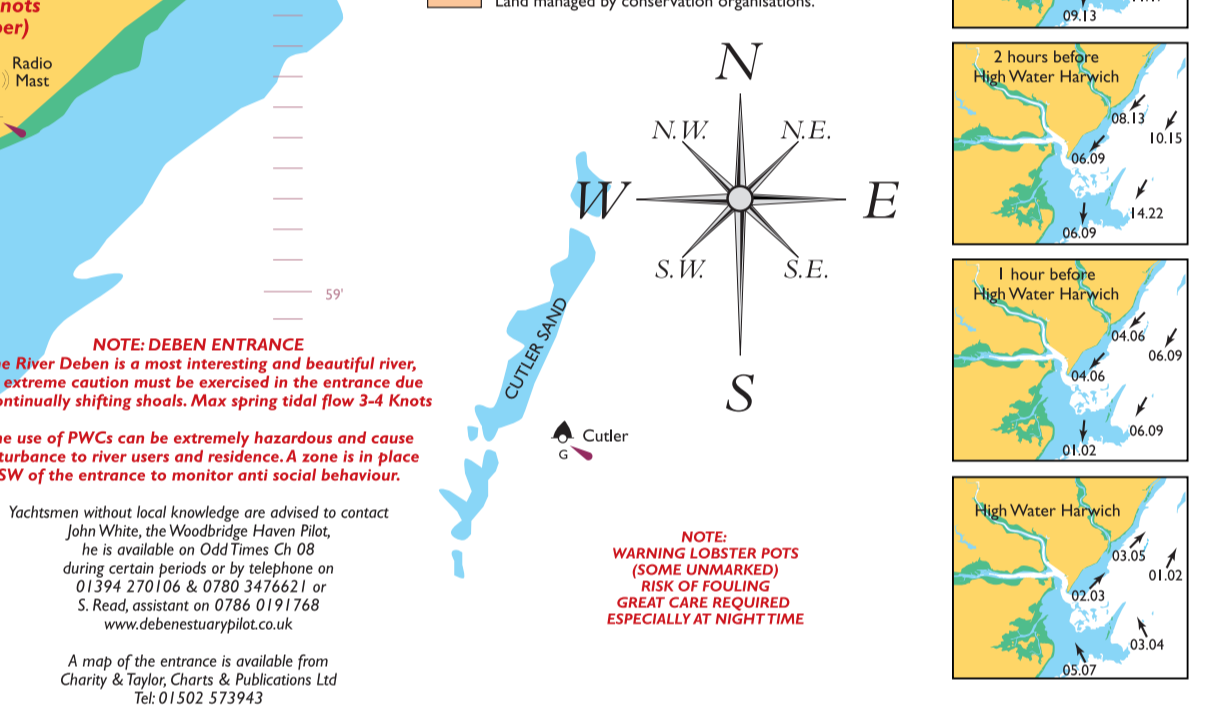
UNLIT MOORINGS
Extensive unlit moorings will be encountered throughout the River Deben, Orwell, Stour and Walton Backwaters. When moored in rivers where large commercial vessels navigate, Yachtmen are advised, when staying overnight, to light their craft.
Powered Craft Recreational Zone
This is the only area in the River Orwell where speeds over 6 knots (6.4mph) may be used by recreational craft. All craft should (with the exception of emergency) avoid anchoring in the Zone.
NAVIGATIONAL WARNING - TRINITY CONTAINER TERMINAL
Large container vessels may encounter manoeuvre stern first between the Northern most berths and the Guard buoy. Yachtmen should ensure that they keep well clear of these manoeuvring vessels and at all times avoid passing between the ship and the berth.

USEFUL TELEPHONE NUMBERS
Harwich Harbour Master 01255 243030
Harwich YTS 01255 243000
Ipswich Harbour Master 01473 211771
Ipswich Lock Control 01473 213526
Orwell Navigation Service 01473 211066
UK BORDER AGENCY
Ipswich (Night Line) 0845 7231110
Customs & Excise Fraud Hotline 0800 595000
H.M. COAST GUARD
Dover Coastguard 01255 675518
MPSI VHF/DSC 00232009
Coastguard In case of Emergency 999
www.gov.uk
HM Coastguard are responsible for Search and Rescue in UK waters. Any craft requiring assistance should contact Thames Coastguard on VHF Ch 16.

