



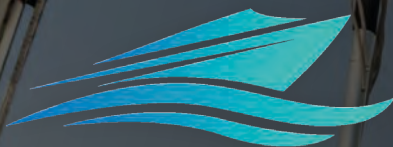
BEAULIEU RIVER

BUCKLER'S HARD YACHT HARBOUR

The natural haven where the New Forest meets the Solent



2021 TIDE TIMES & INFORMATION



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Address: **Bucklers Hard Yacht Harbour,
Beaulieu , Hampshire, SO42 7XB**

WELCOME TO THE BEAULIEU RIVER & BUCKLER'S HARD YACHT HARBOUR



Welcome to the Beaulieu River, which forms the south-eastern edge of the Beaulieu Estate and is one of the few privately-owned estuaries in the world.

It is an ideal place from which to sail in the Solent or visit for a short stay and, if you seek the pleasures of the countryside, the Beaulieu Estate and New Forest National Park are on your doorstep.

The river has been in the custodianship of my family since 1538, when Henry VIII closed Beaulieu Abbey and sold its lands to my ancestor Thomas Wriothesley. The monks had settled at Beaulieu partly because the river ensured easy transit between the Abbey and points further afield, and so it remains today.

It is now 50 years since the Buckler's Hard marina was opened by Chay Blyth in 1971. To mark the anniversary, we asked mooring holders to submit ideas for a golden anniversary burgee. I was pleased to choose a design by Philip Dyke as the winner, his inspiration being the shape of the Beaulieu River as it runs down to the Solent. The limited edition burgee will be given to all resident mooring and berth holders and I look forward to seeing them flown from your masts!

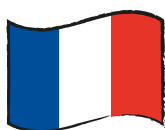
Finally, I am delighted to say that we have been awarded runner-up in the Marina of the Year at The British Yachting Awards for 2020. We were one of only six marinas to be nominated in our category, so achieving second place is still quite an accolade. My thanks to those who voted for our marina and the river staff who make the place worthy of your patronage.



Montagu of Beaulieu



BIENVENUE / WELKOM / WILLKOMMEN



**Bienvenue au port de
plaisance de Buckler's
Hard, à Beaulieu River.**

N'hésitez pas à nous contacter si vous avez besoin d'aide. Des informations plus détaillées en français vous attendent sur notre site Internet. Nous vous souhaitons un agréable séjour.



**Welkom bij de
jachthaven Buckler's
Hard in Beaulieu River.**

Neem contact met ons op als u hulp nodig hebt. Er is meer informatie in het Nederlands beschikbaar op onze website. We hopen dat u van uw verblijf bij ons geniet.



**Willkommen zu Buckler's
Hard Yacht Harbour am
Beaulieu River.**

Wenn Sie unsere Unterstützung benötigen, helfen wir Ihnen gerne weiter. Weitere Informationen auf Deutsch finden Sie auf unserer Website. Wir hoffen, dass Sie Ihren Aufenthalt bei uns genießen.



Wendy Stowe
Harbour Master

MEET THE TEAM

We pride ourselves on providing a professional and friendly service to all visitors, with a personal touch that is sometimes missing from larger marinas. We've worked hard to create a safe environment for everyone in these uncertain times, but even if we need to keep our distance we will always welcome you with a warm hello and a smile. Whether you're here for a few hours, a day or longer, please let us know if we can help with anything.



Adam Lewis
Deputy Harbour Master



Jon Wild
Dock Master



Matt Thomas
Dock Master



Phil Lang
Dock Master



Dave Smith
Senior Boatyard Operative



Paul Bishop
Marine Operative



Adrian Foulkes
Marine Operative



John Selman
River Hand



Jane Paull
Moorings Manager



Amanda Daniel
River Administration Officer



Kate Mills
Assistant to the Harbour Master

Buckler's Hard Yacht Harbour | Beaulieu | Hampshire | SO42 7XB

01590 616200 | harbour.office@beaulieu.co.uk | beaulieureriver.co.uk

VHF Channel 68 "Beaulieu River Radio"



REDEVELOPMENT COMPLETED FOR 50TH ANNIVERSARY

We are delighted to be marking the golden anniversary of Buckler's Hard Yacht Harbour with the completion of the second phase of its £2m redevelopment.

50 years since it was opened in 1971, the newly remodelled marina is now ready for the changing demands of boating, with the addition of 66 new berths, as the 35 berths completed over the winter join those built during phase one. Included are large berths capable of accommodating vessels of 18 metres and above.

With glowing feedback already received for the first phase's dedicated visitor area, upgraded electrical services and the increase in walk ashore pontoons, Buckler's Hard Yacht Harbour is continuing to be developed for the future while retaining its character.

Join us

We're looking forward to welcoming new and existing visitors in 2021 and are already taking rally bookings for our improved capacity. If you're considering joining us permanently, a small deposit will secure you a berth or mooring for 2021 or 2022.

To find out more, chat to our team, see www.beaulieuriver.co.uk, email harbour.office@beaulieu.co.uk or call 01590 616200.

Keep up to date

Sign up to our newsletter at beaulieuriver.co.uk or follow us on social media for the latest news and updates.



@beaulieuriver



@BeaulieuRiver



@beaulieuriver



Then... Edward, Lord Montagu (above) introducing the acclaimed yachtsman and rower Chay Blyth (right), who opened the marina in 1971. The present Lord Montagu is seen top right with his mother Belinda and sister Mary.



...and now The reconfigured marina, phase 2 being due for completion by April 2021.





Sir Chay Blyth declares the marina open

BUCKLER'S HARD YACHT HARBOUR: 1971 TO 2021 - 50 YEARS

As Harbour Master on the Beaulieu River for 42 years, Bill Grindey helped make the river what it is today. He shares his memories of the river and the establishment of the Buckler's Hard marina facilities half a century ago.

It is very hard to believe the time has passed so quickly since the late Edward, Lord Montagu and Sir Chay Blyth CBE BEM performed the opening ceremony for the 76-berth yacht harbour some half a century ago.

In 1971 I'd already been Harbour Master for 15 years, but this was an exciting change and then, as now, it felt like we were entering a new era.

By the time the opening ceremony arrived, many moons had passed since the feasibility study had been carried out. The build itself took only six months, but we spent years planning. I remember spending time with

Lord Montagu's Land Agent of the time, Mr Tony Ball, investigating the practicalities and protection of the river's unique environment, as well as weighing up possible marine contractors.

The Beaulieu Estate engaged Mr Dennis Sessions, a leading figure in marina design, who introduced us to Mr Robin Walters, MD of Walcon Marine. Walcon were awarded the contract and successfully carried out the dredging works, pile driving, manufacture, supply and installation of the pontoons. It is a pleasure to see that 50 years on, Walcon Marine have been appointed again, with James Walters taking the helm from his late father.

The river swinging moorings were already very popular and there was a noticeably high demand for the new marina berths. Once released, they were quickly taken up, even in some cases when a vessel was not owned!

With a new marina to look after, my staff doubled and two teams were formed. 'Port watch' and 'Starboard watch' were placed on shift or tidal rosters of 2 weeks, turn and turnabout. One team was assigned to marina duties - berthing, fuelling etc, and the second to river duties - tidal working, mooring servicing and harbour due collecting. This ensured even-handed duties and a versatility of skills.

Despite the changes over the years, the feel of the river has stayed the same, and my favourite place is still Keeping Trees, where the main traffic stops and memories of friends surface amid the peace and quiet.

It is heartening to see that 50 years on, the protection of the river's environment is still the most important consideration. The latest redevelopment has re-used some of the existing equipment to help preserve the feel of the original marina, and it even applied the same concept as the designs we came up with half a century ago. Sometimes the original is still the best.

When you visit the river today, as you proceed upstream past the Yacht Harbour by boat, or by foot on the pontoons within, do glance to your port hand. You will see a self-seeded coppice, growing upon thousands of cubic yards of dredged materials, originally pumped ashore by Cutter Suction method, into a retaining bund, formed by Keeping Marsh. Nature's monument to the work completed some 50 years ago.

The Beaulieu River has undoubtedly shaped my life and has continued to shape that of my family; with my son taken afloat at 6 weeks old it's no surprise he ended up in the maritime industry! As Beaulieu River moves into a further phase of improved and extended facilities provided by Lord Montagu, his family and the management team, I would like to conclude my recollections from memory lane by wishing Beaulieu good fortune.

To all mariners, 'Fair winds and tides'

Bill Grindey

Harbour Master 1956 – 1998



Bill Grindey in his working attire

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BY BOAT

The Beaulieu River is centrally located on the Solent. When approaching from the east, keep the lit south cardinal to starboard off Stone Point and steer to the vicinity of a lit, yellow special buoy close to the bearing to run in on. The bearing to run in on is 324° guided by the transit marks, the front mark is port post No. 2 and the back mark is Lepe House.

The Buckler's Hard Yacht Harbour is a pleasant 3.5 nautical mile cruise upstream. Please report to the Harbour Master's Office on arrival using VHF channel 68 and call sign **Beaulieu River Radio**.

BY CAR

We are 25 minutes from the M27 with easy access to the main south coast cities, the M3 and London. There is ample parking for customers. Find us via satnav using SO42 7XB and enjoy your journey through the New Forest.

BY TRAIN

The closest main line railway station is eight miles away in Brockenhurst, with a regular service running between London Waterloo and Weymouth. A taxi from Brockenhurst to Buckler's Hard Yacht Harbour will take approximately 20 minutes.

SAILING DISTANCES:

Cowes.....	2.6 Nm
Lymington.....	6 Nm
Hamble.....	5.5 Nm
Portsmouth.....	10 Nm
Chichester	18 Nm
Poole.....	25 Nm
Weymouth.....	45 Nm



Footpath to
Beaulieu

Chandlery
& Marina
Reception

Wash Down
Area



B
C
D



P

Summer only

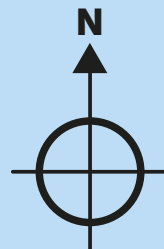
P

Hoist Dock

Pump-out

F

Visitor Pontoon
South



Boat Park

Slipway

Buckler's Hard Pier

Scrubbing Grids

P

Hotel only



Buckler's
Hard
Village

†

H



I

J

P

MARINA LAYOUT & FACILITIES

Buckler's Hard Yacht Harbour holds The Yacht Harbour Association's five Gold Anchor award for its facilities and customer service.

Chandlery & Marina Reception

Open every day, stocking a good range of chandlery items and bottled gas. The chandlery also stocks a small selection of grocery items, including fresh milk, bread, newspapers (weekends only), confectionery and ice.

01590 616200 | chandlery@beaulieu.co.uk

A Harbour Master's Office

Please contact us and we will be happy to help.

Open from 8am, 7 days a week.

01590 616200 | harbour.office@beaulieu.co.uk

B Engineering Workshop

On-site marine engineer Alex Cobb offers inboard and outboard engine service and repair.

07717 155871 | info@marine-tec.co.uk

C Lavatories, Showers and Launderette

Open at all times for use by berth holders & visitors. Includes a fully-equipped coin-operated launderette. Outside shower and sinks available. Facilities for disabled visitors.

D BH Boat Sales

Sole-appointed yacht brokers for the Beaulieu River.

01590 616316 | sales@bhboatsales.com

E Rubbish Disposal

Skips and recycling bins are located within the main refuse compound in the boatyard.

F Fuel and Water

Fuel and fresh water are available from the fuel pontoon, which is open until 5pm (4pm winter). Fresh water is also available in the marina.

G The Master Builder's House Hotel

Enjoy a meal in the Riverside Restaurant. The hotel offers 26 guest rooms, some with river views.

01590 616253 | themasterbuilders.co.uk

H Maritime Museum and The Buckler's Hard Story

Learn about the 18th century village where ships for Nelson's Navy were built. Open daily from 10am.

I BHG Service

Inboard and outboard engine sales, spares, repairs and accessories, servicing, winterising, inflatables, RIBs and all tenders.

01590 616479 | info@bhgservice.co.uk

J Captain's Cabin Tea Rooms and Gift Shop

Hot and cold snacks, cakes and cream teas.

01590 616293

Fishing

Fishing from vessels moored in the river and from Buckler's Hard, Keeping Trees and Bailey's Hard is by permit only. Annual permits are obtainable from the Harbour Master's Office.

Visitors with Disabilities

If you need assistance, please do not hesitate to contact one of the river staff. Please note: ramp access to the marina is steep at low tide.



Photo by Rob Miller, shortlisted for the 2020 photographic competition.

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Matthew Young 07766-704659 also available on whatsapp



WASTE & RECYCLING

The Beaulieu River is a beautiful place. Please help us keep it this way by following our waste and recycling guidelines.

Waste and recycling facilities can be found adjacent to the chandlery. Please make sure you use the correct bin. Contamination reduces the number of items we can recycle and may cause health and safety problems. If you are in doubt or need assistance, please do not hesitate to ask one of the harbour staff.

Recycling

Bright blue or light grey bins with mixed recycling labels should be used for cans, aerosols, plastic bottles, paper and card.

Green bins should be used for glass bottles.

General waste

Non-recyclable waste should go into the bins labelled general refuse. All waste must be compactable and must not be hazardous.

Pump-out service

There is a pump-out facility near the fuel berth. Please ask at the harbour office for details before operating.

Oil, paint cans, fuel & oil filters, engine batteries & anti-freeze

Please ask harbour staff for details of how to deal with these.

Flares

Please contact the local Maritime Rescue Coordination Centre on 02392 552100.

Hazardous waste

We are unable to accept hazardous waste; including, though not limited to, fuel, liquid chemicals, fuel tanks, any absorbent material used to clear oil, fuel or paint spillages, compressed gasses or their containers, clinical waste, mattresses, tyres.

The nearest hazardous waste disposal service is in Marchwood.



Photos by Emily Woodburn (above) and Pippa Pomeroy (right), shortlisted for the 2020 photographic competition.

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CHANDLERY & MARINA RECEPTION

The chandlery building is also home to our marina reception, making it the one-stop shop for all your boating supplies and queries. Do pop in and see the team - we're always happy to help.

Our product lines include rope, anti-fouling products, stainless steel hardware, Calor and camping gas. Groceries include fresh milk, bread, orange juice, confectionery, basic food and drinks and toiletries. Croissants, baguettes and newspapers are available at weekends and can be enjoyed at the seating area with a hot drink or ice cream. Your four-legged friends will also be wagging their tails with delight at the dog ice cream and other tasty treats, canine life jackets and eco-friendly toys!

If you'd like to order an item we don't stock, please speak to one of our team.

Open 7 days a week

chandlery@beaulieu.co.uk 01590 616200



JOIN US

Experience the beauty and tranquillity of the Beaulieu River and visit us either for a day, overnight or perhaps even longer.

With a five Gold Anchors accreditation, the Buckler's Hard Yacht Harbour offers a sheltered setting for a range of fully-serviced marina berths, while the scenic reaches of the Beaulieu River provide a peaceful setting for river moorings.



Yachts of up to 20m can be comfortably accommodated and the on-site boatyard facilitates repair services, as well as lift-out, washdown and storage services all year round.

