

RSrnYC & RAFYC

VESSEL ACTIVITY DATA COLLECTION

SUMMARY NOTE

1. INTRODUCTION

At the request of the River Hamble Harbour Master, this data collection exercise has been carried out to quantify vessel movements, routes and activities within the water areas in the immediate vicinity of the RSrnYC & RAFYC proposed development. The extent of the water areas and activities monitored is noted in Figure 1.1.

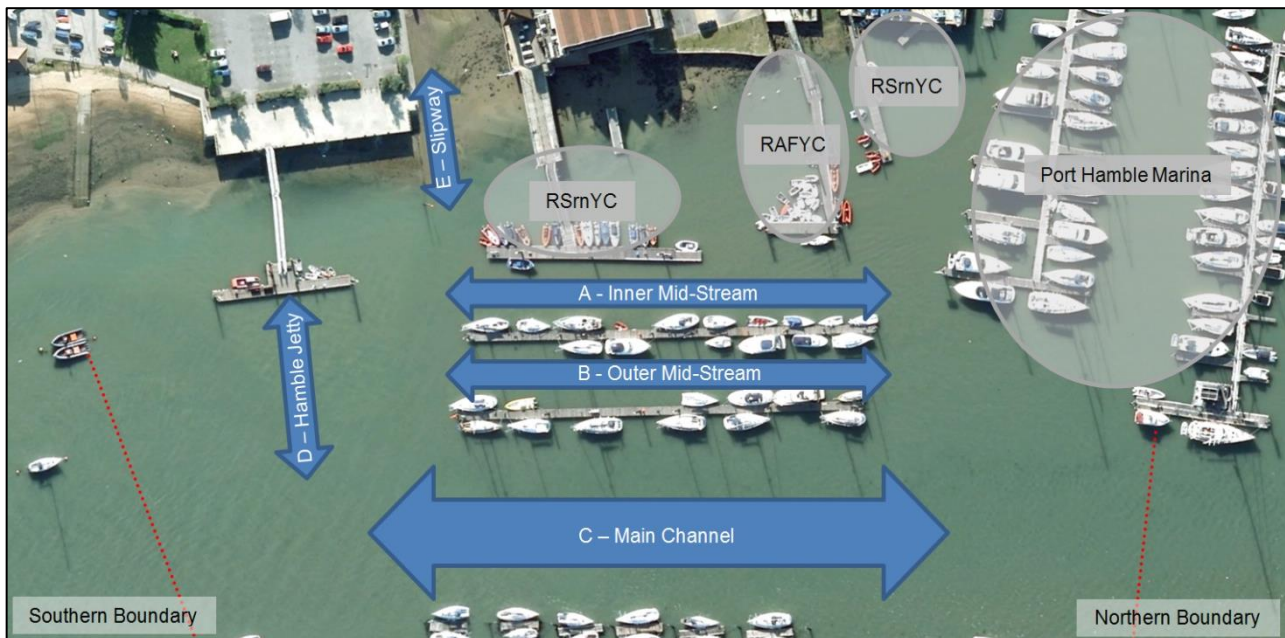


Figure 1.1 Areas of Activity & Extent of Study Area

A methodology was agreed with the Harbour Master and this outlines the survey process, a copy of which is included in Appendix 1. Data was recorded for a 12 hour period each day from 07:00 to 19:00 over an eight day period. The study included a full weekend as well as mid-week and targeted weekend days.

During this sample period, the weather conditions and days recorded present a typical spread of activities and serves to illustrate typical navigation routes by a range of users and vessel types. A five day period was requested by the Harbour Master, however the data presented covers a full eight days.

In order that a representative spread of activities has been captured, a May Bank holiday weekend with the RSrnYC 'link' pontoon deployed (a temporary floating structure connecting the walkashore pontoon to the inner Mid-Stream pontoon) is also included. As a result, the Inner Mid-Stream mooring area and recording of vessel movements is modified through the introduction of the link pontoon as illustrated in Figure 1.2.



Figure 1.2 Areas of Activity With Link Pontoon Deployed

2. FINDINGS

The following key statistics highlights vessel usage and apportions vessel movements to specific water areas and facilities as noted on Figure 1.1 to include:

- A & B ~ Mid-Stream pontoons (RSrnYC)
- C ~ Main Navigation Channel
- D ~ Hamble Jetty
- E ~ Hamble Slipway
- Port Hamble Marina
- RSrnYC
- RAFYC

The results are noted below and the summary data sheet is included in Appendix 2.

2.1 Key Findings

Table 2.1 summarises the results for the eight day survey period by area. A commentary of the pertinent points arising is included within this section.

