



Passage Planning

Practical Example

Bangor to Pwllheli

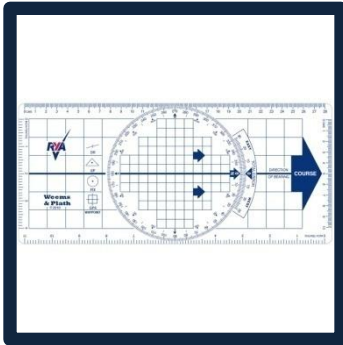
Introduction

You wish to plan a passage from **Port Penrhyn near Bangor to Pwllheli on the Llyn Peninsula**

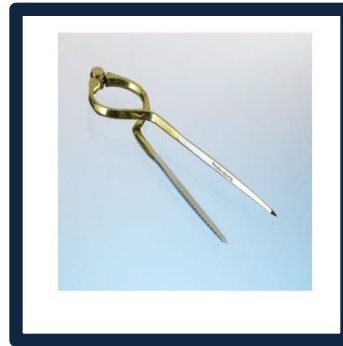


You Will Need

RYA Chartplotter



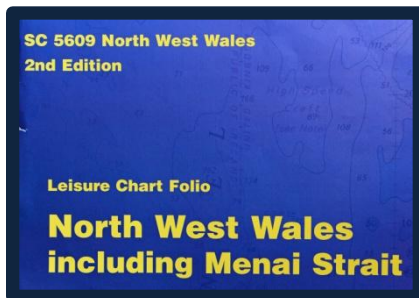
Dividers



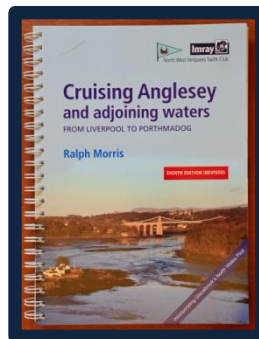
Pad of paper, pencil and rubber



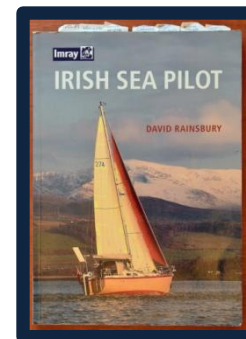
Admiralty Folio SC5609



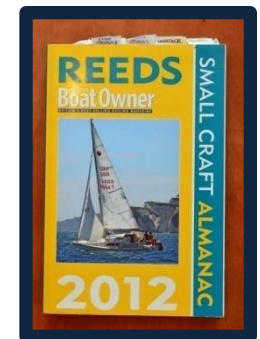
Cruising Anglesey – Imray
Ralph Morris



Irish Sea Pilot – Imray
David Rainsbury



PBO Almanac



Study Chart & Pilot Books

First.....

Look at a possible route

Look and find any navigational hazards

Look at the suitability of bolt holes

Study Chart & Pilot Books

By reading the pilot books and studying the charts you can see the main influencing factors will be **THREE** tidal gates.

You will also notice it is an exposed coastline and that in weather conditions **exceeding F4** the passage will be challenging to an inexperienced skipper and crew.

Very careful planning will be required to complete this passage successfully and without anxiety!

Before Doing Anything Else

Ask yourself this question :

**Are the capabilities of the crew and
the yacht suitable to complete this
passage?**

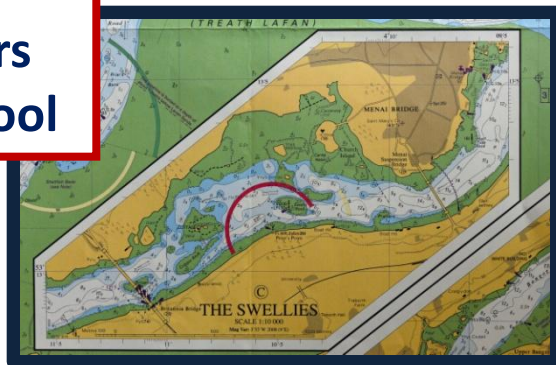
If the answer is yes, then carry on.....