As well as a friendly service from experienced staff, **permanent berth and mooring holders** can enjoy benefits including:

- ⚓ 30 days' free storage and 10% off lift and launch throughout the year.
- ⚓ Reciprocal berthing arrangements with other marinas via membership of TransEurope.
- ⚓ Free WiFi throughout the marina.
- ⚓ Ample on-site parking.
- ⚓ CCTV and out-of-hours on-site security.
- ⚓ Conveniently located boatyard services.
- ⚓ Special seasonal offers on boatyard services.
- ⚓ Recently refurbished lavatories, showers and a launderette.
- ⚓ Fuel jetty.
- ⚓ Pump-out service.
- ⚓ On-site chandlery/grocery shop, open seven days a week.
- ⚓ Professional on-site yacht broker.
- ⚓ Social events for mooring holders.
- ⚓ Pop-up restaurant events on selected dates throughout the year.
- ⚓ Free entry to Buckler's Hard Maritime Museum for mooring holders.
- ⚓ Two tickets to the Beaulieu visitor attraction.
- ⚓ 10% discount on food and drink available at The Master Builder's House Hotel and restaurant with the Beaulieu River Privilege Card.
- ⚓ Regular newsletter to keep you updated.



VISITING

Our new visitor berths on the South Visitor Pontoons offer convenient walk ashore positions, electricity and water supply. Please report to Marina Reception upon arrival. The Harbour Master's Office can be contacted via VHF channel 68 Beaulieu River Radio or via telephone 01590 616200.

To avoid disappointment we recommend visitor walk ashore berths are booked in advance by contacting the Harbour Office. River moorings are available on a first come, first served basis; please remember a dinghy will be required to get ashore.

Rates from 1st April to the end of October 2021 for visiting yachts, per vessel, per night. Subject to availability.

	Overnight	Short Stay*
Walk Ashore (includes electric)	£4.00 per metre	£2.00 per metre
River (upstream of Needs Ore)	£2.25 per metre †	£1.00 per metre
Visitor Buoys VI-V8 (vessels up to 40ft)	£10.00 per boat ‡	£8.00 per boat
Anchorage§	£10.00 per boat	£8.00 per boat

*Short stays are a maximum of 4 hours with the overnight fee applying after 3:30pm. Overnight visitors should vacate their mooring/berth by midday.

† Yellow buoys with yellow V plate.

‡ White buoys with green V plate. Does not include use of the marina facilities.

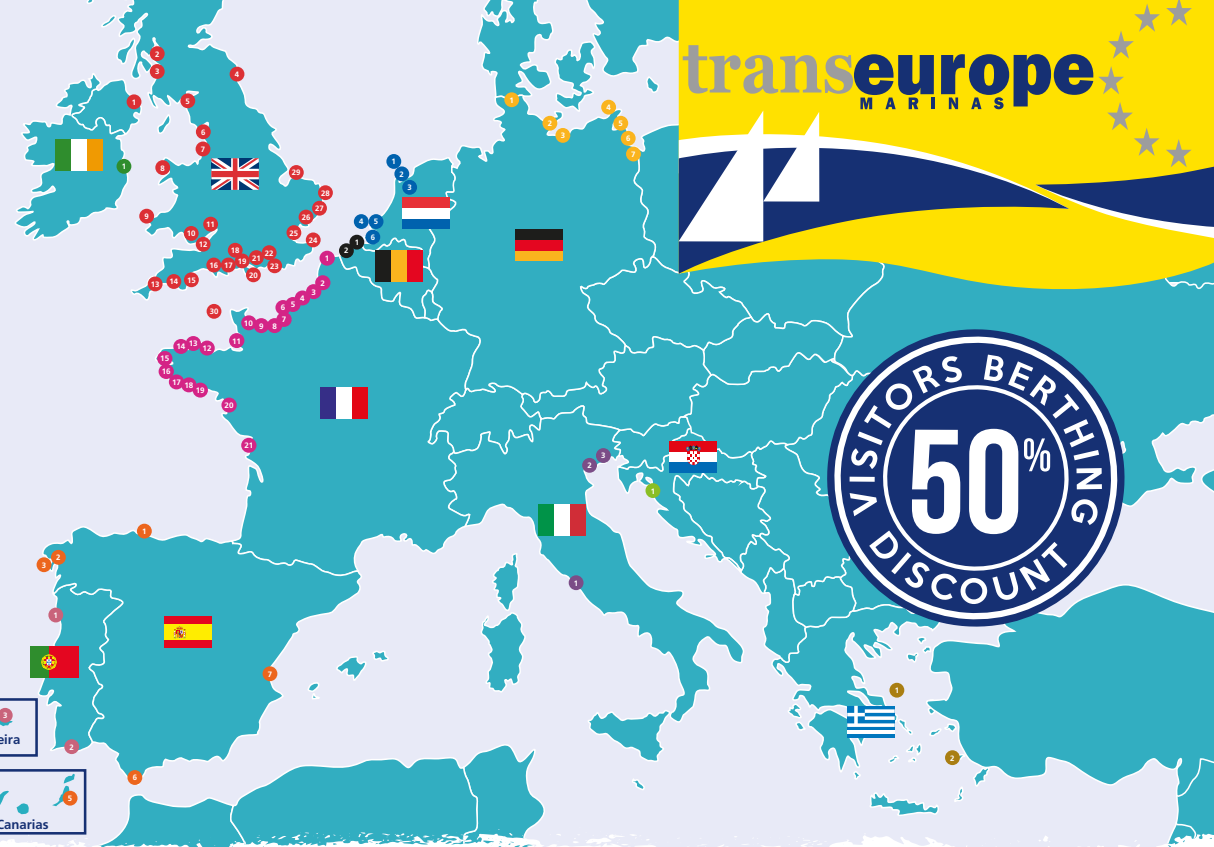
§ To protect the sensitive habitats of the river, anchoring is only permitted between piles 20 and 22. Does not include use of marina facilities.

20% DISCOUNT

on admission to
Beaulieu & Buckler's
Hard visitor attractions
for overnight visitors*

*Applies to on-the-day admission prices to Beaulieu and Buckler's Hard on presentation of a Beaulieu River mooring receipt.





UK

1. Bangor Marina
2. Rhu Marina
3. Troon Yacht Haven
4. Royal Quays Marina
5. Whitehaven Marina
6. Fleetwood Haven Marina
7. Liverpool Marina
8. Conwy Quays Marina
9. Neyland Yacht Haven
10. Penarth Quays Marina
11. Upton Marina
12. Portishead Quays Marina
13. Mylor Yacht Harbour
14. Mayflower Marina
15. Dart Marina
16. Poole Quay Boat Haven
17. Buckler's Hard Yacht Harbour
18. Town Quay Marina
19. Universal Marina
20. Cowes Yacht Haven
21. Royal Clarence Marina
22. Emsworth Yacht Harbour
23. Birdham Pool Marina
24. Dover Marina
25. Gillingham Marina
26. Farnbridge Yacht Haven
27. Tollesbury Marina
28. Fox's Marina
29. Brundall Bay Marina
30. Beaucette Marina

France

1. Dunkerque
2. Dieppe
3. Saint-Valéry sur Somme
4. Saint-Valéry en Caux
5. Fécamp
6. Le Havre Plaisance
7. Boulogne-sur-mer
8. Port-Deauville
9. Dives-Cabourg-Houlgate
10. Ouistreham/Caen
11. Granville
12. Saint-Quay Port d'Armor
13. Perros-Guirec
14. Roscoff
15. Marinas de Brest
16. Douarnenez-Tréboul
17. Locudy
18. Port la Forêt
19. Concarneau
20. Ports de Nantes
21. La Rochelle

Germany

1. Sonwik Marina
2. Ancora Marina
3. Marina Boltenhagen
4. Marina Wiek auf Rügen
5. Baltic Sea Resort
6. Naturhafen Krummin
7. Lagunenstadt Ueckermünde

Republic of Ireland

1. Malahide Marina

Netherlands

1. Marina Den Oever
2. Jachthaven Waterland
3. Jachthaven Wetterville
4. Marina Port Zélande
5. Jachthaven Biesbosch
6. Delta Marina Kortgene

Belgium

1. VNZ Blankenberge
2. VY Nieuwpoort

Spain

1. Puerto Deportivo Gijón
2. Marina Combarro
3. Nauta Sanxenxo
4. Marina La Palma
5. Puerto Calero
6. Alcaidesa Marina
7. Pobra Marina

Portugal

1. Douro Marina
2. Marina de Portimão
3. Quinta do Lorde Marina

Italy

1. Porto Romano
2. Venezia Certosa Marina
3. Marina del Cavallino

Croatia

1. Marina Punat

Greece

1. Linariá Marnia
2. Kos Marina

TransEurope Marinas offer reciprocal berthing arrangements for Beaulieu River mooring holders. For details, please see transeuropemarinas.com

STAYING SAFE ON THE RIVER

The Beaulieu River team work hard to ensure all visitors and vessels remain safe when using the river. Please help us to achieve this by observing the following safety rules.

Obligations

- ⚓ wear lifejackets.
- ⚓ keep your speed below the maximum of 5 knots to ensure minimum wash throughout the river.
- ⚓ keep to the starboard side of fairway.
- ⚓ wear kill cords where fitted.
- ⚓ ensure dogs are kept on leads at all times.

Not permitted

- ⚓ swimming, jet-skiing, water-skiing or board sailing.
- ⚓ securing dogs or children to canoes or kayaks.
- ⚓ mooring onto navigation buoys, beacons or marks.
- ⚓ underwater diving activities without permission from the Harbour Master.
- ⚓ operating your vessel whilst intoxicated.
- ⚓ the flying of drones.

When arriving

- ⚓ from outside the UK you must call the National Yachtline (0300 123 20212) on arrival in the UK. If you have animals on board, you must have the correct paperwork from an authorised port of entry before entering the UK.
- ⚓ all commercial vessels, vessels over 20m, and vessels not under command, restricted in ability to manoeuvre, or towing another vessel or structure are requested to give notice of their movements by calling Beaulieu River Radio on VHF channel 68.

Man overboard

- ⚓ in a 'man overboard' situation, call for help and then try to assist but without putting yourself in danger. There are emergency ladders on all marina and river pontoons. Call channel 68.

Slipway

- ⚓ pre-book your launch using our online booking system at beaulieuriver.co.uk
- ⚓ check weather and tidal conditions. We advise against launching and recovering in the hours of darkness unless you are familiar with the slipway.
- ⚓ the slipway should not be used 2 hours either side of low water due to steep drop-off.
- ⚓ do not block access; rig your boat away from the slipway.
- ⚓ be aware of pedestrians and other users of the slipway.
- ⚓ attach a safety line to your trailer.
- ⚓ never stand behind a boat whilst it is being launched or recovered.
- ⚓ if you are going to leave your car attached to the trailer whilst launching, switch off the engine, leave in gear, and make sure the handbrake is fully applied.
- ⚓ when parking a boat and trailer in the dinghy park, check that both are secure.

Pontoon

- ⚓ take care on the pontoons when wet, frosty or icy.

The marina is manned from 08:00–20:30 in summer and 08:00–16:30 in winter with security outside of these hours.

Please report any incidents or concerns to the Harbour Master's Office via VHF channel 68 *Beaulieu River Radio* or by calling 01590 616200. Out of hours call 999



OUR BOATYARD

Buckler’s Hard Yacht Harbour is pleased to offer a competitive range of boatyard services all year round.

The boatyard operates a 40-tonne hoist which can lift vessels up to 18m in length. The boatyard team can lift, pressure wash and block ashore vessels in the boatyard. On-site facilities include electricity and a chandlery.

Competitively priced undercover storage is available for when a more specialised service is required.

A list of approved suppliers can be instructed to work in the boatyard (see opposite page), or alternatively an open yard policy allows customers to bring in their own contractors for a small charge.

BOAT SERVICES Cost (per metre)

Lift out, scrub off, block off/ load onto transport	£30.00
Launch from hard standing or road transport	£20.00
Lift, hold and re-launch	£25.00

	Cost (per week)
Boat Storage (per metre)	£6.00
Undercover Storage (per bay)	£120.00

For further details, prices and special offers, see beaulieuriver.co.uk/boatyard

DID YOU KNOW....

Resident berth and mooring holders benefit from 10% off all boat lifts and launches as well as 30 days free storage any time of year*

**Excludes under cover storage*



BOAT REPAIR & MAINTENANCE SERVICES

The Buckler's Hard boatyard is operated on an open policy basis.

Boat owners, for a small charge, are welcome to use suppliers of their choice, provided they comply with our guidelines and register with the Harbour Master's Office. Alternatively, we have selected a number of approved suppliers who are known for their high standard of service and are pre-registered to deliver services at Beaulieu River and the boatyard. The listings below are their advertisements. If you don't find the service you are looking for here, we will be happy to help you find the right specialist for your needs; please ask.

Boat Builders & Boat Maintenance

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USEFUL CONTACT NUMBERS

Harbour Master's Office	01590 616200 / harbour.office@beaulieu.co.uk
Buckler's Hard Village Manager & Maritime Museum	01590 616203
Car Hire – SHB Hire Ltd (Romsey)	01794 511458
Casualty – Lymington Hospital	01590 663000
Customs – National Yacht Line	0300 123 2012
RS Divers	023 9319 0409
Doctors – Waterfront & Solent Surgery	023 8084 1841
Trafalgar Dental Practice	023 8089 1936
National Motor Museum visitor enquiries	01590 612345
Police (non-emergency)	101
Royal Southampton Yacht Club, Gins Clubhouse	02380 223352 (option 1)
Seadown Veterinary Group (Hythe branch)	02380 842237
Tourist Information	thenewforest.co.uk

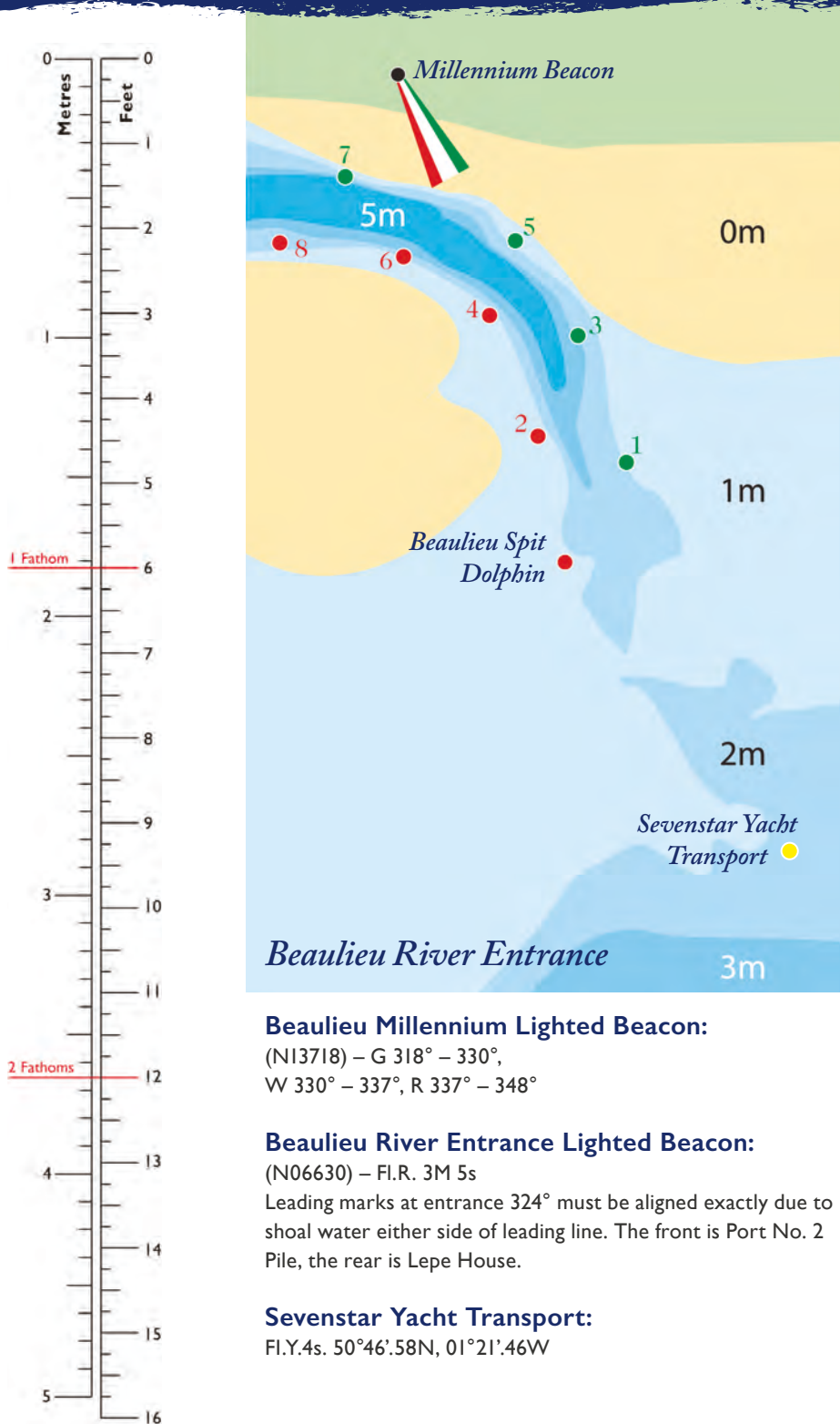
SOLENT HARBOUR OFFICES

Lymington	01590 672014
Cowes	01983 293952
Hamble	01489 576387
Yarmouth	01983 760321