Area of Activity	Vessel No.	Percentage of Total
All areas (A,B,C,D,E, RSrNYC, RAFYC & Port Hamble)	4943	-
C - Main Channel Activity	3840	77.7%
B & C - Mid-Stream Moorings	*847	17.1%
D - Hamble Jetty Activity (exclusively)	247	5.0%
E - Slipway Activity (exclusively)	9	0.2%

* Further breakdown provided in table 2.2

Table 2.1 Total Vessel Movements by Area

- A total of **4,943 No.** boat movements were recorded to include vessels transiting through the Main Channel (an average of 617 per day).
- Of the total boat movements **3,840 No.** (78%) were recorded as navigating through the Main Channel.
- Total vessel movements through the mid-stream moorings equated to **847 No.** (an average of 105 per day).
- 247 No. vessels landed or departed from the Hamble Jetty **but did not transit through the RSrNYC mid-stream moorings.**
- Total Slipway use was **9 No.** vessel movements made up of:
 - 2 No. Kayaks launching and heading immediately down stream
 - 2 No. Kayaks heading upstream to the slipway and recovering vessels on the slipway

- 1 No. tender launching and heading immediately down stream
 - 1 No. tender launching and heading directly across the main channel to the east side of the river
 - 1 No. tender heading upstream to the slipway and recovering on the slipway
 - 1 No. Rib launching and heading directly across the main channel to the east side of the river
 - 1 No. Speed boat launching and heading downstream
- **None of the vessels launched or recovered from the slipway transited through the RSrNYC mid-stream moorings.**
 - A rib was recorded attempting to launch from the slipway at low water on Sunday 5th May. The owner was unable to launch the rib due to water depths and slipway gradient and aborted the operation. A separate paper reviewing the Hamble Slipway is attached in Appendix 3. The findings of this data survey and in particular the low levels of use should be acknowledged in conjunction with the slipway paper.

Figure 2.1 illustrates the split of activity by area between the main channel, the study site, the Hamble jetty and the Hamble slipway.

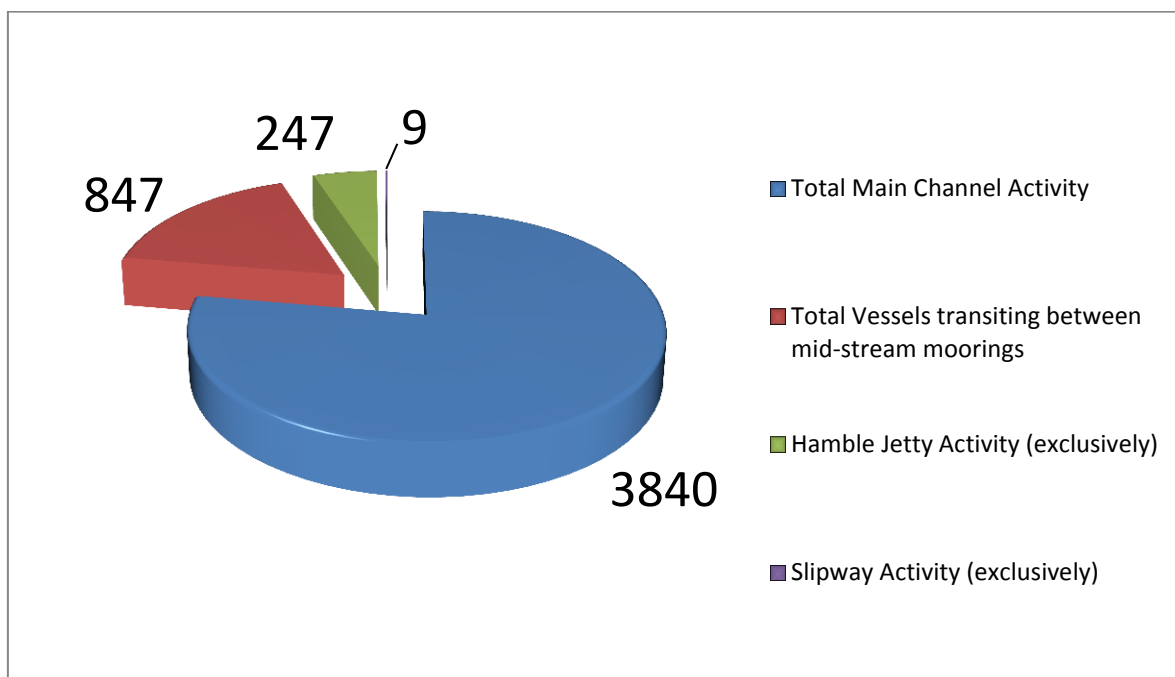


Figure 2.1 Apportionment of Activity by Area

2.2 Mid-stream Mooring Activity

The mid-stream mooring activity (847 No. vessel movements) represents 17% of total vessel numbers recorded and are further sub-divided as noted in table 2.2:

User Groups	Vessel No.	Percentage of Mooring Area	Percentage of Total Vessel Movements
Total Vessels Transiting Areas - A & B	847	-	17.1%
To or from RSrNYC moorings	558	65.9%	11.3%
To or from RAFYC moorings	166	19.6%	3.4%
Other Vessels	104	12.3%	2.1%
To or from Hamble Jetty	11	1.3%	0.2%
To or from Port Hamble	8	0.9%	0.2%
To or from Slipway	0	0.0%	0.0%

Table 2.2 Breakdown of User Groups through Mid-Stream Moorings (Areas A & B)

A total of 847 No. vessel movements were recorded transiting through the Mid-Stream moorings. Each transit route crossing the path of the Hamble slipway at 14m (mid-point of inner Mid-Stream Mooring) or 35m (mid-point of outer Mid-Stream Mooring) from the foot of the slipway. For comparison purposes, the mid-point of the Main Channel lies some 72m from the foot of the slipway.

