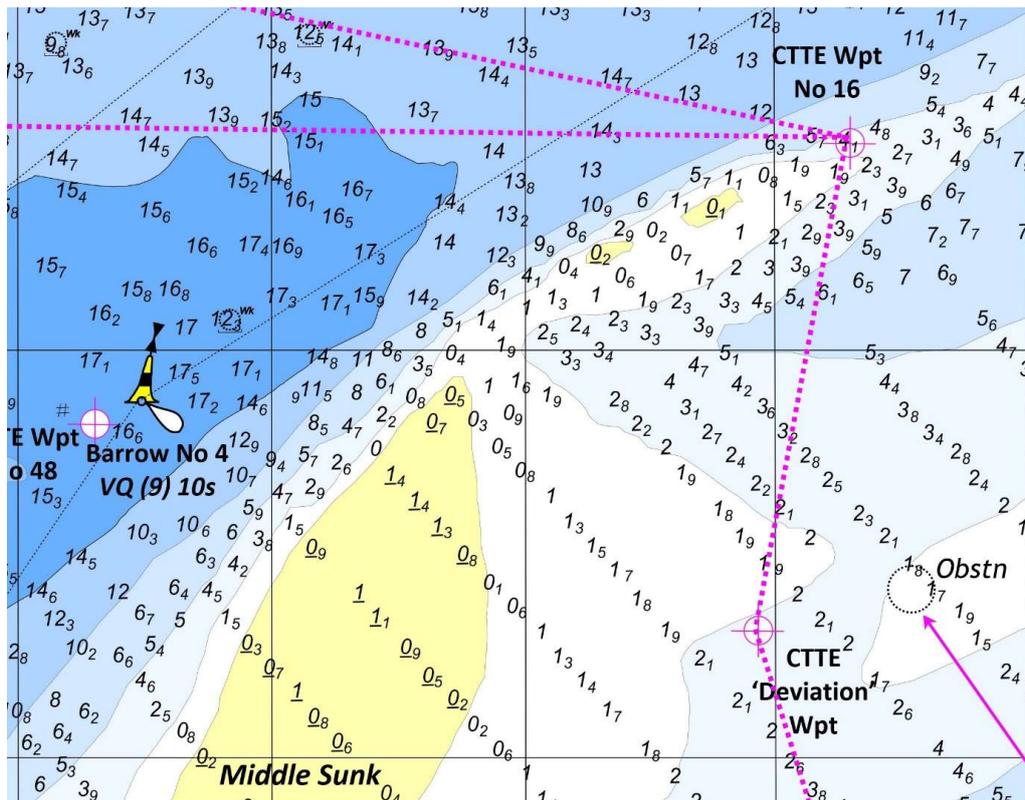


## Alert regarding the Middle Sunk Sand crossing point

### Middle Sunk

I had recommended last year that the Middle Sunk crossing was avoided until new data was available and I had not altered that recommendation. Recently I have been told that one yacht crossed the Middle Sunk using a chart plotter and unfortunately touched bottom in 3m of height of tide (with 2m draft). This was on the north-east 'finger' of the Middle Sunk.

The last survey was by the Port of London Authority in 2015 and it was clear that the 'finger' had been extending to the north-east from earlier years.



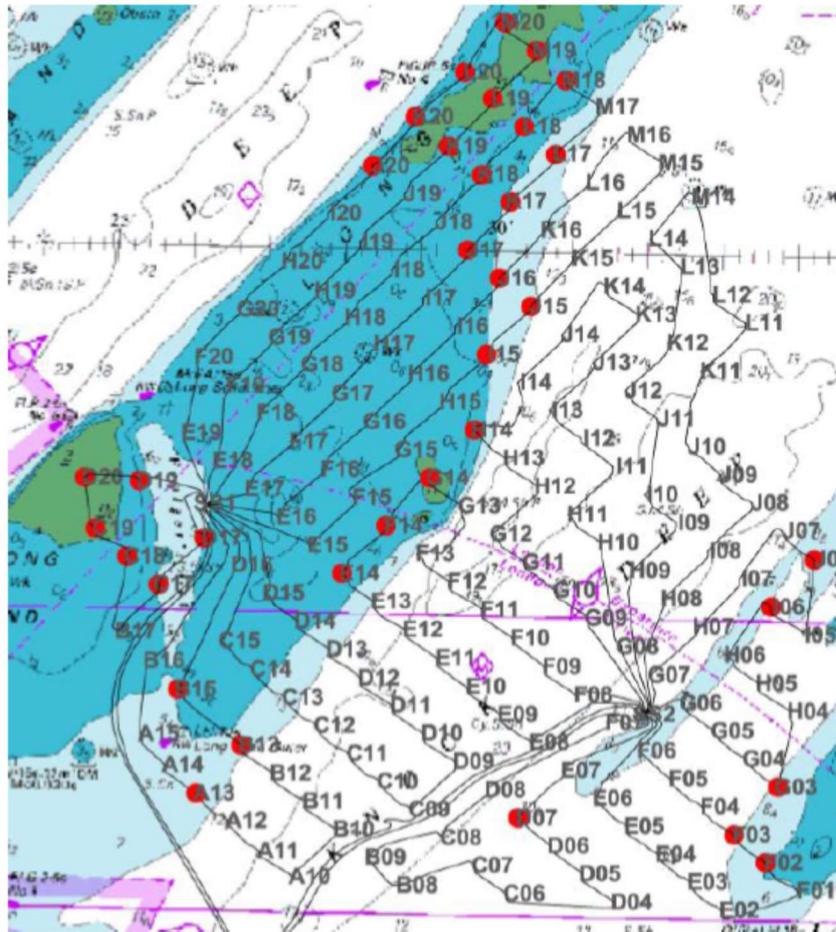
This chartlet shows the 2015 PLA data. The UKHO chart 1975, which is the primary source for electronic charting, shows that area is still using 2012 data, not the 2015. And the 'finger' may have, based on the recent report, continued to extend further to the north-east. The 'touch' is thought to be close the Wpt No 16.

My recommendation remains as last year: don't use that crossing until there is new data. That involves Routes 3, 9 and 15. I am hoping to go down to the Middle Sunk and I will, of course, report back.

Both the SW Sunk and Little Sunk crossings have been used on several occasions this year.

### An addition update about Foulger's Gat and the London Array Wind Farm Maintenance

The Wind Farm have just announced some changes in their Diving plans for the maintenance of a number of turbines. The consequence is that this maintenance plan now includes 6 turbines that are adjacent to Foulger's Gat or the 'dogleg avenue'. That is turbines A13, B13, B15, C17, D17 and D19.



When works are in progress there will be two phases: first a 250m exclusion zone around preparatory moorings, second a 500m exclusion zone when diving takes place. Up to 3 individual sites can be operated at the same time, so for example, if D17 and D19 were serviced at the same time, space through the Gat would be severely restricted.

There is no advance schedule as the diving depends on very localised conditions. Therefore it will be necessary to call up the Dive Support Vessel in advance. Warnings will be broadcast on VHF Ch 16.

The local Notice to Mariners supplies details of the Dive Support Vessel:

C-Force – Call Sign MITT4, MMSI 232033970, Mobile 07718 424492. Given that a late warning to divert to Fisherman’s Gat would be quite inconvenient, I would suggest a telephone call in advance would help.

Any queries email me at [rgaspar@tinyworld.co.uk](mailto:rgaspar@tinyworld.co.uk)

Happy passages.

Roger  
[www.crossingthethamesestuary.com](http://www.crossingthethamesestuary.com)