LOCAL TAXI SERVICES

Lyndhurst Taxis	07708 866844
Marchwood Motorways	02380 842929
Harvey's Taxi	07770 722522
Mike's Taxis	07525 864588

NAVIGATION & TIDE TIMES 2021



JANUARY

FEBRUARY

MARCH

APRIL

<div><div>1</div><div>Time m</div><div>0001 3.6</div><div>0553 0.9</div><div>F 1206 3.6</div><div>1813 0.7</div></div> <div><div>16</div><div>Time m</div><div>0051 3.6</div><div>0637 0.7</div><div>SA 1251 3.6</div><div>1857 0.6</div></div>	<div><div>2</div><div>Time m</div><div>0040 3.6</div><div>0630 0.9</div><div>SA 1245 3.6</div><div>1850 0.7</div></div> <div><div>17</div><div>Time m</div><div>0141 3.6</div><div>0717 0.9</div><div>SU 1339 3.5</div><div>1935 0.7</div></div>	<div><div>3</div><div>Time m</div><div>0107 3.7</div><div>0656 0.5</div><div>M 1312 3.6</div><div>1916 0.3</div></div> <div><div>16</div><div>Time m</div><div>0151 3.5</div><div>0725 0.8</div><div>TU 1353 3.4</div><div>1938 0.8</div></div>	<div><div>4</div><div>Time m</div><div>0040 3.8</div><div>0639 0.2</div><div>TU 1251 3.7</div><div>1858 0.0</div></div> <div><div>17</div><div>Time m</div><div>0111 3.5</div><div>0655 0.7</div><div>W 1321 3.4</div><div>1907 0.7</div></div>	<div><div>5</div><div>Time m</div><div>0058 3.8</div><div>0657 0.1</div><div>TH 1319 3.7</div><div>1916 0.3</div></div> <div><div>16</div><div>Time m</div><div>0105 3.5</div><div>0651 0.8</div><div>F 1323 3.4</div><div>1905 1.0</div></div>
<div><div>3</div><div>Time m</div><div>0125 3.6</div><div>0708 0.9</div><div>SU 1330 3.5</div><div>1928 0.7</div></div> <div><div>18</div><div>Time m</div><div>0229 3.6</div><div>0756 1.1</div><div>M 1427 3.4</div><div>2012 1.0</div></div>	<div><div>4</div><div>Time m</div><div>0216 3.5</div><div>0749 1.0</div><div>M 1420 3.4</div><div>2011 0.8</div></div> <div><div>19</div><div>Time m</div><div>0314 3.4</div><div>0834 1.3</div><div>TU 1514 3.2</div><div>2050 1.2</div></div>	<div><div>5</div><div>Time m</div><div>0250 3.6</div><div>0817 0.7</div><div>W 1459 3.5</div><div>2038 0.7</div></div> <div><div>18</div><div>Time m</div><div>0259 3.3</div><div>0823 1.2</div><div>TH 1508 3.2</div><div>2038 1.2</div></div>	<div><div>6</div><div>Time m</div><div>0317 3.5</div><div>0841 0.8</div><div>F 1543 3.4</div><div>2105 1.0</div></div> <div><div>20</div><div>Time m</div><div>0251 3.3</div><div>0820 1.2</div><div>SA 1512 3.1</div><div>2039 1.4</div></div>	<div><div>7</div><div>Time m</div><div>0354 3.3</div><div>0922 1.2</div><div>SU 1643 3.2</div><div>2209 1.6</div></div> <div><div>19</div><div>Time m</div><div>0302 3.1</div><div>0833 1.3</div><div>M 1541 3.1</div><div>2059 1.7</div></div>
<div><div>6</div><div>Time m</div><div>0417 3.4</div><div>0932 1.3</div><div>W 1634 3.3</div><div>2159 1.2</div></div> <div><div>21</div><div>Time m</div><div>0440 3.2</div><div>1006 1.7</div><div>TH 1653 3.0</div><div>2227 1.7</div></div>	<div><div>7</div><div>Time m</div><div>0524 3.4</div><div>1041 1.4</div><div>TH 1746 3.2</div><div>2317 1.3</div></div> <div><div>22</div><div>Time m</div><div>0534 3.1</div><div>1119 1.8</div><div>F 1801 2.9</div><div>2343 1.8</div></div>	<div><div>8</div><div>Time m</div><div>0450 3.4</div><div>1005 1.3</div><div>F 1717 3.2</div><div>2238 1.3</div></div> <div><div>20</div><div>Time m</div><div>0425 3.1</div><div>0947 1.7</div><div>SA 1649 2.9</div><div>2213 1.8</div></div>	<div><div>9</div><div>Time m</div><div>0531 3.2</div><div>1110 1.5</div><div>SU 1813 3.1</div><div>2358 1.6</div></div> <div><div>22</div><div>Time m</div><div>0436 2.9</div><div>1000 1.8</div><div>M 1716 2.8</div><div>2241 2.0</div></div>	<div><div>10</div><div>Time m</div><div>0624 3.4</div><div>1203 1.4</div><div>F 1847 3.2</div><div>2133 3.5</div></div> <div><div>23</div><div>Time m</div><div>0643 3.0</div><div>1233 1.8</div><div>SA 1926 2.9</div><div>2201 3.3</div></div>
<div><div>9</div><div>Time m</div><div>0033 1.2</div><div>0721 3.4</div><div>SA 1312 1.2</div><div>1946 3.3</div></div> <div><div>24</div><div>Time m</div><div>0051 1.8</div><div>0756 3.1</div><div>SU 1333 1.7</div><div>2030 3.0</div></div>	<div><div>10</div><div>Time m</div><div>0137 1.2</div><div>0815 3.5</div><div>SU 1413 1.0</div><div>2040 3.4</div></div> <div><div>25</div><div>Time m</div><div>0150 1.7</div><div>0850 3.2</div><div>M 1426 1.5</div><div>2120 3.1</div></div>	<div><div>11</div><div>Time m</div><div>0231 1.3</div><div>0857 3.4</div><div>TU 1502 1.0</div><div>2132 3.4</div></div> <div><div>24</div><div>Time m</div><div>0225 1.6</div><div>0909 3.2</div><div>W 1453 1.2</div><div>2137 3.3</div></div>	<div><div>12</div><div>Time m</div><div>0332 0.9</div><div>0952 3.7</div><div>TU 1602 0.6</div><div>2222 3.6</div></div> <div><div>27</div><div>Time m</div><div>0333 1.3</div><div>1009 3.4</div><div>W 1600 0.9</div><div>2235 3.4</div></div>	<div><div>13</div><div>Time m</div><div>0425 0.8</div><div>1035 3.7</div><div>W 1653 0.5</div><div>2309 3.6</div></div> <div><div>28</div><div>Time m</div><div>0420 1.0</div><div>1041 3.5</div><div>TH 1644 0.7</div><div>2306 3.5</div></div>
<div><div>11</div><div>Time m</div><div>0236 1.0</div><div>0905 3.6</div><div>M 1509 0.8</div><div>2133 3.5</div></div> <div><div>26</div><div>Time m</div><div>0244 1.5</div><div>0933 3.3</div><div>TU 1514 1.2</div><div>2201 3.3</div></div>	<div><div>12</div><div>Time m</div><div>0332 0.6</div><div>1102 3.6</div><div>F 1724 0.4</div><div>2340 3.6</div></div> <div><div>27</div><div>Time m</div><div>0445 0.6</div><div>1050 3.6</div><div>SA 1706 0.2</div><div>2316 3.7</div></div>	<div><div>13</div><div>Time m</div><div>0543 0.3</div><div>1143 3.6</div><div>SA 1802 0.3</div><div>2356 3.8</div></div> <div><div>28</div><div>Time m</div><div>0526 0.3</div><div>1124 3.7</div><div>SU 1744 0.0</div><div>2356 3.8</div></div>	<div><div>14</div><div>Time m</div><div>0525 0.5</div><div>1122 3.5</div><div>SU 1741 0.3</div><div>2355 3.6</div></div> <div><div>29</div><div>Time m</div><div>0503 0.2</div><div>1100 3.8</div><div>M 1722 -0.1</div><div>2326 3.9</div></div>	<div><div>14</div><div>Time m</div><div>0417 3.4</div><div>1203 1.4</div><div>TH 1847 3.2</div><div>2141 3.4</div></div> <div><div>23</div><div>Time m</div><div>0552 2.8</div><div>1204 1.9</div><div>TU 1919 2.8</div><div>2241 2.0</div></div>
<div><div>12</div><div>Time m</div><div>0332 0.7</div><div>0952 3.7</div><div>TU 1602 0.6</div><div>2222 3.6</div></div> <div><div>27</div><div>Time m</div><div>0333 1.3</div><div>1009 3.4</div><div>W 1600 0.9</div><div>2235 3.4</div></div>	<div><div>13</div><div>Time m</div><div>0418 0.8</div><div>1024 3.5</div><div>TH 1641 0.5</div><div>2258 3.6</div></div> <div><div>26</div><div>Time m</div><div>0402 0.9</div><div>1018 3.5</div><div>F 1624 0.5</div><div>2242 3.6</div></div>	<div><div>14</div><div>Time m</div><div>0445 0.6</div><div>1045 3.5</div><div>SA 1704 0.4</div><div>2316 3.6</div></div> <div><div>28</div><div>Time m</div><div>0445 0.6</div><div>1045 3.5</div><div>SU 1704 0.4</div><div>2316 3.6</div></div>	<div><div>15</div><div>Time m</div><div>0557 0.7</div><div>1202 3.6</div><div>F 1818 0.4</div><div>2133 3.5</div></div> <div><div>30</div><div>Time m</div><div>0543 0.7</div><div>1148 3.6</div><div>SA 1802 0.3</div><div>2235 3.4</div></div>	<div><div>15</div><div>Time m</div><div>0628 3.0</div><div>1218 1.6</div><div>TU 1917 3.1</div><div>2241 2.0</div></div> <div><div>21</div><div>Time m</div><div>0628 3.0</div><div>1218 1.6</div><div>W 1819 2.9</div><div>2241 2.0</div></div>
<div><div>13</div><div>Time m</div><div>0425 0.8</div><div>1035 3.7</div><div>W 1653 0.5</div><div>2309 3.6</div></div> <div><div>28</div><div>Time m</div><div>0420 1.0</div><div>1041 3.5</div><div>TH 1644 0.7</div><div>2306 3.5</div></div>	<div><div>14</div><div>Time m</div><div>0514 0.7</div><div>1115 3.7</div><div>TH 1737 0.4</div><div>2357 3.7</div></div> <div><div>29</div><div>Time m</div><div>0503 0.8</div><div>1112 3.6</div><div>F 1725 0.5</div><div>2341 3.6</div></div>	<div><div>15</div><div>Time m</div><div>0559 0.5</div><div>1204 3.5</div><div>M 1814 0.4</div><div>2133 3.5</div></div> <div><div>30</div><div>Time m</div><div>0542 0.0</div><div>1140 3.8</div><div>TU 1800 -0.1</div><div>2133 3.5</div></div>	<div><div>16</div><div>Time m</div><div>0602 0.2</div><div>1206 3.7</div><div>M 1821 0.0</div><div>2133 3.5</div></div> <div><div>31</div><div>Time m</div><div>0602 0.2</div><div>1206 3.7</div><div>M 1821 0.0</div><div>2133 3.5</div></div>	<div><div>16</div><div>Time m</div><div>0657 0.1</div><div>1319 3.7</div><div>F 1916 0.3</div><div>2209 1.6</div></div> <div><div>21</div><div>Time m</div><div>0657 0.1</div><div>1319 3.7</div><div>F 1916 0.3</div><div>2209 1.6</div></div>
<div><div>14</div><div>Time m</div><div>0514 0.7</div><div>1115 3.7</div><div>TH 1737 0.4</div><div>2357 3.7</div></div> <div><div>29</div><div>Time m</div><div>0503 0.8</div><div>1112 3.6</div><div>F 1725 0.5</div><div>2341 3.6</div></div>	<div><div>15</div><div>Time m</div><div>0557 0.7</div><div>1202 3.6</div><div>F 1818 0.4</div><div>2133 3.5</div></div> <div><div>30</div><div>Time m</div><div>0543 0.7</div><div>1148 3.6</div><div>SA 1802 0.3</div><div>2235 3.4</div></div>	<div><div>16</div><div>Time m</div><div>0656 0.5</div><div>1312 3.6</div><div>M 1916 0.3</div><div>2209 1.6</div></div> <div><div>21</div><div>Time m</div><div>0656 0.5</div><div>1312 3.6</div><div>M 1916 0.3</div><div>2209 1.6</div></div>	<div><div>17</div><div>Time m</div><div>0737 0.4</div><div>1419 3.6</div><div>F 1958 0.7</div><div>2249 1.1</div></div> <div><div>22</div><div>Time m</div><div>0737 0.4</div><div>1419 3.6</div><div>F 1958 0.7</div><div>2249 1.1</div></div>	<div><div>17</div><div>Time m</div><div>0718 0.9</div><div>1359 3.4</div><div>SA 1935 1.1</div><div>2249 1.1</div></div> <div><div>22</div><div>Time m</div><div>0718 0.9</div><div>1359 3.4</div><div>SA 1935 1.1</div><div>2249 1.1</div></div>
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<div><div>16</div><div>Time m</div><div>0656 0.5</div><div>1312 3.6</div><div>M 1916 0.3</div><div>2209 1.6</div></div> <div><div>21</div><div>Time m</div><div>0656 0.5</div><div>1312 3.6</div><div>M 1916 0.3</div><div>2209 1.6</div></div>	<div><div>17</div><div>Time m</div><div>0737 0.4</div><div>1419 3.6</div><div>F 1958 0.7</div><div>2249 1.1</div></div> <div><div>22</div><div>Time m</div><div>0737 0.4</div><div>1419 3.6</div><div>F 1958 0.7</div><div>2249 1.1</div></div>	<div><div>18</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>23</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>19</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>24</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>19</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>24</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>
<div><div>17</div><div>Time m</div><div>0737 0.4</div><div>1419 3.6</div><div>F 1958 0.7</div><div>2249 1.1</div></div> <div><div>22</div><div>Time m</div><div>0737 0.4</div><div>1419 3.6</div><div>F 1958 0.7</div><div>2249 1.1</div></div>	<div><div>18</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>23</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>19</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>24</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>20</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>25</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>20</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>25</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>
<div><div>18</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>23</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>19</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>24</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>20</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>25</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>21</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>26</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>21</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>26</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>
<div><div>19</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>24</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>20</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>25</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>21</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>26</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>22</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>27</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>22</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>27</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>
<div><div>20</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>25</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>21</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>26</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>22</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>27</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>23</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>28</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>23</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>28</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>
<div><div>21</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>26</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>22</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>27</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>23</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>28</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>24</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>29</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>24</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>29</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>
<div><div>22</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>27</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>23</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>28</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>24</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>29</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>25</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>30</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>25</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>30</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>
<div><div>23</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>28</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>24</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>29</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div>	<div><div>25</div><div>Time m</div><div>0822 0.4</div><div>1428 3.3</div><div>F 2002 1.1</div><div>2241 2.0</div></div> <div><div>30</div><div>Time m</div><div>0822 0.4</div></div>		