Study Chart & Pilot Books

Three Tidal Gates

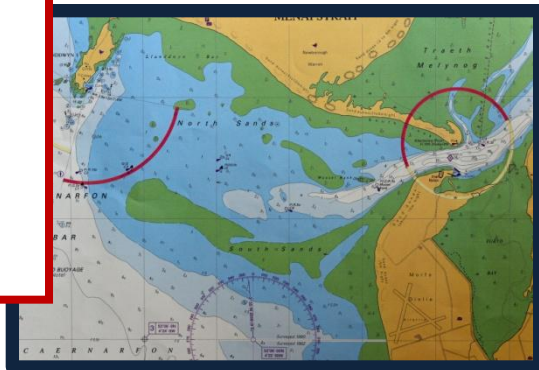
Swellies

Slack water 2 hours
before HW Liverpool



Caernarfon Bar

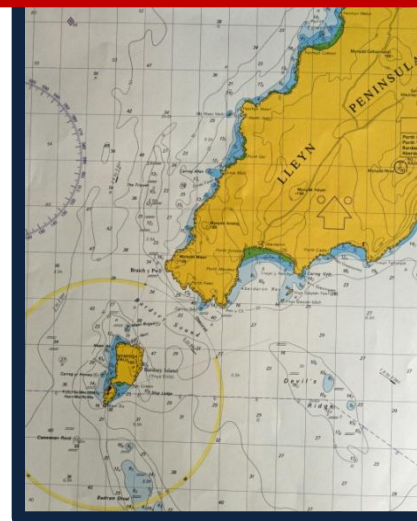
2 hours either side
of local HW, which
is approx. 1 hour
before HW Dover



Bardsey Sound

Slack water :

- 1 hour before HW Dover
- 5 hours after HW Dover



Leaving Port Penrhyn

85

Anglesey - Menai Strait

Bangor & Port Penrhyn

Position: 53°14' 48N 004°17' 58W
Course: CSE 148, 102069.9

Tide
High: HW (Dover) -0220-0010
Stack: HW (Dover) +0030
Height: 7.6 5.8 2.5 0.8

Approach
Follow buoyed channel to 1 cable east of Quazelle Hotel (sp), then starboard for entrance to Penrhyn Dock keeping hold in transit with entrance. Turn into Dickles boatyard when entrance opens. Alternatively continue into Penrhyn Dock. Repeat arrival as appropriate. Penrhyn has 5.5 metres at HW Springs (3 metres Neaps). Whilst under continual commercial development, yachts are welcomed.

Disuses
Rocky outcrops NNW of Dickles. Otherwise mud bed, dries about half tide.
Shoal
Totally protected from all directions. Safe under all conditions. Lie to wall in either Dickles Boatyard or Penrhyn Dock. Good holding on mud between docks. Dries to mud with slight surge.