NATIONAL AND INTERNATIONAL PROTECTION
River Deben, Alde, Ore, Stour, Orwell and Harford Water are recognised as Internationally Important Conservation sites and are designated Special Protection Areas. Considerate visitors are welcome, but take care to avoid polluting the area and it is a criminal offence to damage the habitat or disturb wildlife. Do not land in these areas from a boat unless in a recognised landing area. Yacht owners should ensure that the anti-fouling points used on their vessels comply with current regulations. Environment Agency advise an approved points can be obtained from the Marina, or direct from the Environment Agency (Guidance note: ING 309)
Useful web sites www.suffolkcoastandheaths.org and www.thegreenbridge.org.uk

CLUBS WITH DEFIBRILLATOR'S
ALDEBURGH YACHT CLUB
ORWELL YACHT CLUB
PIN MILL SAILING CLUB
OUTSIDE MAIN DOOR
HARWICH TOWN YACHT CLUB
OUTSIDE MAIN DOOR
RNLH HARWICH
OUTSIDE MAIN DOOR
HARWICH TOWN YACHT CLUB
OUTSIDE MAIN DOOR
STOUR SAILING CLUB
MAIN ENTRANCE
SUFFOLK YACHT HARBOUR
BARTING OFFICE
TITCHMARSH MARINE
HARBOUR MASTER'S OFFICE
WALDRINGFIELD BOATYARD
PUBLIC HOUSE NEXT DOOR
WALTON & PRINTON
MAIN ENTRANCE
WOODBRIDGE CRUISING CLUB
OUTSIDE WALL
NOTE: ORE ENTRANCE
The Ore is a most interesting and beautiful river, but extreme caution must be exercised in the entrance due to continually shifting shoals.

COLOUR CODES
Water depth 5m or less at chart datum.
Water depth 5m or less at chart datum.
Drying areas above chart datum.
Land.
Land managed by conservation organisations.



IF YOU CAN'T SEE THE SHIP'S BRIDGE THEN THE CAPTAIN CAN'T SEE YOU!
Keep a safe lookout. Be aware of closing speeds. Be aware of any lack of forward visibility. Never assume you have been seen.

MAB MARINE ACCIDENT INVESTIGATION BRANCH
All users of small craft are reminded of the dangers that can arise unexpectedly from the wash of passing vessels. In deciding whether to wear life jackets including catch straps, it should be remembered that no harm comes from wearing them in even the most benign of conditions, and it should be remembered that they may save lives in the event of an accident.

RECOMMENDED YACHT CROSSING POINTS
Yachts and leisure craft on passage should cross the main channel at the areas indicated and as nearly as practicable as right angles to the main traffic flow. Keep well clear of commercial vessels and avoid crossing close ahead.
Yachts shall note that: The Recommended Track for Yachts is not exclusive and small power driven commercial vessels may use this track.

MARINA AND BOATYARD FACILITIES

(01728) 452019	www.debyacht.co.uk
(01473) 601169	www.foxsmarina.co.uk
(01473) 694680	www.kingsboatyard.co.uk
(01473) 780258	www.meltonboatyard.co.uk
(01473) 236444	www.neptune-marina.com
(01473) 215204	www.pmsc.org.uk
(01473) 789992	www.shodolymarina.co.uk
(01473) 659465 & 659240	www.shylarbour.co.uk
(01394) 385745	www.tidemillyachtbarbour.co.uk
(01255) 672185 & 851899	www.titchmarshmarina.com
(01728) 453047	www.waldringfieldboatyard.co.uk
(01473) 736260	www.waltonboatyard.co.uk
(01255) 675873	www.waltonboatyard.co.uk
(01473) 780206 & 780354	www.woolstonemarina.co.uk