MAY

JUNE

JULY

AUGUST

1 SA 0126 3.7 0721 0.5 1409 3.6 1943 0.8	16 SU 0109 3.4 0658 0.9 1341 3.4 1916 1.2	1 TU 0310 3.4 0853 1.1 1614 3.4 2128 1.5	16 W 0218 3.3 0806 1.0 1509 3.3 2032 1.3	1 TH 0342 3.3 0920 1.2 1634 3.4 2150 1.5	16 F 0251 3.4 0835 0.8 1543 3.5 2103 1.1	1 SU 0441 3.0 1013 1.6 1715 3.2 2250 1.7	16 M 0434 3.3 0956 1.3 1715 3.3 2238 1.4
2 SU 0226 3.5 0809 0.9 1523 3.5 2038 1.2	17 M 0148 3.3 0733 1.1 1428 3.3 1955 1.4	2 W 0415 3.2 0957 1.3 1716 3.3 2232 1.6	17 TH 0316 3.2 0855 1.2 1610 3.3 2127 1.4	2 F 0440 3.1 1015 1.4 1727 3.3 2248 1.6	17 SA 0353 3.3 0925 1.0 1642 3.4 2159 1.2	2 M 0544 2.9 1120 1.8 1814 3.0	17 TU 0551 3.2 1121 1.5 1824 3.2
3 M 0332 3.3 0911 1.2 1633 3.3 2155 1.6	18 TU 0237 3.2 0816 1.2 1524 3.2 2044 1.6	3 TH 0526 3.0 1059 1.5 1820 3.2 2337 1.7	18 F 0423 3.1 0955 1.2 1714 3.3 2233 1.5	3 SA 0543 3.0 1114 1.6 1821 3.2 2352 1.7	18 SU 0502 3.2 1027 1.2 1745 3.4 2307 1.3	3 TU 0002 1.8 0702 2.9 1230 1.9 1929 3.0	18 W 0008 1.5 0703 3.1 1249 1.6 1932 3.3
4 TU 0445 3.1 1030 1.5 1746 3.2 2311 1.7	19 W 0337 3.1 0911 1.5 1630 3.1 2149 1.8	4 F 0632 3.0 1204 1.5 1919 3.2	19 SA 0535 3.1 1106 1.2 1817 3.3 2349 1.4	4 SU 0642 3.0 1215 1.6 1915 3.2	19 M 0611 3.2 1142 1.2 1844 3.4	4 W 0110 1.8 0811 3.0 1333 1.8 2030 3.1	19 TH 0128 1.4 0811 3.2 1402 1.4 2032 3.4
5 W 0603 3.0 1143 1.6 1859 3.2	20 TH 0450 3.0 1027 1.5 1747 3.1 2323 1.7	5 SA 0041 1.6 0731 3.0 1304 1.5 2008 3.3	20 SU 0638 3.2 1220 1.1 1912 3.4	5 M 0053 1.6 0740 3.0 1312 1.6 2007 3.2	20 TU 0023 1.3 0712 3.2 1256 1.2 1942 3.4	5 TH 0210 1.6 0905 3.1 1432 1.7 2117 3.2	20 F 0233 1.1 0909 3.4 1503 1.2 2120 3.5
6 TH 0022 1.7 0717 3.0 1250 1.5 2019 3.3	21 F 0611 3.0 1201 1.4 1856 3.2	6 SU 0139 1.5 0819 3.1 1356 1.3 2046 3.4	21 M 0056 1.2 0734 3.3 1324 1.0 2003 3.6	6 TU 0149 1.5 0835 3.1 1405 1.5 2054 3.3	21 W 0134 1.1 0812 3.3 1403 1.1 2037 3.5	6 F 0302 1.4 0948 3.3 1524 1.4 2155 3.4	21 SA 0329 0.8 0958 3.5 1556 0.9 2203 3.6
7 F 0127 1.5 0852 3.1 1348 1.3 2112 3.4	22 SA 0040 1.5 0716 3.2 1306 1.1 1950 3.4	7 M 0229 1.3 0901 3.2 1444 1.2 2121 3.4	22 TU 0156 0.9 0824 3.5 1422 0.8 2050 3.7	7 W 0239 1.4 0922 3.2 1455 1.4 2136 3.4	22 TH 0238 0.9 0908 3.4 1505 1.0 2127 3.6	7 SA 0348 1.1 1025 3.4 1609 1.2 2229 3.5	22 SU 0419 0.6 1039 3.6 1643 0.7 2242 3.6
8 SA 0221 1.3 0938 3.2 1439 1.1 2137 3.5	23 SU 0138 1.1 0805 3.4 1401 0.8 2034 3.6	8 TU 0313 1.1 0941 3.3 1528 1.1 2158 3.5	23 W 0252 0.7 0913 3.6 1517 0.7 2136 3.7	8 TH 0325 1.2 1005 3.3 1542 1.3 2214 3.4	23 F 0336 0.7 1000 3.6 1602 0.8 2213 3.7	8 SU 0430 0.8 1057 3.5 1652 1.0 2300 3.5	23 M 0504 0.4 1120 3.7 1726 0.6 2321 3.6
9 SU 0307 1.0 0930 3.3 1523 0.9 2153 3.5	24 M 0230 0.8 0849 3.5 1452 0.6 2115 3.7	9 W 0355 1.0 1021 3.4 1609 1.1 2234 3.5	24 TH 0346 0.5 1002 3.6 1610 0.6 2222 3.8	9 F 0408 1.0 1044 3.4 1627 1.2 2249 3.5	24 SA 0429 0.5 1047 3.6 1654 0.7 2255 3.7	9 M 0511 0.6 1129 3.6 1730 0.8 2333 3.6	24 TU 0544 0.3 1206 3.7 1804 0.5
10 M 0348 0.9 1003 3.4 1604 0.8 2224 3.6	25 TU 0320 0.5 0931 3.7 1541 0.4 2155 3.8	10 TH 0434 0.9 1058 3.4 1648 1.0 2308 3.5	25 F 0438 0.4 1051 3.7 1702 0.6 2306 3.8	10 SA 0449 0.9 1118 3.5 1710 1.1 2321 3.5	25 SU 0518 0.4 1137 3.7 1740 0.6 2340 3.7	10 TU 0547 0.5 1207 3.6 1805 0.7	25 W 0006 3.6 0621 0.4 1253 3.7 1840 0.6
11 TU 0428 0.7 1039 3.4 1642 0.8 2257 3.6	26 W 0407 0.3 1014 3.8 1629 0.3 2236 3.9	11 TH 0510 0.9 1137 3.5 1725 1.0 2341 3.5	26 F 0527 0.4 1144 3.7 1749 0.6 2355 3.7	11 SA 0528 0.8 1155 3.5 1745 1.0 2356 3.5	26 M 0600 0.4 1232 3.7 1821 0.6	11 W 0010 3.6 0622 0.4 1248 3.7 1840 0.6	26 TH 0053 3.5 0655 0.6 1337 3.6 1914 0.8
12 W 0504 0.7 1115 3.5 1717 0.8 2330 3.6	27 TH 0455 0.2 1059 3.8 1717 0.3 2320 3.9	12 SA 0543 0.9 1214 3.5 1758 1.1	27 SU 0612 0.4 1248 3.7 1834 0.7	12 M 0603 0.7 1233 3.5 1820 0.9	27 TU 0030 3.6 0641 0.4 1331 3.7 1902 0.7	12 TH 0049 3.6 0657 0.4 1332 3.6 1916 0.6	27 F 0138 3.5 0727 0.8 1417 3.5 1945 1.0
13 TH 0534 0.8 1153 3.5 1746 0.9	28 F 0540 0.2 1151 3.8 1800 0.4	13 SU 0016 3.5 0614 0.9 1249 3.5 1831 1.1	28 M 0049 3.6 0656 0.5 1403 3.7 1920 0.8	13 TU 0033 3.5 0637 0.7 1313 3.5 1856 0.9	28 W 0121 3.5 0721 0.6 1423 3.6 1942 0.9	13 TH 0133 3.6 0733 0.5 1419 3.6 1954 0.7	28 F 0219 3.4 0757 1.1 1451 3.4 2015 1.2
14 F 0005 3.5 0601 0.8 1229 3.5 1815 1.0	29 SA 0010 3.8 0623 0.3 1253 3.7 1845 0.6	14 M 0052 3.4 0648 0.9 1330 3.4 1907 1.1	29 TU 0146 3.5 0742 0.7 1459 3.6 2006 1.1	14 W 0113 3.5 0713 0.7 1359 3.5 1934 0.9	29 TH 0213 3.4 0800 0.8 1505 3.5 2022 1.1	14 SA 0224 3.5 0812 0.7 1511 3.6 2037 0.9	29 SU 0257 3.3 0828 1.3 1525 3.3 2049 1.5
15 SA 0036 3.5 0629 0.9 1302 3.4 1844 1.1	30 SU 0107 3.7 0708 0.5 1410 3.6 1933 0.9	15 TU 0131 3.4 0724 1.0 1416 3.4 1945 1.2	30 W 0244 3.4 0829 1.0 1546 3.5 2056 1.3	15 TH 0158 3.4 0752 0.7 1449 3.5 2015 1.0	30 F 0304 3.3 0838 1.1 1546 3.4 2104 1.3	15 SA 0323 3.4 0858 0.9 1610 3.4 2129 1.2	30 M 0340 3.1 0907 1.6 1608 3.1 2134 1.8
31 M 0206 3.5 0758 0.8 1517 3.5 2026 1.2				31 SA 0351 3.2 0921 1.4 1627 3.3 2151 1.6		31 TU 0432 3.0 1001 2.0 1702 3.0 2250 2.0	

In the approaches to and within the Western Solent double high waters occur at or near springs; on other occasions there is a stand which lasts about 2 hours. The predictions refer to the first high water when there are two and are approximate.

For Summer Time add one hour in yellow areas. Tide differences: Portsmouth +27 mins (approx.) Dover +4 mins (approx.)

