

LOCAL NOTICE TO MARINERS No. 02 of 2023

Safe Transit of Littlehampton Harbour Entrance

MARINERS ARE ADVISED that Littlehampton is broadly a half tide port subject to easterly/westerly tidal streams until inland of the lighthouse and that the river's ebb flow can peak at six knots after heavy rainfall. For a first call, it's recommended to transit between High Water (HW) -2 hours and HW+1 hour, staying on the charted transit from/until 0.5M to sea. Rainfall drainage also delays observable flow in the upriver direction until approximately LW+3hrs.

"The Bar" is the shallowest part of the fairway and is located immediately to seaward of the outer beacons. The bar is surveyed regularly with a Controlling Depth declared as 0.9m above Chart Datum (+CD). To find the actual depth of water, subtract 0.9m from the actual Height of Tide.

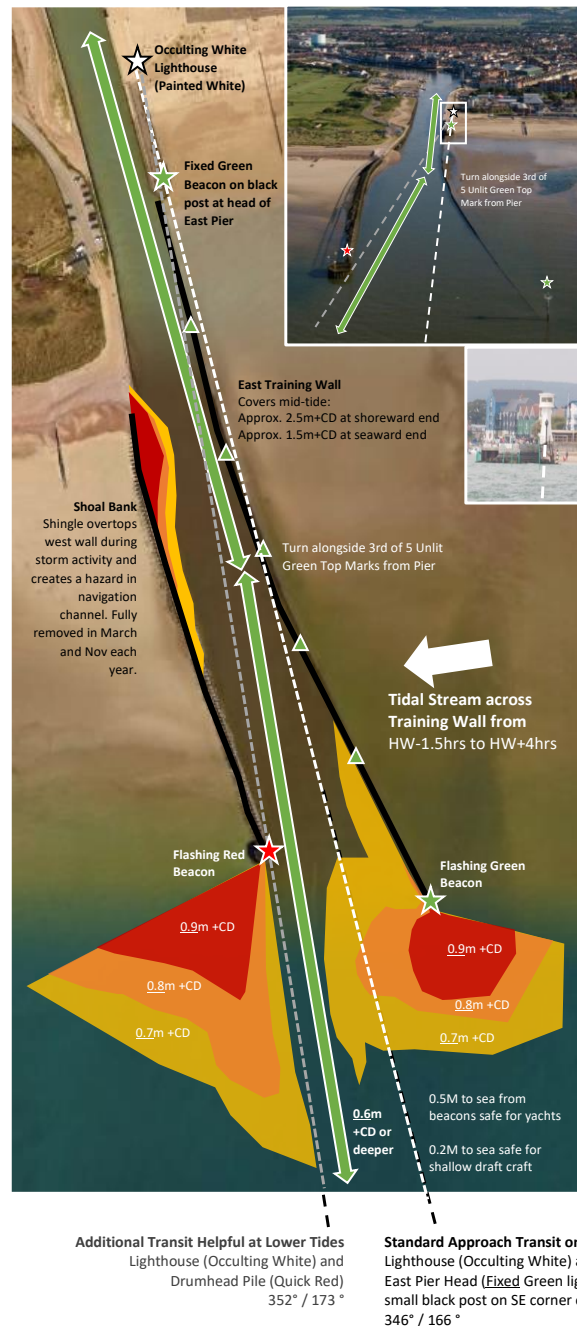
A useful rule of thumb is: from HW-2.5hrs to HW+3hrs there will be at least 2.5m water depth over the bar (regardless of springs or neaps). When calculating their Underkeel Clearance, mariners should also consider the effect of wave height which can be checked along with Height of Tide on the gauges throughout the harbour, with the Office or at littlehampton.org.uk/weather. Height of Tide for any future time and date can be forecasted using a Tidal Curve on [hard copy](#) or mobile app such as [Imray's](#).

"The Shoal Bank" develops seasonally on the west side of the navigation channel adjacent to the crest of the West Beach. Shingle overtops the wall on spring tides with severe weather. This bank is dredged each Spring and Autumn using a shoreside long-reach excavator within seasonal environmental restrictions. Mariners are advised to favour the east side of the channel and plan ahead to avoid passing or overtaking in this area.

Further information including updates on port operations is available via VHF71 during office hours or the below contact details. LNtM 05 of 2013 and 04 of 2004 are both hereby cancelled.

Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Sailing Organisations should ensure that the contents of this Notice are made known to the masters or persons in charge of their vessels or craft.

Harry Gregory
Harbour Master
6th January 2023



The deepest approach can generally be achieved by staying between the two transits above

NOT TO BE USED FOR NAVIGATION

Soundings showing improved depths above compared to the declared 0.9m+CD controlling depth have been monitored as consistent in recent years but ultimately remain subject to change following severe weather.