Lights & Marks

Light	Color	Height	Light	Color	Height
B10	R	17m	B10	G	5m
B12	R	10m	B7	G	5m
B13	R	5m	B8	G	5m
B14	R	5m	B9	G	5m
B15	R	5m	B10	G	5m
B16	R	5m	B11	G	5m
B17	R	5m	B12	G	5m
B18	R	5m	B13	G	5m
B19	R	5m	B14	G	5m
B20	R	5m	B15	G	5m
B21	R	5m	B16	G	5m
B22	R	5m	B17	G	5m
B23	R	5m	B18	G	5m
B24	R	5m	B19	G	5m
B25	R	5m	B20	G	5m
B26	R	5m	B21	G	5m
B27	R	5m	B22	G	5m
B28	R	5m	B23	G	5m
B29	R	5m	B24	G	5m
B30	R	5m	B25	G	5m
B31	R	5m	B26	G	5m
B32	R	5m	B27	G	5m
B33	R	5m	B28	G	5m
B34	R	5m	B29	G	5m
B35	R	5m	B30	G	5m
B36	R	5m	B31	G	5m
B37	R	5m	B32	G	5m
B38	R	5m	B33	G	5m
B39	R	5m	B34	G	5m
B40	R	5m	B35	G	5m
B41	R	5m	B36	G	5m
B42	R	5m	B37	G	5m
B43	R	5m	B38	G	5m
B44	R	5m	B39	G	5m
B45	R	5m	B40	G	5m
B46	R	5m	B41	G	5m
B47	R	5m	B42	G	5m
B48	R	5m	B43	G	5m
B49	R	5m	B44	G	5m
B50	R	5m	B45	G	5m
B51	R	5m	B46	G	5m
B52	R	5m	B47	G	5m
B53	R	5m	B48	G	5m
B54	R	5m	B49	G	5m
B55	R	5m	B50	G	5m
B56	R	5m	B51	G	5m
B57	R	5m	B52	G	5m
B58	R	5m	B53	G	5m
B59	R	5m	B54	G	5m
B60	R	5m	B55	G	5m
B61	R	5m	B56	G	5m
B62	R	5m	B57	G	5m
B63	R	5m	B58	G	5m
B64	R	5m	B59	G	5m
B65	R	5m	B60	G	5m
B66	R	5m	B61	G	5m
B67	R	5m	B62	G	5m
B68	R	5m	B63	G	5m
B69	R	5m	B64	G	5m
B70	R	5m	B65	G	5m
B71	R	5m	B66	G	5m
B72	R	5m	B67	G	5m
B73	R	5m	B68	G	5m
B74	R	5m	B69	G	5m
B75	R	5m	B70	G	5m
B76	R	5m	B71	G	5m
B77	R	5m	B72	G	5m
B78	R	5m	B73	G	5m
B79	R	5m	B74	G	5m
B80	R	5m	B75	G	5m
B81	R	5m	B76	G	5m
B82	R	5m	B77	G	5m
B83	R	5m	B78	G	5m
B84	R	5m	B79	G	5m
B85	R	5m	B80	G	5m
B86	R	5m	B81	G	5m
B87	R	5m	B82	G	5m
B88	R	5m	B83	G	5m
B89	R	5m	B84	G	5m
B90	R	5m	B85	G	5m
B91	R	5m	B86	G	5m
B92	R	5m	B87	G	5m
B93	R	5m	B88	G	5m
B94	R	5m	B89	G	5m
B95	R	5m	B90	G	5m
B96	R	5m	B91	G	5m
B97	R	5m	B92	G	5m
B98	R	5m	B93	G	5m
B99	R	5m	B94	G	5m
B100	R	5m	B95	G	5m

Facilities
Chandery, diesel, water, repairs, travel hotel, Color Gas at adjoining garage. Telephone. All provisions in town (half mile). B.R. Intercity rail. Local and long distance bus services.

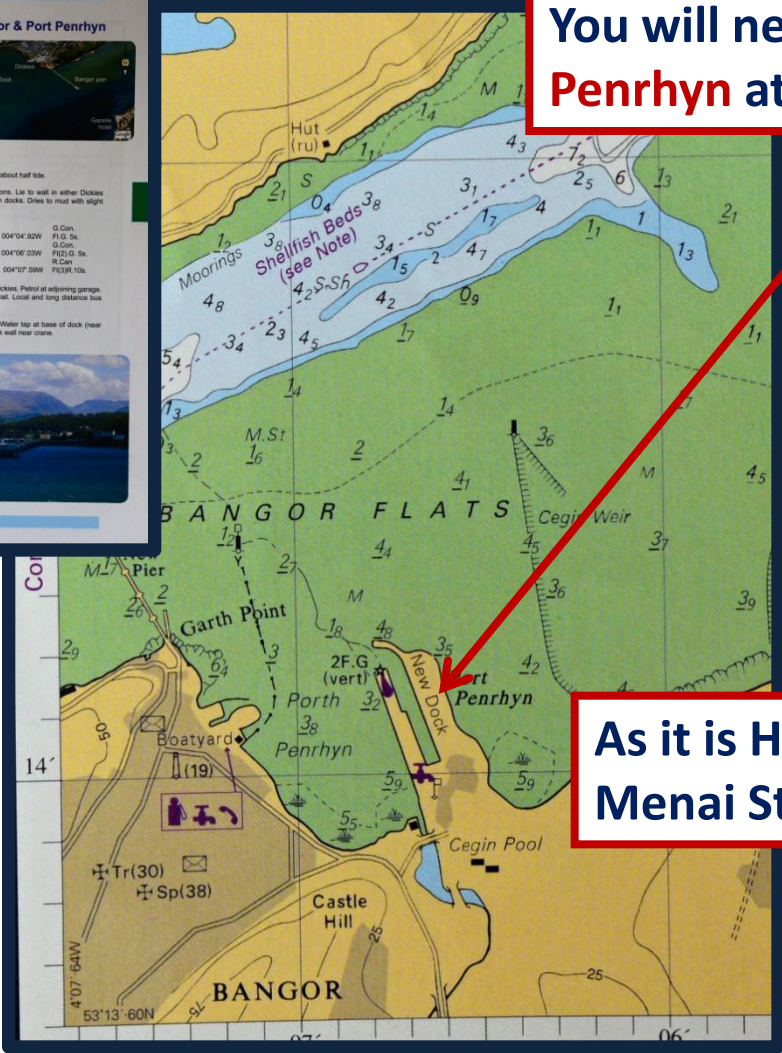
Notes
Water storage at Dickles of Bangor and at Penrhyn Dock. Water tap at base of dock (near crane). Drying out grid in Penrhyn Bay against Penrhyn Dock wall near crane.