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER

<div><div>1</div><div>Time 0544 2.8</div><div>m 1153 2.1</div><div>W 1817 2.9</div></div> <div><div>16</div><div>Time 0007 1.6</div><div>m 0659 3.1</div><div>TH 1248 1.8</div><div>1925 3.2</div></div>	<div><div>1</div><div>Time 0010 2.1</div><div>m 0710 2.9</div><div>F 1253 2.1</div><div>1933 2.9</div></div> <div><div>16</div><div>Time 0058 1.6</div><div>m 0817 3.3</div><div>SA 1334 1.6</div><div>2030 3.3</div></div>	<div><div>1</div><div>Time 0128 1.5</div><div>m 0820 3.4</div><div>M 1358 1.5</div><div>2028 3.3</div></div> <div><div>16</div><div>Time 0215 1.2</div><div>m 0936 3.6</div><div>TU 1444 1.2</div><div>2152 3.4</div></div>	<div><div>1</div><div>Time 0133 1.1</div><div>m 0813 3.6</div><div>W 1404 1.1</div><div>2026 3.5</div></div> <div><div>16</div><div>Time 0226 1.4</div><div>m 0909 3.5</div><div>TH 1457 1.2</div><div>2128 3.3</div></div>
<div><div>2</div><div>Time 0038 2.0</div><div>m 0746 2.9</div><div>TH 1314 2.0</div><div>2005 3.0</div></div> <div><div>17</div><div>Time 0122 1.5</div><div>m 0812 3.3</div><div>F 1356 1.6</div><div>2026 3.3</div></div>	<div><div>2</div><div>Time 0116 1.8</div><div>m 0816 3.1</div><div>SA 1349 1.8</div><div>2027 3.1</div></div> <div><div>17</div><div>Time 0158 1.3</div><div>m 0921 3.5</div><div>SU 1428 1.3</div><div>2133 3.4</div></div>	<div><div>2</div><div>Time 0215 1.1</div><div>m 0855 3.6</div><div>TU 1443 1.1</div><div>2102 3.5</div></div> <div><div>17</div><div>Time 0301 1.1</div><div>m 0953 3.6</div><div>W 1527 1.0</div><div>2148 3.5</div></div>	<div><div>2</div><div>Time 0224 0.9</div><div>m 0853 3.7</div><div>TH 1452 0.8</div><div>2109 3.6</div></div> <div><div>17</div><div>Time 0311 1.3</div><div>m 0945 3.5</div><div>F 1540 1.1</div><div>2207 3.4</div></div>
<div><div>3</div><div>Time 0148 1.7</div><div>m 0844 3.1</div><div>F 1415 1.8</div><div>2056 3.2</div></div> <div><div>18</div><div>Time 0223 1.2</div><div>m 0913 3.4</div><div>SA 1452 1.3</div><div>2113 3.4</div></div>	<div><div>3</div><div>Time 0207 1.5</div><div>m 0858 3.3</div><div>SU 1435 1.5</div><div>2105 3.3</div></div> <div><div>18</div><div>Time 0248 1.0</div><div>m 1004 3.7</div><div>M 1514 1.0</div><div>2140 3.5</div></div>	<div><div>3</div><div>Time 0301 0.7</div><div>m 0928 3.8</div><div>W 1526 0.7</div><div>2137 3.7</div></div> <div><div>18</div><div>Time 0343 1.0</div><div>m 1011 3.7</div><div>TH 1608 0.9</div><div>2222 3.5</div></div>	<div><div>3</div><div>Time 0312 0.6</div><div>m 0933 3.8</div><div>F 1451 0.5</div><div>2152 3.8</div></div> <div><div>18</div><div>Time 0355 1.2</div><div>m 1021 3.6</div><div>SA 1621 1.0</div><div>2246 3.5</div></div>
<div><div>4</div><div>Time 0240 1.4</div><div>m 0926 3.3</div><div>SA 1504 1.5</div><div>2133 3.3</div></div> <div><div>19</div><div>Time 0313 0.9</div><div>m 0958 3.6</div><div>SU 1539 0.9</div><div>2151 3.5</div></div>	<div><div>4</div><div>Time 0252 1.1</div><div>m 0930 3.5</div><div>M 1518 1.1</div><div>2136 3.5</div></div> <div><div>19</div><div>Time 0332 0.8</div><div>m 1028 3.7</div><div>TU 1557 0.8</div><div>2207 3.6</div></div>	<div><div>4</div><div>Time 0345 0.5</div><div>m 1002 3.9</div><div>TH 1609 0.4</div><div>2213 3.8</div></div> <div><div>19</div><div>Time 0423 0.9</div><div>m 1041 3.7</div><div>F 1647 0.8</div><div>2258 3.6</div></div>	<div><div>4</div><div>Time 0401 0.5</div><div>m 1014 3.9</div><div>SA 1628 0.4</div><div>2236 3.8</div></div> <div><div>19</div><div>Time 0436 1.2</div><div>m 1056 3.6</div><div>SU 1700 0.9</div><div>2322 3.5</div></div>
<div><div>5</div><div>Time 0324 1.1</div><div>m 1000 3.5</div><div>SU 1547 1.1</div><div>2205 3.5</div></div> <div><div>20</div><div>Time 0400 0.6</div><div>m 1029 3.7</div><div>M 1623 0.7</div><div>2225 3.6</div></div>	<div><div>5</div><div>Time 0336 0.7</div><div>m 1001 3.7</div><div>TU 1600 0.7</div><div>2207 3.7</div></div> <div><div>20</div><div>Time 0415 0.7</div><div>m 1037 3.7</div><div>W 1638 0.7</div><div>2241 3.6</div></div>	<div><div>5</div><div>Time 0428 0.3</div><div>m 1037 4.0</div><div>F 1653 0.3</div><div>2251 3.9</div></div> <div><div>20</div><div>Time 0501 1.0</div><div>m 1114 3.7</div><div>SA 1722 0.9</div><div>2335 3.6</div></div>	<div><div>5</div><div>Time 0451 0.4</div><div>m 1056 3.9</div><div>SU 1716 0.3</div><div>2321 3.9</div></div> <div><div>20</div><div>Time 0515 1.1</div><div>m 1129 3.6</div><div>M 1734 0.9</div><div></div></div>
<div><div>6</div><div>Time 0406 0.7</div><div>m 1031 3.6</div><div>M 1628 0.8</div><div>2236 3.6</div></div> <div><div>21</div><div>Time 0443 0.5</div><div>m 1100 3.7</div><div>TU 1705 0.6</div><div>2301 3.6</div></div>	<div><div>6</div><div>Time 0418 0.4</div><div>m 1032 3.8</div><div>W 1640 0.4</div><div>2239 3.8</div></div> <div><div>21</div><div>Time 0455 0.6</div><div>m 1107 3.7</div><div>TH 1716 0.7</div><div>2316 3.6</div></div>	<div><div>6</div><div>Time 0512 0.2</div><div>m 1115 4.0</div><div>SA 1734 0.2</div><div>2334 3.9</div></div> <div><div>21</div><div>Time 0533 1.0</div><div>m 1149 3.6</div><div>SU 1751 0.9</div><div></div></div>	<div><div>6</div><div>Time 0537 0.5</div><div>m 1142 3.9</div><div>M 1800 0.4</div><div></div></div> <div><div>21</div><div>Time 0601 3.5</div><div>m 1204 3.2</div><div>TU 1805 0.9</div><div></div></div>
<div><div>7</div><div>Time 0447 0.5</div><div>m 1101 3.7</div><div>TU 1708 0.6</div><div>2307 3.7</div></div> <div><div>22</div><div>Time 0522 0.4</div><div>m 1136 3.7</div><div>W 1742 0.5</div><div>2340 3.6</div></div>	<div><div>7</div><div>Time 0459 0.2</div><div>m 1105 3.9</div><div>TH 1720 0.3</div><div>2314 3.9</div></div> <div><div>22</div><div>Time 0529 0.7</div><div>m 1142 3.7</div><div>F 1747 0.7</div><div>2355 3.6</div></div>	<div><div>7</div><div>Time 0552 0.3</div><div>m 1201 3.9</div><div>SU 1814 0.3</div><div></div></div> <div><div>22</div><div>Time 0613 3.6</div><div>m 1222 3.6</div><div>M 1817 1.0</div><div></div></div>	<div><div>7</div><div>Time 0618 3.8</div><div>m 1235 3.8</div><div>TU 1846 0.5</div><div></div></div> <div><div>22</div><div>Time 0636 1.5</div><div>m 1238 3.5</div><div>W 1835 1.0</div><div></div></div>
<div><div>8</div><div>Time 0526 0.3</div><div>m 1137 3.8</div><div>W 1744 0.4</div><div>2342 3.7</div></div> <div><div>23</div><div>Time 0557 0.5</div><div>m 1216 3.7</div><div>TH 1815 0.6</div><div></div></div>	<div><div>8</div><div>Time 0536 0.1</div><div>m 1143 3.9</div><div>F 1756 0.2</div><div>2356 3.9</div></div> <div><div>23</div><div>Time 0559 0.9</div><div>m 1217 3.6</div><div>SA 1815 0.9</div><div></div></div>	<div><div>8</div><div>Time 0627 3.9</div><div>m 1252 3.8</div><div>M 1856 0.6</div><div></div></div> <div><div>23</div><div>Time 0646 3.5</div><div>m 1254 3.5</div><div>TU 1846 1.1</div><div></div></div>	<div><div>8</div><div>Time 0624 3.7</div><div>m 1258 0.9</div><div>W 1933 0.8</div><div></div></div> <div><div>23</div><div>Time 0651 1.2</div><div>m 1313 3.4</div><div>TH 1908 1.0</div><div></div></div>
<div><div>9</div><div>Time 0600 0.2</div><div>m 1216 3.8</div><div>TH 1819 0.4</div><div></div></div> <div><div>24</div><div>Time 0622 3.6</div><div>m 1255 3.6</div><div>F 1844 0.8</div><div></div></div>	<div><div>9</div><div>Time 0613 0.2</div><div>m 1227 3.9</div><div>SA 1833 0.3</div><div></div></div> <div><div>24</div><div>Time 0632 3.6</div><div>m 1249 3.6</div><div>SU 1839 1.0</div><div></div></div>	<div><div>9</div><div>Time 0627 3.7</div><div>m 1250 3.7</div><div>TU 1942 0.9</div><div></div></div> <div><div>24</div><div>Time 0622 3.5</div><div>m 1250 3.4</div><div>W 1917 1.2</div><div></div></div>	<div><div>9</div><div>Time 0642 3.6</div><div>m 1258 1.2</div><div>TH 2027 1.1</div><div></div></div> <div><div>24</div><div>Time 0652 3.4</div><div>m 1353 3.3</div><div>F 1944 1.1</div><div></div></div>
<div><div>10</div><div>Time 0622 3.7</div><div>m 1259 3.8</div><div>F 1854 0.4</div><div></div></div> <div><div>25</div><div>Time 0622 3.5</div><div>m 1328 3.6</div><div>SA 1909 1.0</div><div></div></div>	<div><div>10</div><div>Time 0644 3.8</div><div>m 1315 3.8</div><div>SU 1912 0.6</div><div></div></div> <div><div>25</div><div>Time 0632 3.6</div><div>m 1320 3.5</div><div>M 1905 1.2</div><div></div></div>	<div><div>10</div><div>Time 0644 3.6</div><div>m 1309 1.3</div><div>W 2041 1.3</div><div></div></div> <div><div>25</div><div>Time 0636 1.6</div><div>m 1414 3.3</div><div>TH 1956 1.4</div><div></div></div>	<div><div>10</div><div>Time 0648 3.5</div><div>m 1548 3.3</div><div>F 2129 1.3</div><div></div></div> <div><div>25</div><div>Time 0639 3.4</div><div>m 1442 3.3</div><div>SA 2027 1.2</div><div></div></div>
<div><div>11</div><div>Time 0607 3.7</div><div>m 1346 3.7</div><div>SA 1932 0.6</div><div></div></div> <div><div>26</div><div>Time 0637 3.4</div><div>m 1400 3.5</div><div>SU 1935 1.2</div><div></div></div>	<div><div>11</div><div>Time 0638 3.7</div><div>m 1411 3.6</div><div>M 1955 0.9</div><div></div></div> <div><div>26</div><div>Time 0640 3.4</div><div>m 1356 3.4</div><div>TU 1935 1.3</div><div></div></div>	<div><div>11</div><div>Time 0642 3.4</div><div>m 1325 1.7</div><div>TH 2204 1.6</div><div></div></div> <div><div>26</div><div>Time 0658 3.3</div><div>m 1509 3.1</div><div>F 2045 1.6</div><div></div></div>	<div><div>11</div><div>Time 0651 3.4</div><div>m 1307 1.7</div><div>SA 2158 3.2</div><div></div></div> <div><div>26</div><div>Time 0653 1.5</div><div>m 1542 3.2</div><div>SU 2117 1.3</div><div></div></div>
<div><div>12</div><div>Time 0618 3.6</div><div>m 1439 3.6</div><div>SU 2014 0.9</div><div></div></div> <div><div>27</div><div>Time 0612 3.3</div><div>m 1435 3.3</div><div>M 2005 1.4</div><div></div></div>	<div><div>12</div><div>Time 0648 3.5</div><div>m 1517 3.4</div><div>TU 2050 1.3</div><div></div></div> <div><div>27</div><div>Time 0624 3.3</div><div>m 1441 3.2</div><div>W 2013 1.6</div><div></div></div>	<div><div>12</div><div>Time 0618 3.3</div><div>m 1408 1.8</div><div>F 2318 1.6</div><div></div></div> <div><div>27</div><div>Time 0601 3.2</div><div>m 1616 3.0</div><div>SA 2153 1.8</div><div></div></div>	<div><div>12</div><div>Time 0656 3.3</div><div>m 1406 3.1</div><div>M 2340 1.6</div><div></div></div> <div><div>27</div><div>Time 0635 3.3</div><div>m 1651 3.1</div><div>TU 2219 1.4</div><div></div></div>
<div><div>13</div><div>Time 0630 3.5</div><div>m 1541 3.4</div><div>M 2105 1.2</div><div></div></div> <div><div>28</div><div>Time 0625 3.2</div><div>m 1519 3.2</div><div>TU 2045 1.7</div><div></div></div>	<div><div>13</div><div>Time 0649 3.7</div><div>m 1634 3.2</div><div>W 2226 1.7</div><div></div></div> <div><div>28</div><div>Time 0639 1.3</div><div>m 1538 3.0</div><div>TH 2106 1.9</div><div></div></div>	<div><div>13</div><div>Time 0634 3.3</div><div>m 1158 1.8</div><div>SA 1851 3.1</div><div></div></div> <div><div>28</div><div>Time 0514 3.1</div><div>m 1735 3.0</div><div>SU 2331 1.7</div><div></div></div>	<div><div>13</div><div>Time 0656 3.3</div><div>m 1220 1.7</div><div>M 1907 3.1</div><div></div></div> <div><div>28</div><div>Time 0542 3.3</div><div>m 1103 1.6</div><div>TU 1802 3.1</div><div></div></div>
<div><div>14</div><div>Time 0416 3.3</div><div>m 0934 1.5</div><div>TU 1651 3.3</div><div>2225 1.6</div></div> <div><div>29</div><div>Time 0348 3.0</div><div>m 0908 2.0</div><div>W 1614 3.0</div><div>2144 2.0</div></div>	<div><div>14</div><div>Time 0533 3.2</div><div>m 1117 1.9</div><div>TH 1759 3.1</div><div>2351 1.7</div></div> <div><div>29</div><div>Time 0426 3.0</div><div>m 0949 2.2</div><div>F 1650 2.9</div><div>2321 2.0</div></div>	<div><div>14</div><div>Time 0623 1.6</div><div>m 0758 3.4</div><div>SU 1301 1.7</div><div>2026 3.2</div></div> <div><div>29</div><div>Time 0626 3.2</div><div>m 1216 1.8</div><div>M 1846 3.1</div><div></div></div>	<div><div>14</div><div>Time 0641 1.6</div><div>m 0752 3.3</div><div>TU 1318 1.6</div><div>2002 3.1</div></div> <div><div>29</div><div>Time 0640 3.3</div><div>m 1221 1.4</div><div>W 1903 3.2</div><div></div></div>
<div><div>15</div><div>Time 0541 3.1</div><div>m 1124 1.8</div><div>W 1812 3.1</div><div></div></div> <div><div>30</div><div>Time 0456 2.9</div><div>m 1130 2.3</div><div>TH 1727 2.8</div><div></div></div>	<div><div>15</div><div>Time 0652 3.2</div><div>m 1231 1.8</div><div>F 1914 3.1</div><div></div></div> <div><div>30</div><div>Time 0555 3.0</div><div>m 1216 2.1</div><div>SA 1826 2.9</div><div></div></div>	<div><div>15</div><div>Time 0124 1.4</div><div>m 0856 3.5</div><div>M 1356 1.4</div><div>2119 3.3</div></div> <div><div>30</div><div>Time 0038 1.4</div><div>m 0726 3.4</div><div>TU 1313 1.4</div><div>1942 3.3</div></div>	<div><div>15</div><div>Time 0136 1.5</div><div>m 0835 3.4</div><div>W 1410 1.4</div><div>2047 3.2</div></div> <div><div>30</div><div>Time 0049 1.2</div><div>m 0736 3.4</div><div>TH 1327 1.2</div><div>1959 3.3</div></div>
	<div><div>31</div><div>Time 0034 1.8</div><div>m 0733 3.1</div><div>SU 1311 1.8</div><div>1946 3.1</div></div>		<div><div>31</div><div>Time 0150 1.1</div><div>m 0827 3.6</div><div>F 1425 0.9</div><div>2050 3.5</div></div>

In the approaches to and within the Western Solent double high waters occur at or near springs; on other occasions there is a stand which lasts about 2 hours. The predictions refer to the first high water when there are two and are approximate.

For Summer Time add one hour in yellow areas. Tide differences: Portsmouth +27 mins (approx.) Dover +4 mins (approx.)

COMMON BURGEES ON THE SOLENT

A selection of yacht club burgees which may be seen on the Beaulieu River. If you would like to see your club burgee in a future edition of this book, please contact the Harbour Master.