Over 85% of vessel movements can be directly apportioned to the RSrNYC and RAFYC. Other vessels (representing 12.3% of activity) are covered in section 2.3 as a separate analysis to identify vessel types and routes. Significantly of the 4,943 vessel movements recorded no vessels transited through the Mid-Stream Moorings to approach or depart from the Hamble Slipway.

A review of the remaining user groups highlights the following findings:

- 11 No. vessels (1.3% of Mid-stream mooring activity) landed or departed from the Hamble Jetty through the mid-stream moorings and were made up of the following vessel and user types:

- 7 No. River Taxi movements traveling downstream through the mid-stream moorings and landing on the Hamble Jetty.
 - 1 No. River Taxi movements traveling upstream through the mid-stream moorings from the Hamble Jetty and **continuing upstream against COLREGs.**
 - 1 No. Motorboat heading downstream through the inner pontoon and landing on the Hamble Jetty.
 - 1 No. Rib departing the Hamble Jetty and heading up through the mid-stream moorings and **continuing upstream against COLREGs.**
 - 1 No. Rib departing the RAFYC jetty transiting through the mid-stream moorings and landing on the Hamble Jetty for a pick up.
- 8 No. vessels (0.2% of Mid-stream mooring activity) were recorded as entering or departing the downstream side of Port Hamble A pontoon and transiting through the mid-stream moorings.

Figure 2.2 illustrates the split of activity by user groups within the Mid-stream Mooring area:

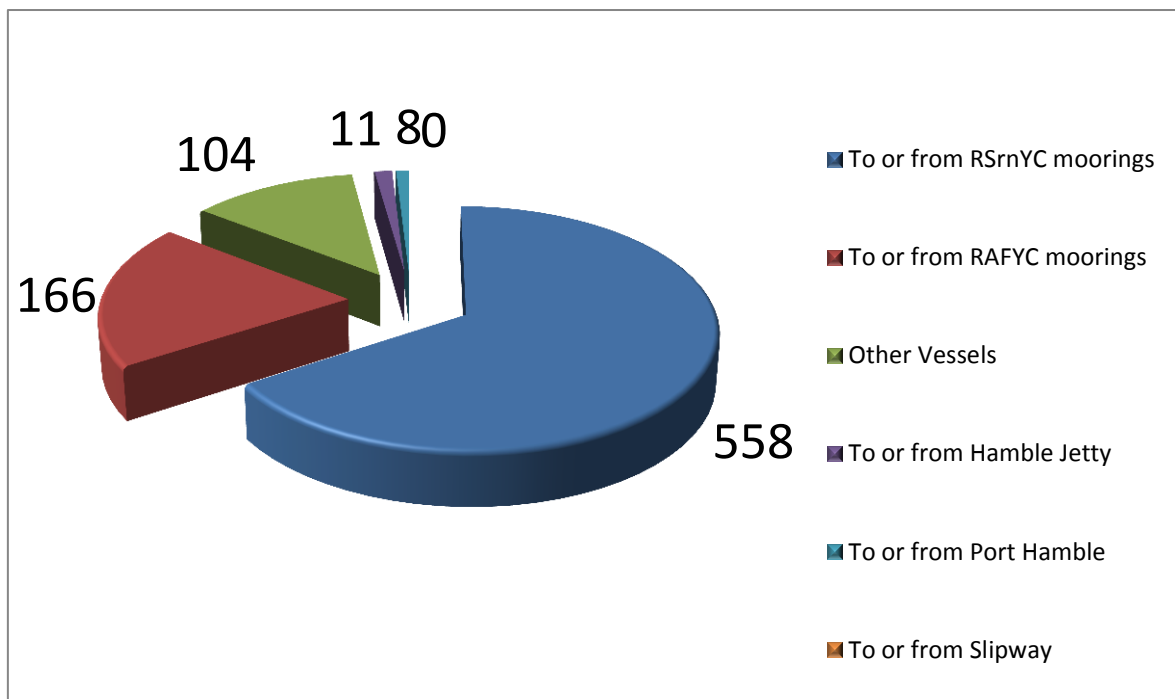


Figure 2.2 Apportionment of Activity by User Groups

2.3 Other Users

The 104 No. 'Other vessels' are made up of two distinct activities:

- Vessels transiting down-stream from the Main Channel
- Vessels transiting upstream and into the Main Channel

The former represents 44 No. or 0.9% of total vessel movements transiting down-stream **from the main channel**, through the mid-stream moorings with everyone of them **continuing down-stream in the main channel**. Further sub-division of vessel types can be made to include rowing boats, (with the oarsman facing in the opposite direction of travel), Kayaks and small tenders which are potentially unsighted by other water users when in close proximity to moored vessels. A simplified categorisation of 'other' water users is illustrated in Figure 2.3.