Dickles
1 01248 352778
1 01248 354169
bangor@dickles.co.uk

Penrhyn Dock
1 01248 352525
1 01248 352525

Connections: www.tiny.cc

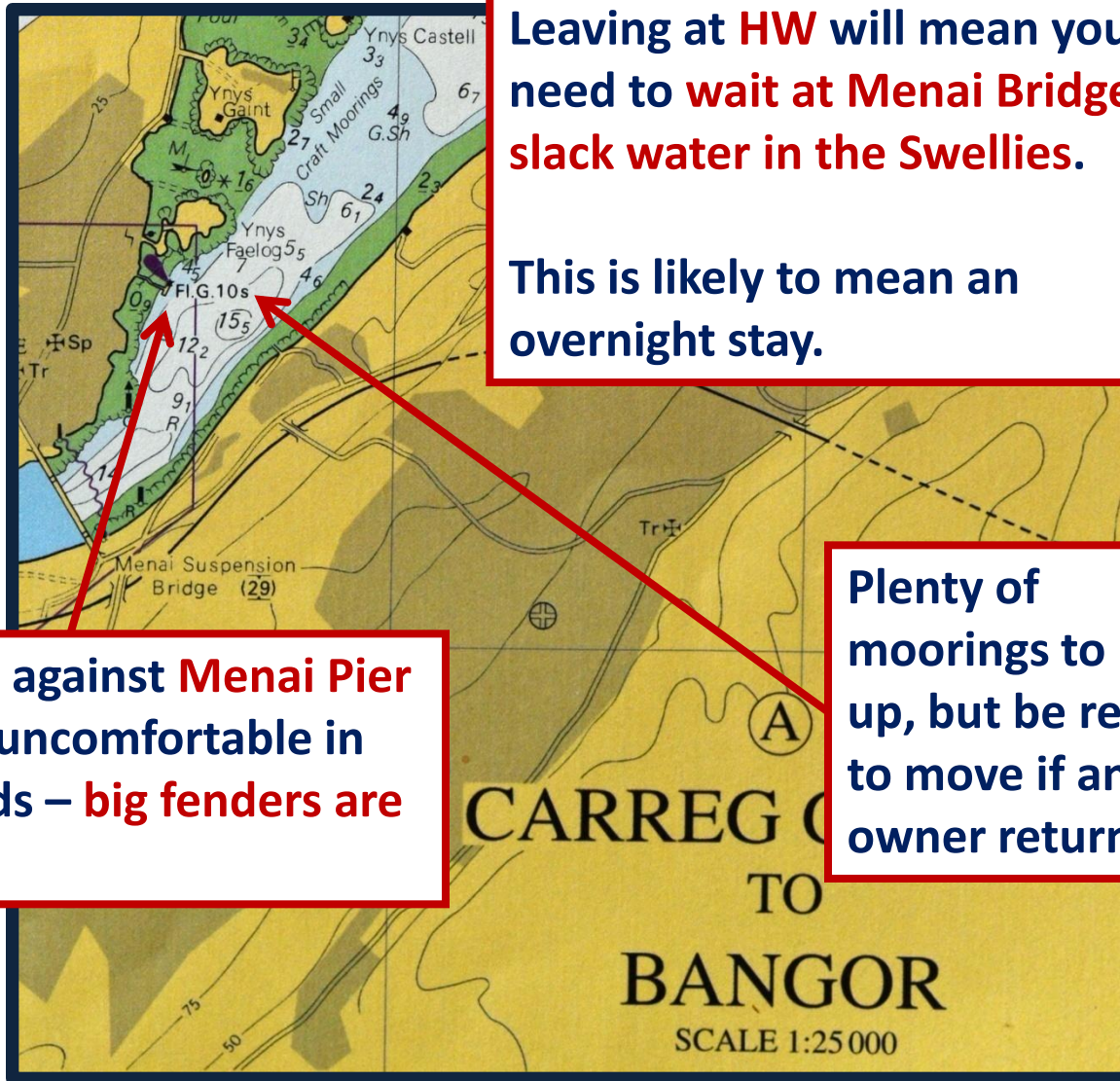
You will need to leave **Port Penrhyn** at or on **HIGH WATER**