Beaulieu River and
Buckler's Hard
Yacht Harbour



Beaulieu River
Sailing Club



Bembridge
Sailing Club



Eling Sailing Club



Emsworth Slipper
Sailing Club



Hornet
Sailing Club



Hythe Sailing Club



Island Sailing Club



Keyhaven
Yacht Club



Little Ship Club



Lymington Town
Sailing Club



Nelson
Owners Club



Nimbus
Owners Club



Ocean
Cruising Club



Old Carthusian
Yacht Club



Royal Air Force
Yacht Club



Royal Albert
Yacht Club



Royal Artillery
Yacht Club



Royal Channel
Islands Yacht Club



Royal Dorset
Yacht Club



Royal London
Yacht Club



Royal Lymington
Yacht Club



Royal Motor
Yacht Club



Royal Naval
Sailing Association



Royal Solent
Yacht Club



Royal
Southampton
Yacht Club



Royal Southern
Yacht Club



Royal Victoria
Yacht Club

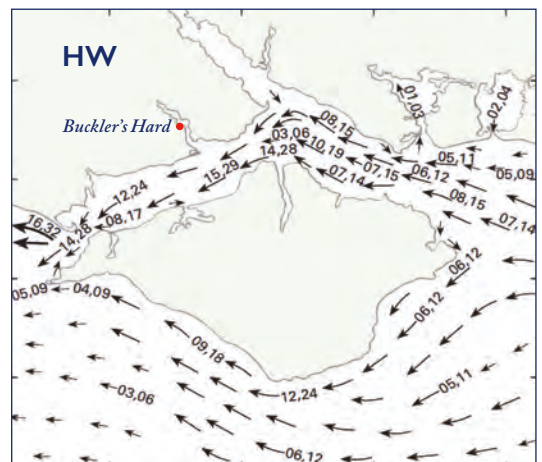
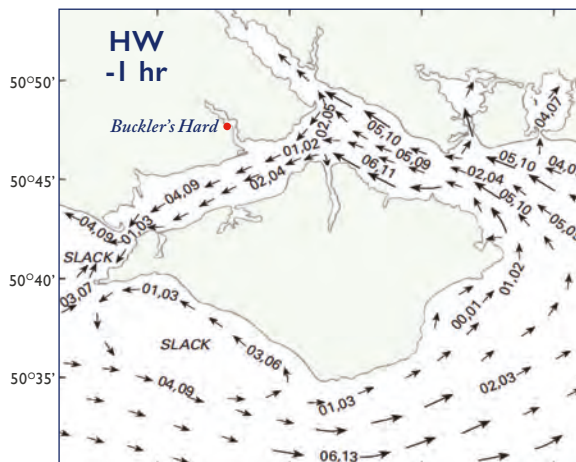
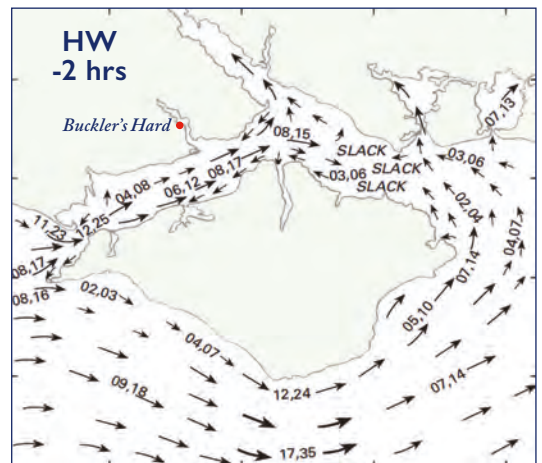
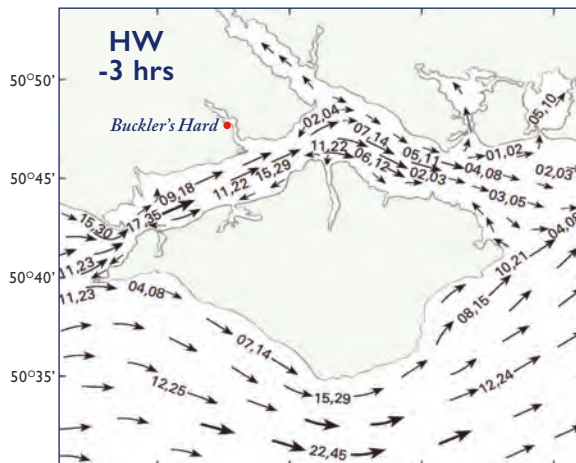
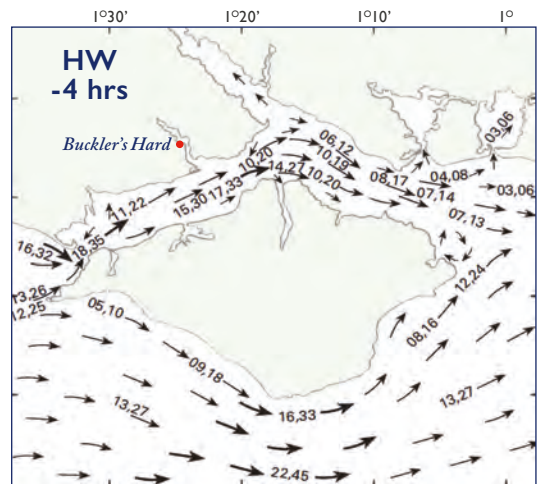
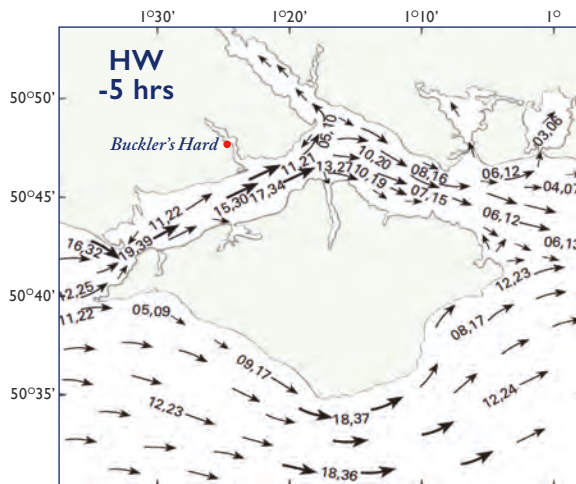


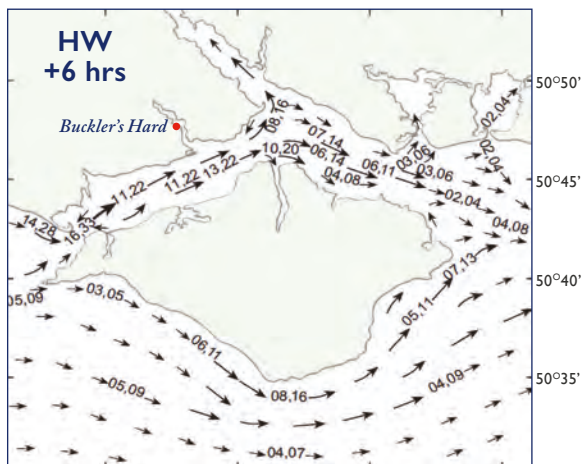
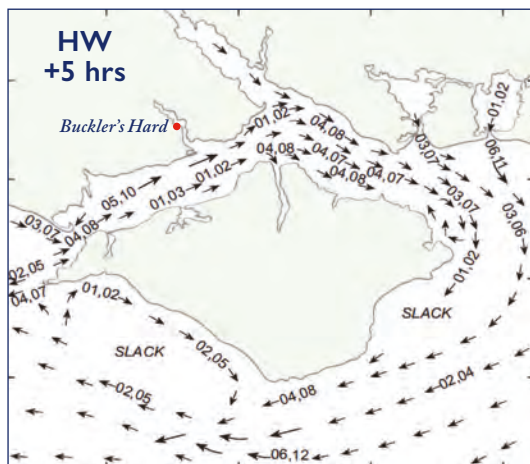
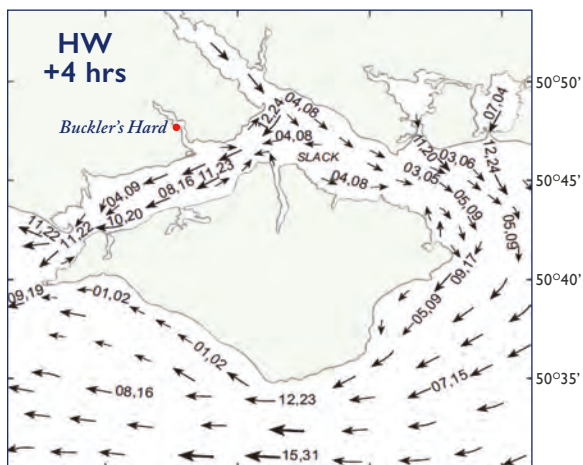
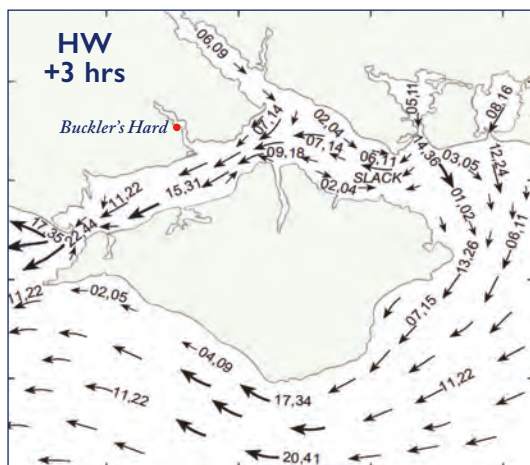
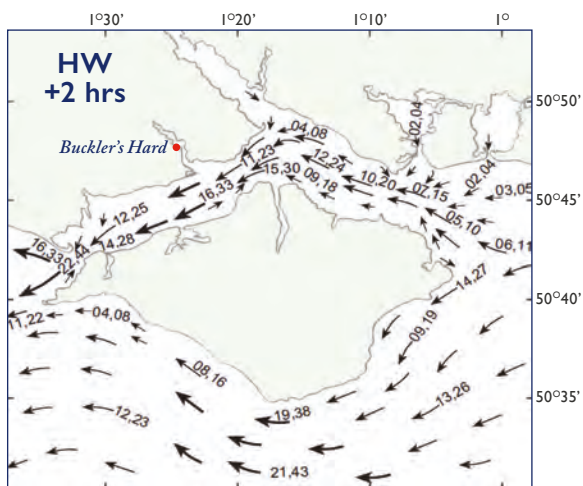
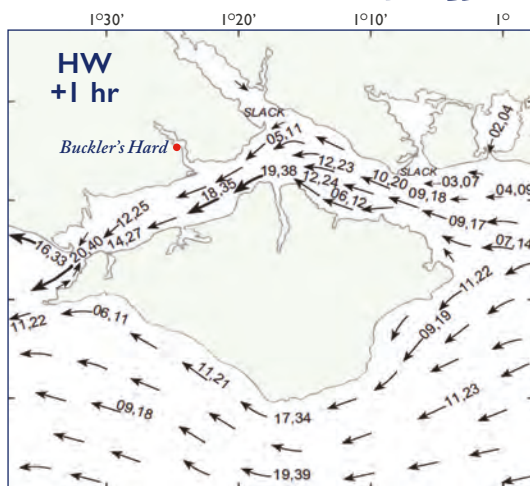
Royal Yacht
Squadron



Warsash
Sailing Club

SOLENT & ISLE OF WIGHT TIDAL STREAMS





High Water (HW) times refer to Portsmouth.



THE MASTER BUILDER'S
at Buckler's Hard

We are delighted to announce exciting new changes at The Master Builder's House Hotel for 2021!

As well as our fantastic Riverview restaurant, Terrace and Gardens, we now have a dog-friendly Restaurant.

We will be serving our new, delicious and seasonal menu from 12pm until 9pm throughout.

We also have a newly-refurbished residents' lounge.

The Yachtsman's Bar will go back to being a traditional pub, serving drinks to thirsty visiting sailors.

**To make your dining reservation
please call 01590 616253**

www.hillbrookehotels.co.uk/the-master-builders



THINGS TO DO ASHORE

Staying on the Beaulieu River provides the perfect opportunity to hop ashore and explore the New Forest. Here are some suggestions as to how you could spend a couple of hours or days.

PLACES TO VISIT

Explore the historic village of **Buckler's Hard**, just a short stroll from the marina. The Maritime Museum and historic cottages tell the story of the village and its important role in 18th century shipbuilding.

Just over two miles up-river is the village of **Beaulieu**, and home of the Beaulieu visitor attraction featuring the National Motor Museum, Palace House, Beaulieu Abbey and World of Top Gear. Beaulieu River visitors receive 20% off admission to both attractions—see over for further details.

Within a short sail you'll find the market town of Lymington. Take a dip in the open air sea water baths, browse the boutique shops or explore the popular street market held every Saturday.

The New Forest villages of Brockenhurst, Lyndhurst and Burley are within a 30-minute drive of Buckler's Hard, providing the opportunity to explore shops, cafes and restaurants.

CYCLING

Off-road cycling in the New Forest is permitted on a waymarked network of Forestry Commission tracks. Bikes can be hired from New Forest Activities booking centre in Beaulieu. A map of authorised routes can be downloaded from newforestnpa.gov.uk

WALKING

The New Forest is popular with walkers and has a variety of footpaths and routes to suit all abilities. For further information visit thenewforest.co.uk

BEACH DAYS

Lepe Country Park and Calshot are good spots to sit on the beach and watch the busy Solent, or within 45 minutes by car you can be sitting on the sandy beach at Mudeford.

EAT & DRINK

The Captain's Cabin Tea Rooms at the top of Buckler's Hard High Street serves hot and cold refreshments, including afternoon tea. The Master Builder's House Hotel offers casual and fine dining options and is situated within a five minute walk of the marina. Alternatively, a leisurely 2¼ mile stroll into Beaulieu will provide further places to eat, including cosy cafés, a pub and an award-winning restaurant.

EVENTS

For local events information, visit our website beaulieuriver.co.uk/things-to-do



BUCKLER'S HARD VILLAGE

At the heart of the Beaulieu River is Buckler's Hard, an 18th century village where ships were once built for Nelson's Navy.

Originally named 'Montagu Town' by John, 2nd Duke of Montagu, Buckler's Hard developed into a hive of shipbuilding activity in the late 1700s. With New Forest oak on the doorstep, it was ideally situated for such a task. The cottages that line the unusually wide street – where logs and planks were once piled – housed tradesmen and labourers.

Shipbuilding here went into decline shortly after the Napoleonic wars, but the village has remained unspoilt by the passage of time. In the Maritime Museum you will discover the fascinating story of the village, its residents and the ships they built, including Nelson's favourite warship HMS Agamemnon. Listen in to conversations between villagers of the past in the 18th century New Inn and follow the stories of the 19th and 20th century residents in an exhibition about village life.

Step through the doors of a worker's cottage as you go back in time to the 18th century to find out about the home life of the villagers and their families in historic cottage displays. One building, once the village school, is now a chapel which still holds regular services. Recent excavations of its cellar have suggested that the building may have been used by smugglers.

01590 616203
bucklershard.co.uk

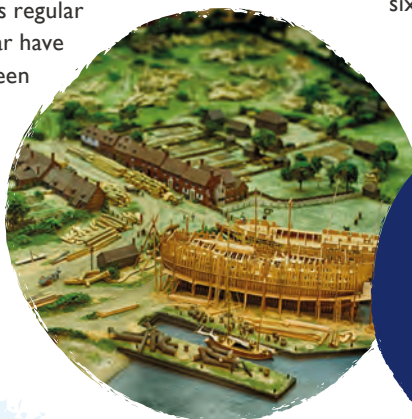
*20% off applies to on-the-day admission prices to Beaulieu and Buckler's Hard on presentation of a Beaulieu River mooring receipt. The mooring receipt must be presented within one month of issue date.



CAPTAIN'S CABIN TEA ROOMS

Treat yourself to a cream tea or tuck into a light lunch at the Captain's Cabin Tea Rooms. Also serving all-day snacks and hot drinks.

Pick up a loyalty card—buy six hot drinks and receive the next one free!