The latter represents **60 No. or 1.2% of total vessel movements who continued to navigate upstream on the west side of the channel against COLREGs, a navigational risk identified in the Navigation Risk Assessment (also previously highlighted by the Harbour Authority).**

A point to note is that 23 No. of the 104 No. 'Other vessels' made passage under the RSrNYC pier or bridge structure. This is an activity that cannot take place during high water due to restricted air draft or low water due to the absence of water within these areas.

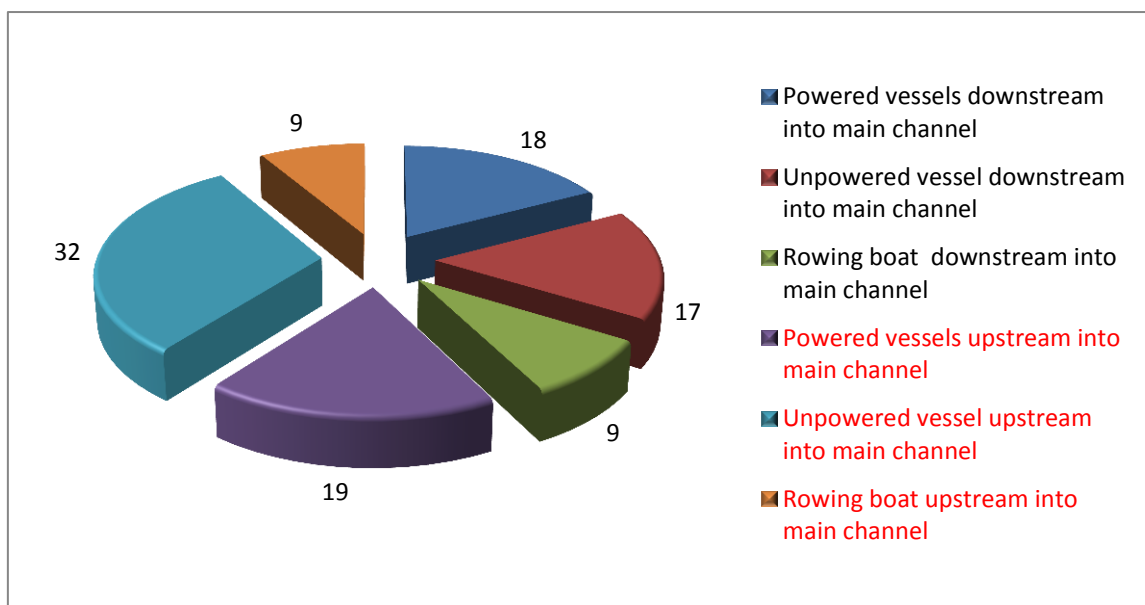


Figure 2.3 Other Vessel Types and Routes through the Mid-stream Moorings

2.4 How The Proposal Would Affect Recorded Activity

A total of **94%** of vessels transiting through the Mid-stream Moorings are considered within the proposed pontoon development, namely:

- RSrNYC users
- RAFYC users
- Port Hamble Marina A Pontoon users
- Vessels transiting upstream through the mid-stream moorings and continuing against COLREGs

The proposed development will support the Harbour Master's Directions by ensuring that vessels navigating upstream may not transit the Mid-Stream Moorings then continue up the west side of the main channel. Risk Control Measures to provide education and signage have been incorporated into the proposed design to reinforce communication.

44 No. vessels or 0.9% of total vessel activity will merely continue to make passage downstream in the main channel (from whence they came) as a result of the proposal. It is to be noted that the 44 No. vessels recorded were in the main channel before they navigated through the Mid-Stream Moorings and then re-entered the main channel once through the confines of the 100m of mid-stream moorings.

The 9 No. slipway users would not be affected by the proposal as 4 No. related to Kayaks using the slipway as a point of entry and departure from the river for activities downstream of the proposal, 1 tender and 1 speedboat launched from the slipway and headed downstream of the proposal, 1 tender headed upstream and recovered on the slipway, and finally 1 tender and 1 rib launched from the slipway and headed directly across the main channel and headed upstream on the eastern side of the main channel.

Appendix 1 ~ Data Collection Methodology

RSrNYC & RAFYC

DATA COLLECTION METHODOLOGY

1. Background

Marina Projects Ltd has been tasked to complete a data collection exercise based on vessels transiting between the Mid-Stream moorings in front of The Royal Southern Yacht Club. Of particular interest is the frequency of use of the inner and outer mooring zones by vessels, as opposed to those using the main navigational channel.

The exercise also requires the capture of data concerning the extent and nature of the usage of the slipway and Hamble Jetty adjacent to the site.

2. Period of collection

The data is to be collected over a period of five days; two typical week days, one of which is to be a Friday, a full weekend (two days) and one additional weekend day. With the exception of the chosen weekend these days will not necessarily be consecutive but will be chosen to provide representative data. On each selected day the survey will be conducted for the duration of the day, either 07:00-19:00 or from first light to last light (whichever is the shorter period). Data will be collected through observations taken on site during these hours and inputted into the data sheet provided.

A copy of the data sheet will also be handed to the Bosun's office at Royal Southern Yacht Club so that further supporting/identification data can be collected outside of the defined study period. Whilst this additional data is likely to be incomplete, it will serve to further inform and support the data collected during on the survey.