As it is HW, navigation in the Menai Straits will be easy



Key Considerations



Leaving at **HW** will mean you will need to **wait at Menai Bridge for slack water in the Swellies.**

This is likely to mean an **overnight stay.**

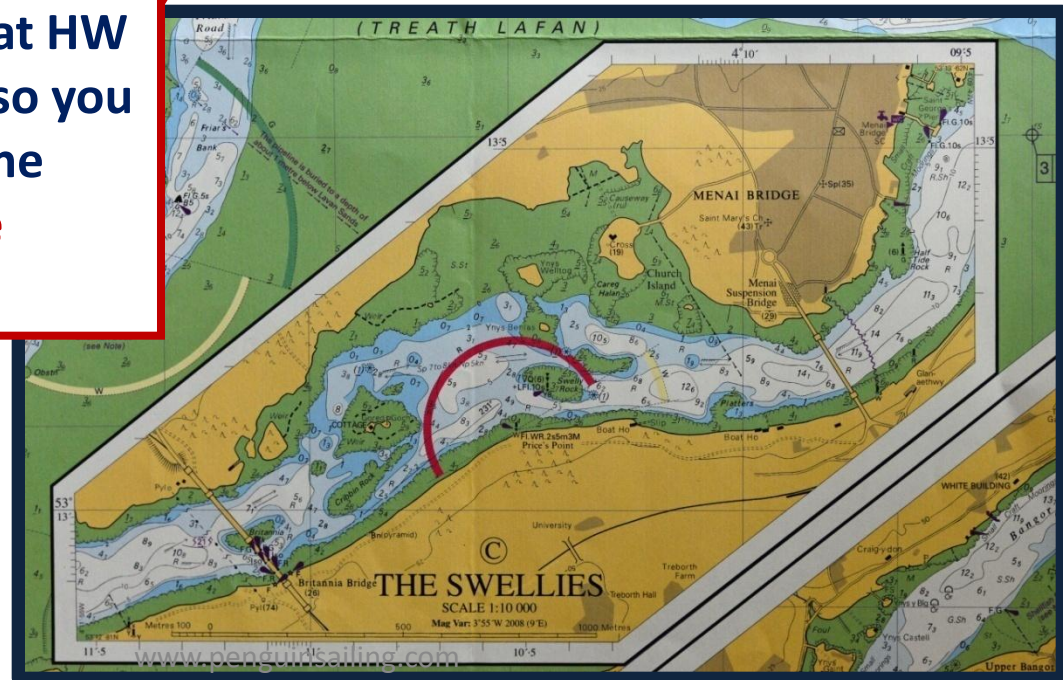
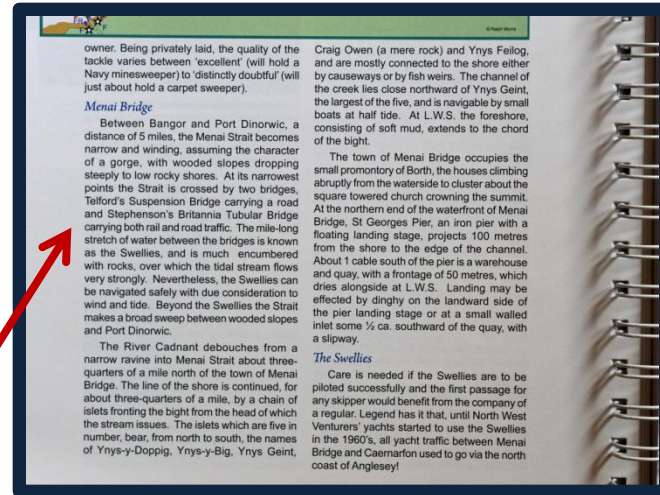
Yachts can lie against **Menai Pier** but it can be uncomfortable in stronger winds – **big fenders are advised**