**20% off
admission
to Beaulieu &
Buckler's
Hard***

A family of five, including a man, a woman, and three children, are walking together on a grassy path. They are dressed in casual summer clothing. In the background, there is a large, multi-story stone building with many windows, likely Beaulieu Abbey.

VISIT BEAULIEU

Just two miles upstream from Buckler's Hard is Beaulieu, a marvellous day out to enjoy together. This award-winning attraction includes the National Motor Museum, Palace House, Beaulieu Abbey, World of Top Gear, Little Beaulieu and much more.

The National Motor Museum, home to a world-famous collection of over 280 vehicles, celebrates 140 years of ingenuity, imagination, and engineering genius. Marvel at cars that broke World Land Speed Records, be star-struck by Chitty Chitty Bang Bang and relive favourite TV moments in World of Top Gear. For a bird's eye view, a monorail ride through the roof of the museum is a must!



Relive the joy and excitement of your favourite childhood toy cars in *Motoring in Miniature – The Toys of your Childhood*, a new fun-filled family exhibition showcasing more than 800 toy cars and pedal cars.

The historic home of the Montagu family since 1538, Palace House is filled with family treasures and stories. Hear the tragic tale of the lady who inspired the Rolls-Royce mascot and the aunt who risked it all as a spy.

From the Mill Pond walk, the Victorian Flower and Kitchen Gardens to the Wilderness Garden and Alice's Topiary Wonderland, Beaulieu's beautiful outdoor spaces are waiting to be discovered.

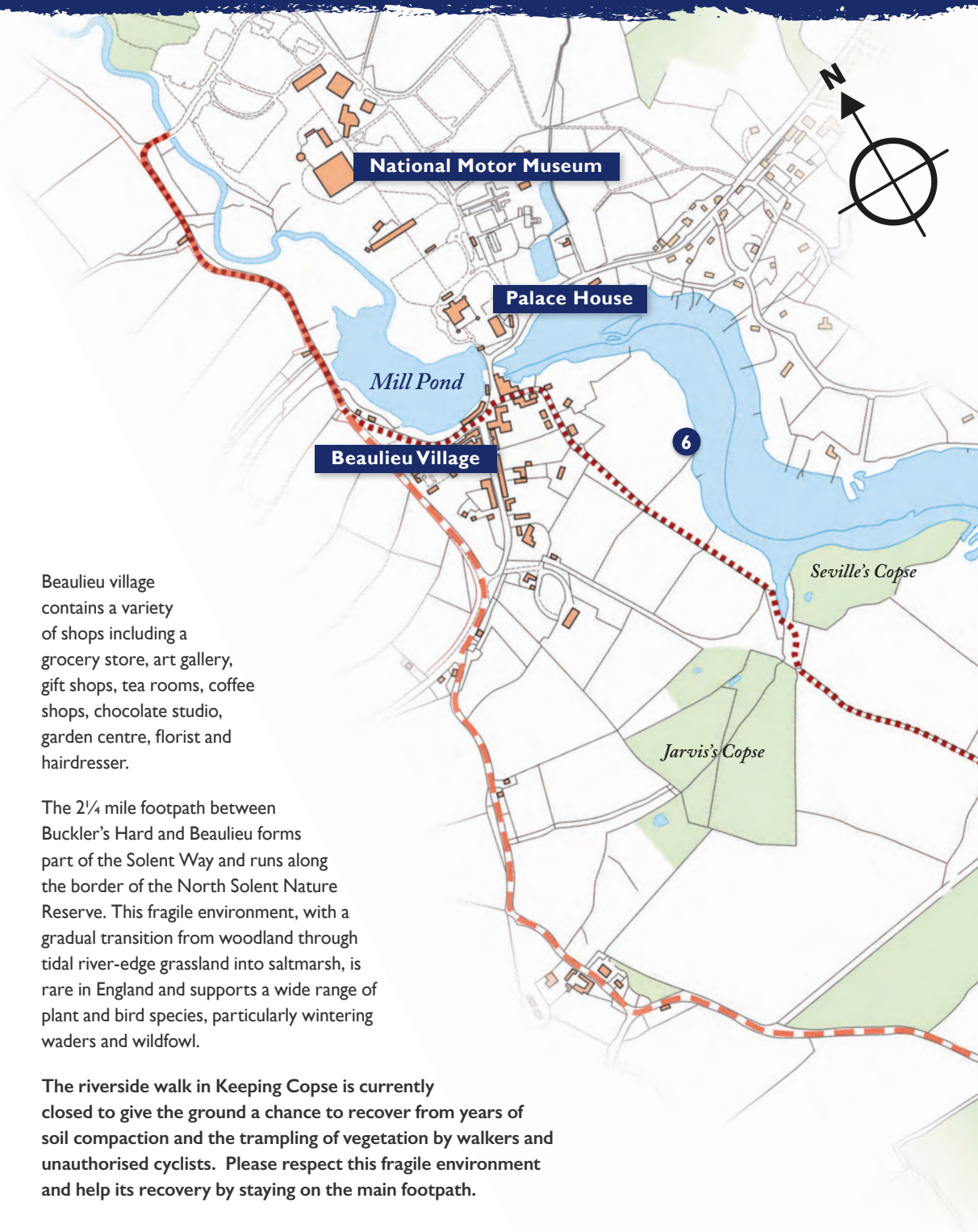
The new adventure play area, Little Beaulieu, is the perfect place for children to explore, with adventure round every corner. Clamber around a wooden replica of Palace House, uncover secret passageways and ride the zip wire. And while the kids wear themselves out, parents can enjoy a tea or coffee with a slice of cake at the perfectly placed cafe!

Experience the serenity of Beaulieu Abbey and learn what life was like for the monks who lived there over 800 years ago. Then, in the Secret Army Exhibition, discover Beaulieu's wartime secrets as the 'Finishing School' for the heroic Special Operations Executive. Learn about the remarkable agents who trained on the Beaulieu Estate before risking their lives on dangerous covert missions in Europe during World War Two.

A ticket to Beaulieu includes entrance to everything the attraction has to offer. What unforgettable memories will you make during your visit?

01590 612345 | beaulieu.co.uk

WALKING FROM BUCKLER'S HARD TO BEAULIEU



Beaulieu village contains a variety of shops including a grocery store, art gallery, gift shops, tea rooms, coffee shops, chocolate studio, garden centre, florist and hairdresser.

The $2\frac{1}{4}$ mile footpath between Buckler's Hard and Beaulieu forms part of the Solent Way and runs along the border of the North Solent Nature Reserve. This fragile environment, with a gradual transition from woodland through tidal river-edge grassland into saltmarsh, is rare in England and supports a wide range of plant and bird species, particularly wintering waders and wildfowl.

The riverside walk in Keeping Copse is currently closed to give the ground a chance to recover from years of soil compaction and the trampling of vegetation by walkers and unauthorised cyclists. Please respect this fragile environment and help its recovery by staying on the main footpath.

1 Duke's Bath House

This small thatched cottage was built by George, Duke of Montagu, c1760 for his son who suffered from arthritis. Salt water was considered beneficial for sufferers of arthritis so a pond in the garden was filled with river water in which people could bathe. The cottage is now a holiday let and can be booked through www.holidaycottages.co.uk.

2 Beaulieu River Boatyard

Hub of boating activity on the river of today.

3 Keeping Marsh

An open expanse of various salt tolerant plants.

This mud bank is the holding area for dredgings from the river but is quickly being colonised by indigenous plant and animal life, notably shelduck, Canada geese, mallard, oystercatchers, redshank and curlew. A public bird hide is also located here, accessible from the footpath and suitable for wheelchair users. Please be aware that extreme tides may flood this part of the footpath. Equinox tides will be on 29-31 March, 27-29 April, 26-27 May, 7-9 October, 5-7 November and 4-6 December.

4 Burnt Oak Copse

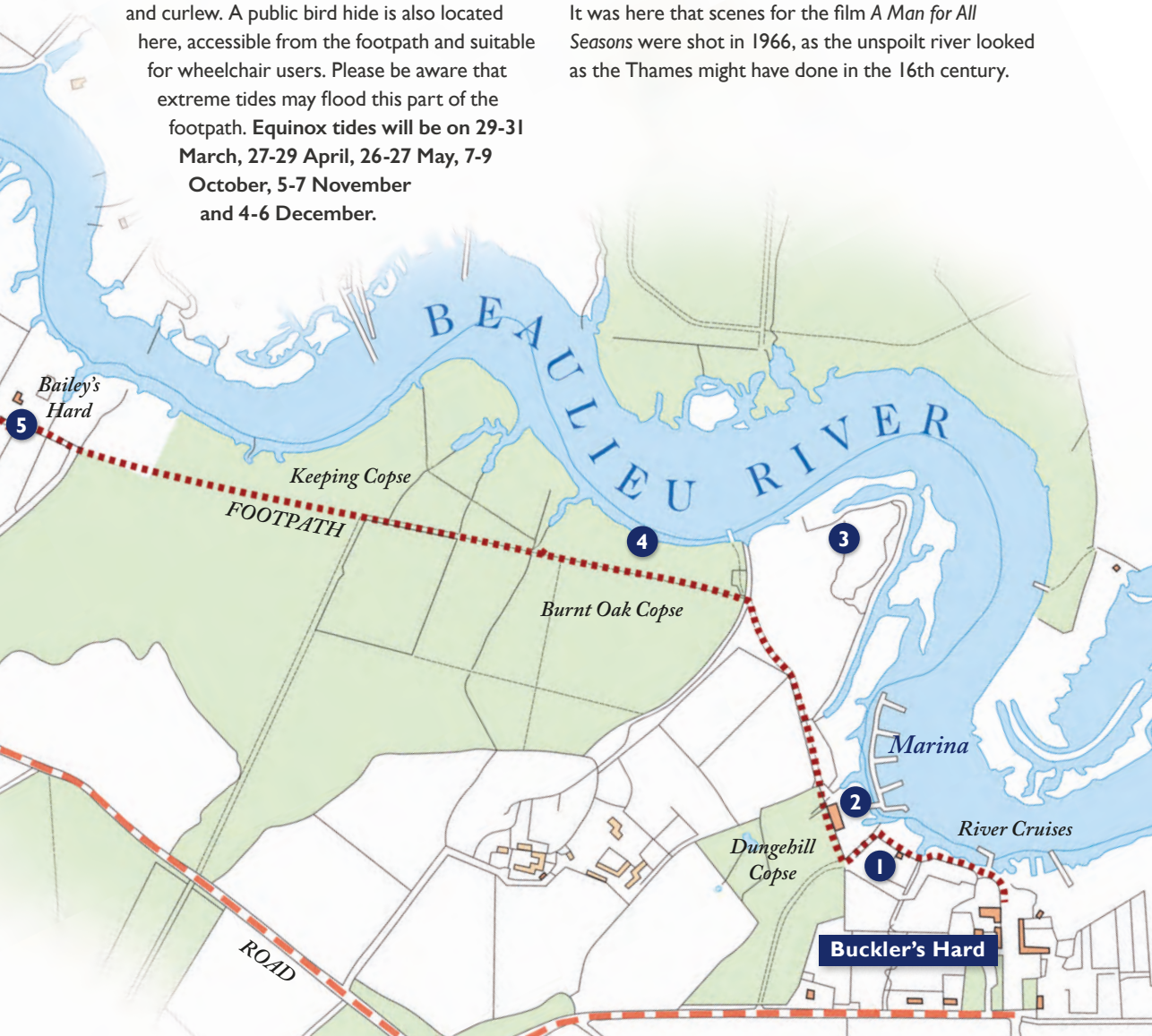
The trees here are predominantly oak dating from the early 19th century. They were later supplemented by wild service, hazel, scots pine and beech with common privet, butcher's broom, holly and hawthorn providing shelter and food for game birds. Note the stunted tree growth at the river's edge, caused by poor drainage and the salt water from the river.

5 Bailey's Hard

The tall red brick chimney is that of the old estate brickworks which drew on the local deposits of clay. Built in 1790, it last produced bricks in 1935 and is now a private residence. It was here that Salisbury, the first naval vessel to be built on the river, was completed in 1698.

6 Curtle Meadows

It was here that scenes for the film *A Man for All Seasons* were shot in 1966, as the unspoilt river looked as the Thames might have done in the 16th century.



BUCKLER'S HARD TO LEPE FROM THE WATER

The lower reaches of the Beaulieu River are best seen from the water as they are not served by a footpath.

1 Gilbury Pier connecting to the Exbury Estate.

2 Mulberry Dock

This is the site of the old oyster beds created in the 1870s. During the Second World War, an experimental floating dock was built here, together with components for the Mulberry Harbour, used in the D-Day landings. Today, oysters are again being bred on the river, where the water is pure enough for a licence to be granted.

3 Fiddler's Reach

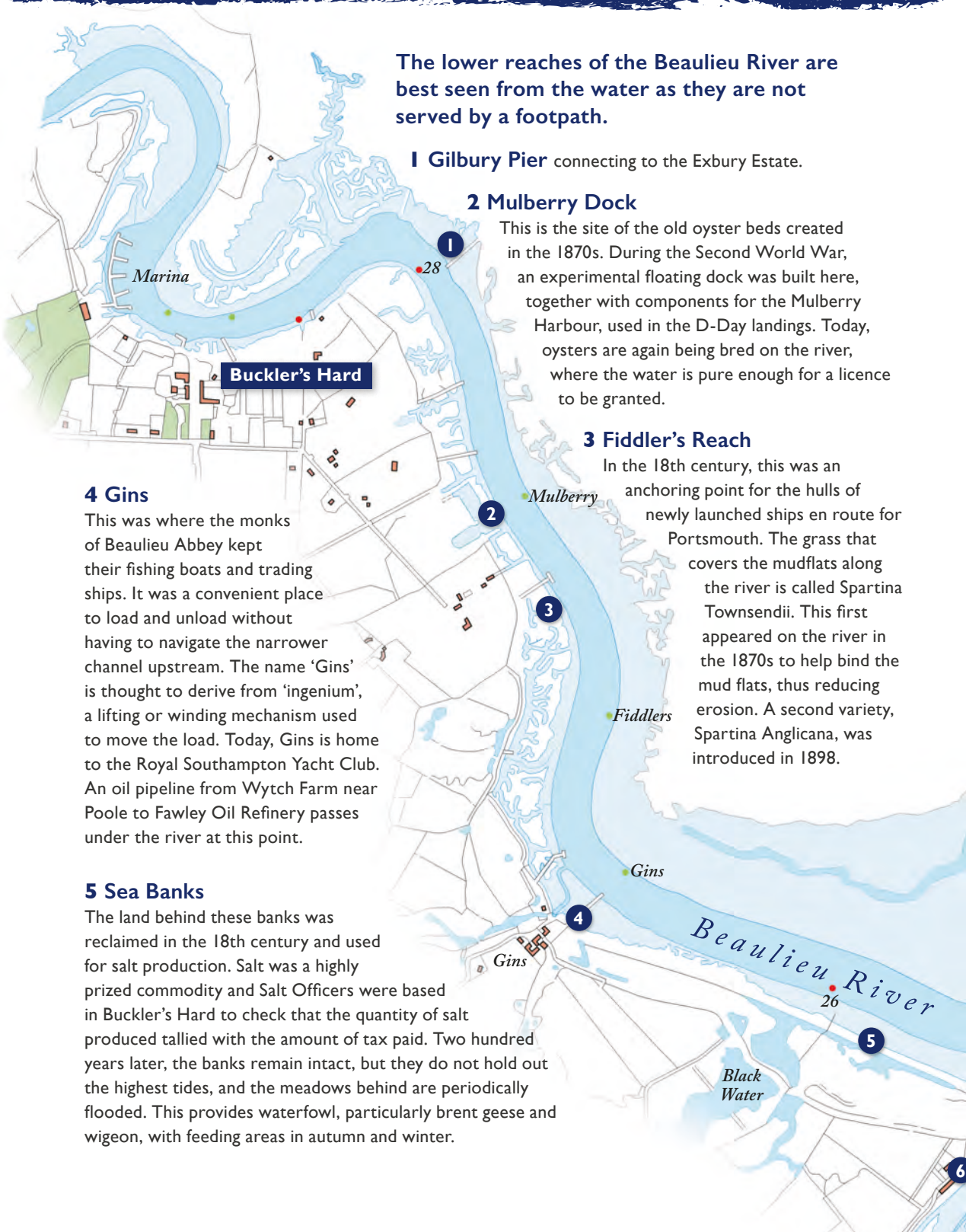
In the 18th century, this was an anchoring point for the hulls of newly launched ships en route for Portsmouth. The grass that covers the mudflats along the river is called *Spartina Townsendii*. This first appeared on the river in the 1870s to help bind the mud flats, thus reducing erosion. A second variety, *Spartina Anglica*, was introduced in 1898.