3. Data to be collected

Based on the objective of the study the following data is to be collected each time a vessel is observed using the mid-stream mooring areas, the Hamble Jetty or the slipway at the study site;

3.1 Midstream Moorings

- Time of Day
- Direction of travel (upstream or downstream)
- Vessel Type (i.e. Power or Sail)
- Vessel Name if available

- Vessel destination, home port or point of origin if available/observed
- Vessel size
- Is the Vessel using the midstream moorings

3.2 Slipway and Hamble Jetty

- Slipway activity, e.g. launching or recovery
- Direction of travel (upstream, downstream, across the channel)
- Vessel type
- Vessel size
- Use of the midstream moorings

By using the data sheet to record the above information it will be possible to track movements within the study area, for example a vessel launching from the slipway, then transiting upstream through the midstream moorings. In this instance the vessel details should be carried across each of the relevant columns on the data sheet.

Details about vessels transiting in the Main Channel will not be recorded as they are deemed to be unaffected by the proposed pontoon development scheme. A simple tally of passing vessels will be undertaken to provide context to the relative level of usage, however only downstream movements will be recorded for ease of surveying and to reduce the overall requirement on the person completing the survey. This number will then be doubled to provide a reasonable representation of total activity.

Other pertinent data such as the predicted tidal levels and weather will be recorded along with any other points of interest on the day that may affect the study. These points of interest may be the presence of a previously unknown function or event which may have cause to affect the data collected by way of an unnatural increase in vessels or water area use. If this is the case consideration will be given to stopping the data collection on that day and rearranging to such time that a representative day can be found.

4. Processing of Data

The data collected through the study and inputted into the data sheet will form the basis of a report demonstrating the typical use of the mid-stream mooring areas, slipway and Hamble Jetty. Further numerical analysis may be applied to the dataset if required.

Appendix 2 ~ Summary Data Sheet

MP189 - Royal Southern Yacht Club & Royal Air Force Yacht Club - Data Capture Summary

	Tuesday	Thursday	Saturday	Sunday	Friday	Saturday	Monday	Sunday	Totals	% Total Activity	
	9th April	11th April	20th April	21st April	26th April	27th April	29th April	*5th May	No.	No.	
Total vessel movements by zone	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
Total vessel movements recorded	172	196	847	912	460	649	250	1457	4943	-	
Total Main Channel Activity	112	132	698	610	318	534	160	1276	3840	77.7%	
Total Vessels transiting between mid-stream moorings	40	36	126	250	105	108	65	117	847	17.1%	
Hamble Jetty Activity (exclusively)	20	27	22	48	37	7	25	61	247	5.0%	
Slipway Activity (exclusively)	0	1	1	4	0	0	0	3	9	0.2%	
Vessel movements transiting through the mid-stream moorings	40	36	126	250	105	108	65	117	847	% Mooring Area Activity	% Total Activity
To or from RSrNYC moorings	26	21	76	142	92	94	45	62	558	65.9%	11.3%
To or from RAFYC moorings	7	9	40	65	5	10	10	20	166	19.6%	3.4%
Other Vessels	6	4	7	39	5	3	7	33	104	12.3%	2.1%
To or from Hamble Jetty	0	2	0	2	2	0	3	2	11	1.3%	0.2%
To or from Port Hamble	1	0	3	2	1	1	0	0	8	0.9%	0.2%
To or from Slipway	0	0	0	0	0	0	0	0	0	0.0%	0.0%
No. of 'Other' Vessels complying with COLREGs	3	2	3	15	2	2	1	16	44	5.2%	0.9%
No. Vessels operating against COLREGs	3	2	4	24	3	1	6	17	60	7.1%	1.2%

* RSrNYC Link Pontoon Installed

Appendix 3 ~ Hamble Slipway Paper

MP189 – RSrnYC & RAFYC

Hamble-Le-Rice Slipway Review

1. BACKGROUND

The Hamble Slipway is situated on the corner of the High street and 'The Quay' and runs in an East West orientation between the Royal Southern Yacht Club and the Hamble Jetty. The Slipway structure, made up of a hardcore sub-base is approximately 60m in length by 6m wide and offers full tidal access to the River Hamble. The slipway alignment is noted in Figure 1.1.

In addition to the slipway structure there are two inspection piles for yachts to lie alongside and take the ground in order to carry out inspection or maintenance tasks once the tide retreats. When a vessel is utilising the inspection piles it is still possible to utilise the slipway for vessels of approximately 2.5/3m beam. The inspection piles are also noted in red in figure 1.1.

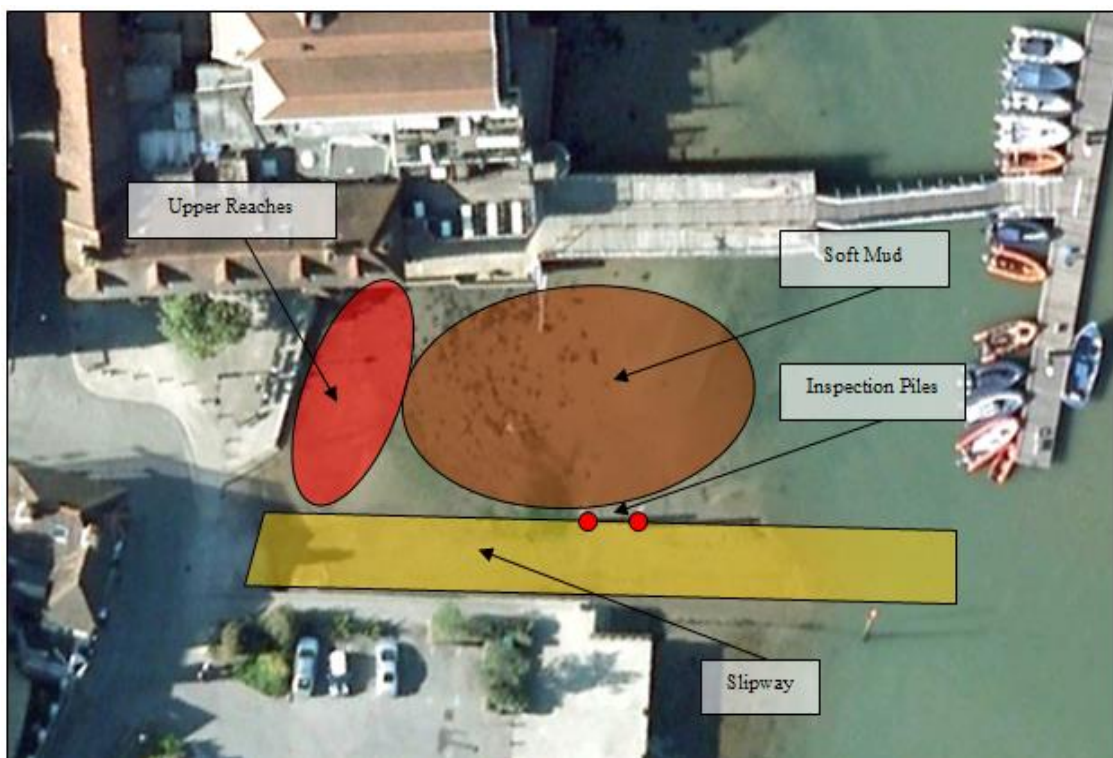


Figure 1.1. General Slipway Configuration

2. NATURE OF USE

At high tide the upper reaches of the slipway can also be utilised for launch and recovery of small craft such as Canoes & Kayaks, (vessels not requiring vehicular assistance). At low tide however the area to the north of the defined slipway structure (highlighted in brown on Figure 1.1) is made up of soft silts and mud of over 1m in depth towards the eastern limits. Vehicles attempting to launch and recover in this area have become stuck as noted in Figure 2.1 and Figure 2.2. Users of the slipway are advised to keep clear of the area to the north of the slipway and inspection pile structures.



Figure 2.1 Vehicle Stuck in Soft Mud North of Slipway



Figure 2.2 Vehicle Stuck in Soft Mud North of Slipway

The slipway structure falls under the ownership of Hamble Parish Council (HPC) up to the Low Water Mark, where the lower reaches of the structure fall under The Crown Estate ownership. The slipway and inspection piles are monitored by the River

Hamble Harbour Authority who carry out daily patrols of the river, facilities, moorings and vessels which includes slipways falling within their jurisdiction.

In relation to associated facilities at Hamble it is worth noting that there is no dedicated trailer parking facility and furthermore car parking within the immediate locality is very limited. Vessels being launched from the slipway therefore have nowhere to leave their trailer, and no guarantee that there will be sufficient car parking for the towing vehicle.

Due to the shallow gradient of the slipway it is often necessary to utilise a ‘long line’ from the towing vehicle to the trailer, this is due to the relationship between water depth and the angle of the slipway (gradient). Figure 2.3 illustrates even an adapted four wheel drive vehicle unable to launch a vessel directly from the trailer. A long line was subsequently attached to the trailer and the vehicle increasing the distance between both to enable launching, although reducing the level of control that the owner has over the launch or recovery operation.



Figure 2.3 Shallow Slipway Gradient Making Vehicular Launch and Recovery Difficult

Due to the size, scale and physical makeup of the slipway, and the limited nature of complementary facilities (such as car parking or a holding berth) the slipway is predominantly utilised by single users on the defined slipway structure rather than multiple slipway users lifting and launching concurrently across the entire foreshore.

For event hosting and multiple vessel launch/recovery such as the Hamble River Raid, organised by the River Hamble Rowing Club, vessels utilise the Hamble Quay

Foreshore located approximately 60m south of the Hamble slipway. The Foreshore offers in excess of 55 linear metres from which to launch and recover, with a gradient and ground surface that makes multiple vessel launches possible as illustrated in Figure 2.4.