4 Gins

This was where the monks of Beaulieu Abbey kept their fishing boats and trading ships. It was a convenient place to load and unload without having to navigate the narrower channel upstream. The name 'Gins' is thought to derive from 'ingenium', a lifting or winding mechanism used to move the load. Today, Gins is home to the Royal Southampton Yacht Club. An oil pipeline from Wytch Farm near Poole to Fawley Oil Refinery passes under the river at this point.

5 Sea Banks

The land behind these banks was reclaimed in the 18th century and used for salt production. Salt was a highly prized commodity and Salt Officers were based in Buckler's Hard to check that the quantity of salt produced tallied with the amount of tax paid. Two hundred years later, the banks remain intact, but they do not hold out the highest tides, and the meadows behind are periodically flooded. This provides waterfowl, particularly brent geese and wigeon, with feeding areas in autumn and winter.



6 Needs Ore Coastguard Cottages

Built in the 1860s for the Coastguard, who were at the forefront of the fight against smuggling, as well as defence and rescue. Officers were moved around from station to station to prevent them becoming established in the local community and susceptible to bribery and collusion. The Needs Ore Station closed in 1922 but the cottages continue to be occupied by tenants of the estate.

7 Needs Ore Point

This was where Charles Bull created his 'Bull's Run' in 1726–27 as a shortcut into the river from the Solent. It was closed by a Special Act of Parliament in 1986 to protect Gull Island from erosion. Needs Ore is the base of the Beaulieu River Sailing Club whose dinghy races take place in this part of the river. Please note that the Beaulieu River Sailing Club jetty is private and landing is not permitted anywhere at Needs Ore.

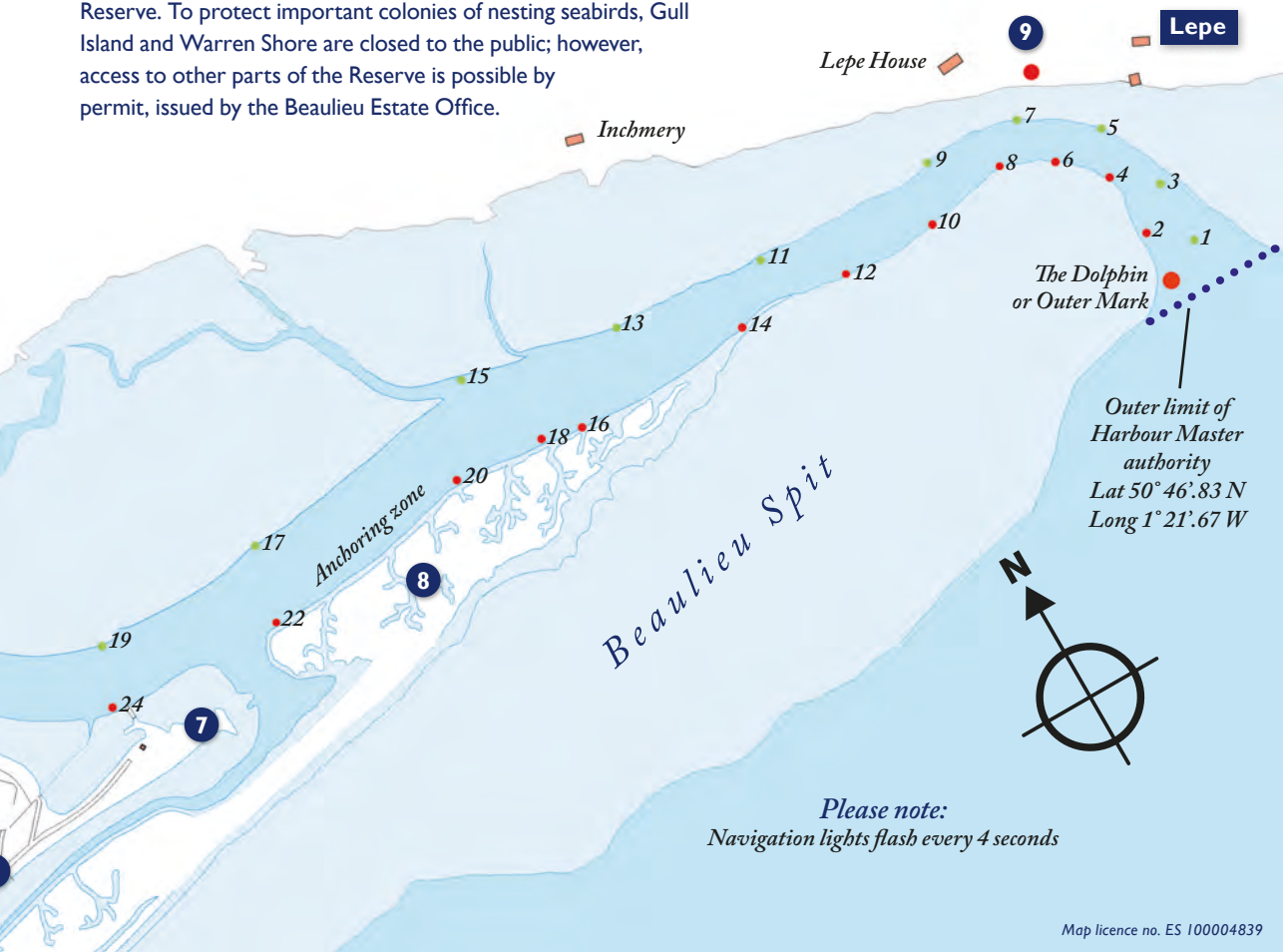
8 Gull Island

This is actually a spit and owes its name to the black-headed gulls which used to nest here in abundance, and after a period of time away are now nesting again. This forms part of the Special Protection Area (SPA) and is out of bounds to the public.

9 Millennium Beacon

This miniature lighthouse serves as a day mark and contains a sectored light for guiding boats into the river at night. Its construction was kindly funded by many of the yachtsmen who use these waters.

The lands bordering the river contain an exceptional variety of habitats, which support an equally varied assemblage of wildlife. Dogs must be on leads at all times when ashore around the Beaulieu River and are not permitted in the North Solent National Nature Reserve. To protect important colonies of nesting seabirds, Gull Island and Warren Shore are closed to the public; however, access to other parts of the Reserve is possible by permit, issued by the Beaulieu Estate Office.





HISTORY OF THE BEAULIEU RIVER SAILING CLUB

2021 marks the 90th anniversary of the founding of the Beaulieu River Sailing Club. In 1931, Lord Montagu's grandmother Pearl, along with other local residents who loved sailing together on the river decided to form a club. They raced mainly in Scows or Lymington Prams on Sunday afternoons through the spring and summer to and from Buckler's Hard. In June that year a group came together to form a committee that named the club, designed the burgee, set the rules for membership and racing and devised a programme of events including a winter dance to be held in the Domus in November. The club's ambition was to make sailing enjoyable for everyone, regardless of experience. Membership was open to those who lived on or near the river.

In 1932 the club sought recognition from the RYA and for the next five years leased the Agamemnon Quay at Buckler's Hard at the bottom of the village street. The annual membership was fixed at 5s 10d.

Racing commenced at 3pm and tea was served on the lawn outside the Master Builder's afterwards for a special price of 2s 6d. A beautiful trophy of a



model Scow was presented for the winner of the first series. By the mid-1930s there were around 35 Scows in the fleet and an annual regatta and an 'ocean' race out into the Solent at Lepe.

In 1934 some members wanted to have a larger boat than a Scow and it was decided to introduce a fleet of Sharpies for two-handed sailing. They were built in Christchurch by Elkins Yard at a cost of £40 each. All the boats had to be given names beginning with the letter M. By 1937, the club had more than 100 members and racing moved to Gins where there was a bit more space and a rough clubhouse was erected.

During WW2, the river had to be cleared of all boats and was requisitioned by the Royal Navy. There was to be no racing, no private yachts and absolutely no access to the river, where secret D-Day operations were mustering.

Soon after the war, racing started again and in 1951 a regatta, with Sharpies and Scows participating, took place between Buckler's Hard and Gins. In the mid 1950s Buckler's Hard was becoming too busy with tripper boats and the BRSC moved to a new home at Needs Ore near the river entrance. A clubhouse was built and the membership swelled with new local families.

In the 1960s Scows started to be built in fibreglass and the Palace Quay boatyard in Beaulieu made them for £135 from kits supplied by Halmatic. The Scow fleet grew steadily as well as a new Finn and 420 class. The club had some superb sailors, some with successful Olympic ambitions and some who competed in national and international racing. Interclub racing against other local clubs was popular and a junior summer sailing school was started near the top of the river at Bignalls. Many children have learnt to sail in the tricky wooded upper reaches of the Beaulieu River where the wind is fluky and tide strong and the mud inevitably gets everywhere. Sailing was very much in the spirit of Swallows and Amazons, with a focus on fun, picnics

and friendship as well as an opportunity to learn to sail and row skilfully.

As time went on new classes of boats were introduced, the Laser, Optimist, and Topper but the Scow went on regardless. To this day you will see club sailing most weekends on the river. In the spring and autumn racing is done at the top of the river by Palace House at Rope Factory Field and in the summer after the marathon 'down river race' the fleet moves to Needs Ore where they race in the area from Lepe to Gins. The fleet of Scows is around 65 boats and the club has some 400 members. Membership rules are still strictly applied; the club requires its members reside in the Parishes of Beaulieu, Exbury or East Boldre so as to maintain a truly local camaraderie to the club.

Hon. Mrs Mary Montagu-Scott DL

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PADDLE SPORTS

The Beaulieu River is a Site of Special Scientific Interest and home to a remarkable variety of wildlife. Due to the protected status of the riverbanks, the slipway at Buckler's Hard is the only place you are permitted to launch or recover canoes, kayaks and paddleboards on the Beaulieu River. Please help us maintain the natural beauty of the river by proceeding with caution and consideration.

For the safety of all our users, we do not permit launching or landing after dark.

Launch & Recover Service Fees

Less than 4 metres **£10** per vessel (includes parking for 1 car)

More than 4 metres **£25** per vessel (includes parking for 1 car)

To book and pay for your launch and car parking, please use the pre-booking system on the slipways & launch fees section of our website at beaulieuriver.co.uk.

Paddle safely and responsibly by observing these rules

- ⚓ If you are new to paddle sports, we encourage you to take lessons first.
- ⚓ Label your canoe, kayak or paddleboard so if you get separated, rescue teams can reunite you.
- ⚓ Observe navigational rules – keep right and give other users space.
- ⚓ Respect other river users and remember you are not always visible to other vessels.
- ⚓ Keep to the main channel (marked with red and green posts). Do not enter the creeks.
- ⚓ Check local weather forecasts and tidal predictions; tidal currents can be hazardous and the wind can easily blow paddleboards off course. Remember that the upper reaches of the river do dry out and that the ebb tide is stronger.
- ⚓ Wear a correctly-sized buoyancy aid.
- ⚓ Ensure you have a mobile phone or VHF radio.
- ⚓ Bring a whistle in case of emergency.
- ⚓ Do not secure children or dogs to your canoe, kayak or paddleboard.
- ⚓ Only use one paddleboard per person. Don't be tempted to share, particularly with children.
- ⚓ Please do not allow dogs to run free along the foreshore.
- ⚓ Keep your distance from wildlife and keep noise to a minimum.
- ⚓ Do not drink alcohol and paddle.
- ⚓ Please take all litter home.
- ⚓ You can ofload your car at the slipway, but please return it to the car park before going afloat.
- ⚓ Please do not land on private jetties or along the riverbank.



2021 PHOTO COMPETITION

We would like to thank everyone who entered the 2020 photographic competition and to congratulate the winner, Richard Colegrave.

We now invite entries for the 2021 competition. This year, we'd like entrants to capture what makes the Beaulieu River special to you. The winning photographer will win a cash prize of £200.

For more information, visit beaulieuriver.co.uk/photo-competition



Winner: Richard Colegrave

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HELP PROTECT OUR WILDLIFE

The Beaulieu River is an important feeding ground and lifeline for birds, with up to 125,000 wildfowl and wading birds visiting the Solent each winter, which is home to 10% of the world's population of dark-bellied brent geese. When they're disturbed, birds waste energy escaping from the perceived threat and lose valuable feeding or resting time, which may mean they don't survive to migration.

Disturbance often happens accidentally because the birds are so well camouflaged, so please help us protect them by being aware of your surroundings. Follow all signs and remember that dogs are not permitted access to the North Solent National Nature Reserve under any circumstances. Landing is only permitted at designated points.

Picture (above) by Jonathan Winter, shortlisted for the 2020 photographic competition



Wonders of the Solent

At the mouth of the Beaulieu Estuary lies one of the Solent's internationally important seagrass meadows; providing food, refuge and breeding grounds which support marine biodiversity and important local fisheries for sea bass and cuttlefish. They also store CO₂, helping to fight climate change and they protect our shores from erosion.

Find out more about our wild Solent and how you can help to protect it by visiting:
hiwwt.org.uk/WilderSolent

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SEALS OF THE BEAULIEU RIVER

Charming, playful and occasionally cheeky, the seals of the Beaulieu River have become social media stars, and Sammy the Seal is regularly spotted hanging out on visiting dinghies.

If you spot one of the seals on the river, we'd love to see your photos and videos. Drop us an email or get in touch via any of our social media channels:



@beaulieuriver



@BeaulieuRiver



@beaulieuriver

A brief guide to seal-spotting

The Solent is home to two species of seal which can be difficult to tell apart from a distance.

The common seal (also known as the harbour seal) is the smaller species. It has a round head, a more concave forehead and a short muzzle (similar to that of a dog) and its nostrils are V-shaped.

The grey seal (pictured above) is larger and has a 'Roman nose' profile and an elongated muzzle without a distinct forehead. It has parallel nostrils.

Please remember that seals are wild animals and their wellbeing is paramount. Keep your distance and if a seal approaches you, let it decide how close to get. Please don't touch it. If you are concerned about the welfare of a marine mammal, contact British Divers Marine Life Rescue at:

01825 765546

Picture of a Grey Seal by Richard Holgate, shortlisted for winning the 2020 photographic competition.

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