Figure 2.4 Hamble River Raid Multiple Vessel Launch & Recovery

3. IMPACTS OF THE PROPOSED RSrnYC & RAFYC PONTOON DEVELOPMENT ON THE HAMBLE PUBLIC SLIPWAY

This section reviews the Hamble Slipway facility and how the proposed pontoon development scheme at RSrnYC and RAFYC will impact or not on existing operations. It is confirmed that:

- A study carried out by Hydrodynamic specialists ABPmer and an independent Peer review conducted by HR Wallingford confirms that there will be no detrimental impact to the slipway structures or function of the slipway as a result of the proposed development, and in particular the proposed dredging works. The study makes it clear that the hydrodynamic regime in front of the slipway is unaffected.
- Use of the Hamble Slipway facility will **not** be adversely affected as a result of the proposed pontoon development.
- Use of the Hamble Slipway inspection piles will **not** be adversely affected as a result of the proposed pontoon development.

- Access to the Slipway from down river and vessel movement from the Slipway heading down river will **not** be affected by the proposed pontoon development.
- Access to the Slipway from up river will be modified for the small number of users that currently navigate downstream in the main navigation channel then transiting through the mid-stream moorings before heading across tide to the slipway. Such users will merely remain in the main channel until they are clear of the outer mid-stream pontoon, a distance of 100m.

The Navigation Risk Assessment for the scheme makes the point that due to the confines of the mid-stream mooring zones as noted in Figure 3.1 coupled with inherent vessel activity entering and leaving their berths, it is considered a safer passage to remain in the dedicated 44m wide navigation channel until clear of the RSnYC mooring zones. At this point vessels can make a cross tide manoeuvre towards the slipway within a water area of some 75m.

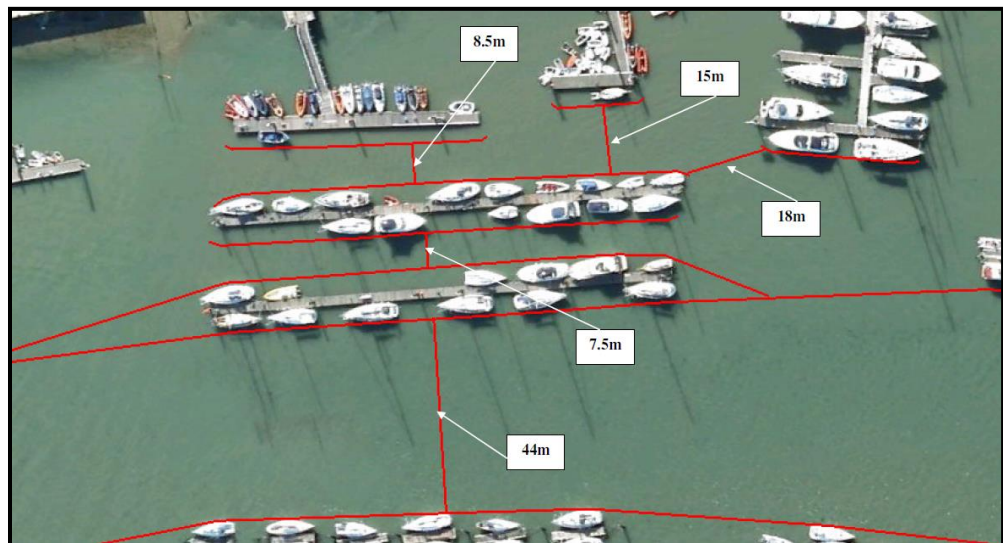


Figure 3.1 Typical Mid-Stream Mooring Clearances

Heading upstream through mid-stream moorings and entering and continuing in the main navigation channel opposite Port Hamble Marina contravenes the Harbour Masters Direction No.2 and COLREGs and therefore should not be undertaken by vessels launching from the slipway.

As a result of the proposed scheme the safe Navigation of all vessels making passage upstream from the Hamble Slipway, or making passage downstream towards the Hamble slipway will follow the indicative passages noted in Figure 3.2 below:



Figure 3.2 Upstream Access to and from the Hamble Slipway

- **YELLOW LINE**

Small vessels such as kayaks, canoes and small dinghies making passage up or downstream and electing to keep outside of the main navigation channel. It is to be noted that there is a clear line of passage from the Hamble Slipway through to Universal Marina approximately one nautical mile upstream, where crossing the navigation channel to the western side of the river will enable you to continue a further nautical mile upstream (and outside of the navigation channel) to Bursledon bridge. A notice at the head of the slipway as noted in Figure 3.3 illustrates the activity of vessels navigating up and downstream within the main channel. The proposed scheme will further enhance education and communication of safe passage to and from the slipway facility, via literature and targeted signage.



Figure 3.3 Hamble Slipway Notice Board

- GREEN LINE

Vessels heading upstream from the Hamble Slipway, cross the navigation channel south of the midstream mooring pontoon within one of the widest sections of the river at 75m and proceed on the eastern side of the navigation channel, passing vessels heading down stream 'Port to Port'. As berth numbers will be fixed and defined south east of the existing RSnYC pier structure, the number of vessels manoeuvring within the area to the south will be significantly reduced. This will in turn make passage across the tide and specifically within this water area a more predictable and consistent manoeuvre.

With the removal of user groups (i.e. RSnYC and RAFYC) vessels making passage through the mid-stream moorings and entering the water area to the east of the slipway, a relatively benign environment is created from which to hold station to the east of the Hamble Jetty, in order that a clear line of sight upstream can be made before crossing the navigation channel. It is considered that the

proposed passage is more predictable, reduces possible conflicts of navigation with a number of river users and creates defined certainty of passage that can be communicated to all river users.

- **RED LINE**

Vessels heading down stream on the western side of the channel will continue past the outer RSrnYC (most easterly) pontoon and turn across the tide towards the Hamble Slipway, considering vessels that may be departing the facility and leaving room to Port in order that vessels, regardless of size or configuration continue to pass 'Port to Port' throughout.

4. General note regarding the use of Canoes, Kayaks and small man-powered leisure craft on the River Hamble from the River Hamble Harbour Authority.

Canoes and Kayaks:

Canoes and kayaks are regularly used on most parts of the river. The RHHA advises canoes to stay out of the main channel, confirming that there is ample water areas closer to the banks at all states of tide below the M27 bridge, where the river carries the most leisure boat traffic.

The most popular area for canoeists is above the M27 bridge where there are very few boats due not least to physical restrictions such as water depth and overhead restrictions. In addition the river is quiet and very natural with a number of inlets to explore, as well as a public house at the end of the Curbridge arm - the Horse and Jockey. The Botley arm to the west extends a little further. You can only access the two arms of the Upper Hamble at high water and +/- two hours either side of high water. The ebb tide is strong in consideration of self-propelled craft, so most people prefer to launch from the public slipways at Lower Swanwick or Bursledon (both just off the A27) and head up on the flood tide and return on the ebb.

5. ALTERNATIVE SLIPWAYS

There are alternative Slipways within the Hamble Estuary which are summarised below running clockwise from Hamble Point to Warsash. A total of 18 No. Slipways are available of which 8 No. are free to use and open for public access to and from the water. An illustration of the slipway provisions on the River Hamble is included in figure 5.1.

1. Hamble Point Marina – Private

Full tide access concrete slipway maintained and operated by Marina Developments Ltd. Ample car and trailer parking with direct links to The Solent. Assisted launch available by prior arrangement. All facilities are chargeable.

2. Hamble River Sailing Club X 2 - Private

Full tide access Private (Club) slipways for use by HRSC members. In addition in peak periods the hard standing either side of the slipways is utilised during the high tide cycle.

3. Hamble Slipway - Public

A gravel slipway reaching the low water mark between Hamble Quay and the Royal Southern Yacht Club with inspection piles on the upstream side. It is approached from Hamble High Street via The Quay, a one way street. A car park is available off the High Street, but parking on Hamble Quay is now restricted and there is no dedicate trailer parking facility.

4. Royal Southern Yacht Club - Private

Members slipway with tidal restrictions. Trailer and car parking facilities are available.

5. Royal Air Force Yacht Club - Private

Members slipway with tidal restrictions. Trailer and car parking facilities are available.

6. Mercury Gardens - Public

Secluded 'top of the tide' only slipway with very limited access by land. Used by locals to access midstream moorings, canoeists and kayakers.

7. Mercury Yacht Harbour - Private

Half tide concrete slipway maintained and operated by Marina Developments Ltd. Ample car and trailer parking. Assisted launch available by prior arrangement. All facilities are chargeable.

8. Lands End - Public

A good half tide gravel dinghy launching hard with inspection piles for larger vessels. It is accessed from Lands End Road, leading from the High Street and Station Hill. Parking is limited with no trailer parking available.

9. Elephant Boatyard - Private

All tide slipway and car parking. All subject to charge

10. Bursledon Road Bridge X 2 - Public

The narrow slips running either side of the A27 are useable for small dinghies and canoes but there is no public parking and trailer access is limited.

11. Riverside Boatyard – Private

Operated by Foulks, full tidal access slipway. Limited trailer and car parking and services are chargeable.

12. Botley Public Hard - Public

Tidally restricted slipway with very restricted access by road. No trailer storage or car parking. Used predominantly by canoeists and kayakers.

13. Eastlands Boatyard - Private

Full tide access slipway with ample car and trailer parking. Assisted launch and recovery available by prior request. Services and facilities all chargeable.

14. R.K. Marine - Private

Full tide access chargeable slipway. No Car parking or trailer parking provisions.

15. Swanwick - Public

Full tidal access with a small car park including trailer spaces. The facility is approached along Swanwick Shore Road, turning off the A27 on the east side

of Premier Marina. There is a hard gravel slip reaching the low water mark, marked with piles on its upstream edge.

16. Warsash Lobster Quay - Private

Club slipway for use by members. Full tidal access via a floating structure.

17. Warsash - Public

Regarded as the most useful public Slipway (Free of Charge to use) within the Harbour for access to Southampton Water and The Solent. The river-mouth can be reached after a passage of 1500 meters along the 6 knot limited channel. Vehicle access to the slip is from Shore Road. The slipway can accommodate several launching vehicles and boats at once. There are good parking facilities with a 4 hour stay car park next to the slipway and a 7 day parking for cars and trailers entered from Passage Lane.

18. Warsash Sailing Club - Private

Private (members) half tide slipway with direct links to the boat storage compound.



Figure 5.1 Indicative River Hamble Slipway Locations

Marina Projects Ltd
1st May 2013