Plenty of moorings to pick up, but be ready to move if an owner returns.

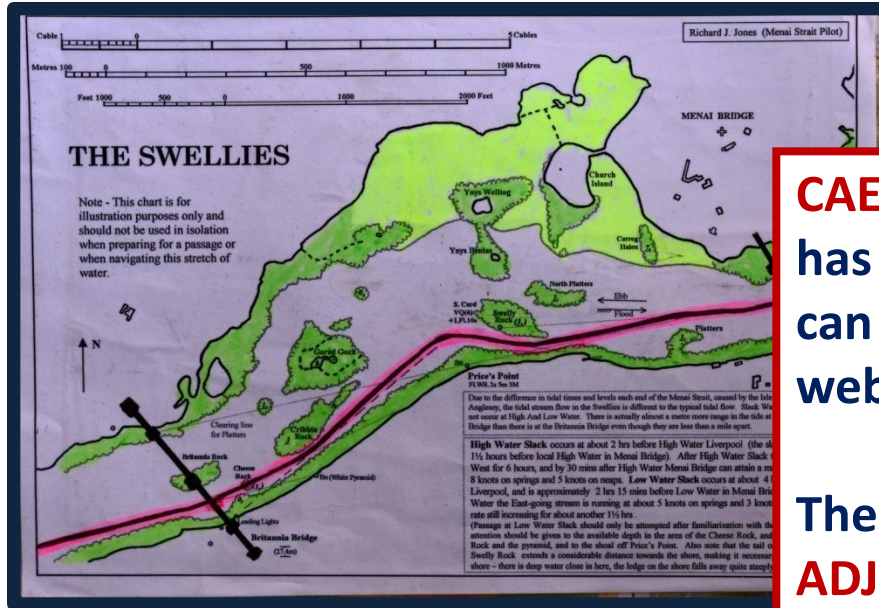
Navigating The Swellies

Studying the pilot books you will see it is **essential** to go through the Swellies at **SLACK WATER**.

This occurs **2 hours before HW Liverpool**. Remember that HW times are the mid-point so you should be approaching the Swellies **2½ hours before Liverpool**.

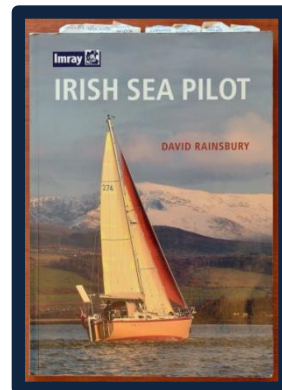
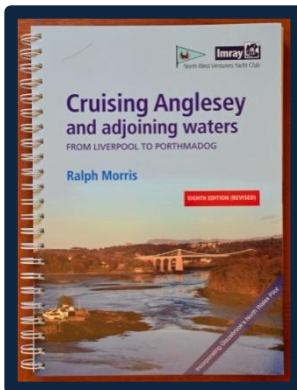


Navigating The Swellies



CAERNARFON HARBOUR TRUST has a comprehensive guide that can be downloaded from their web-site.

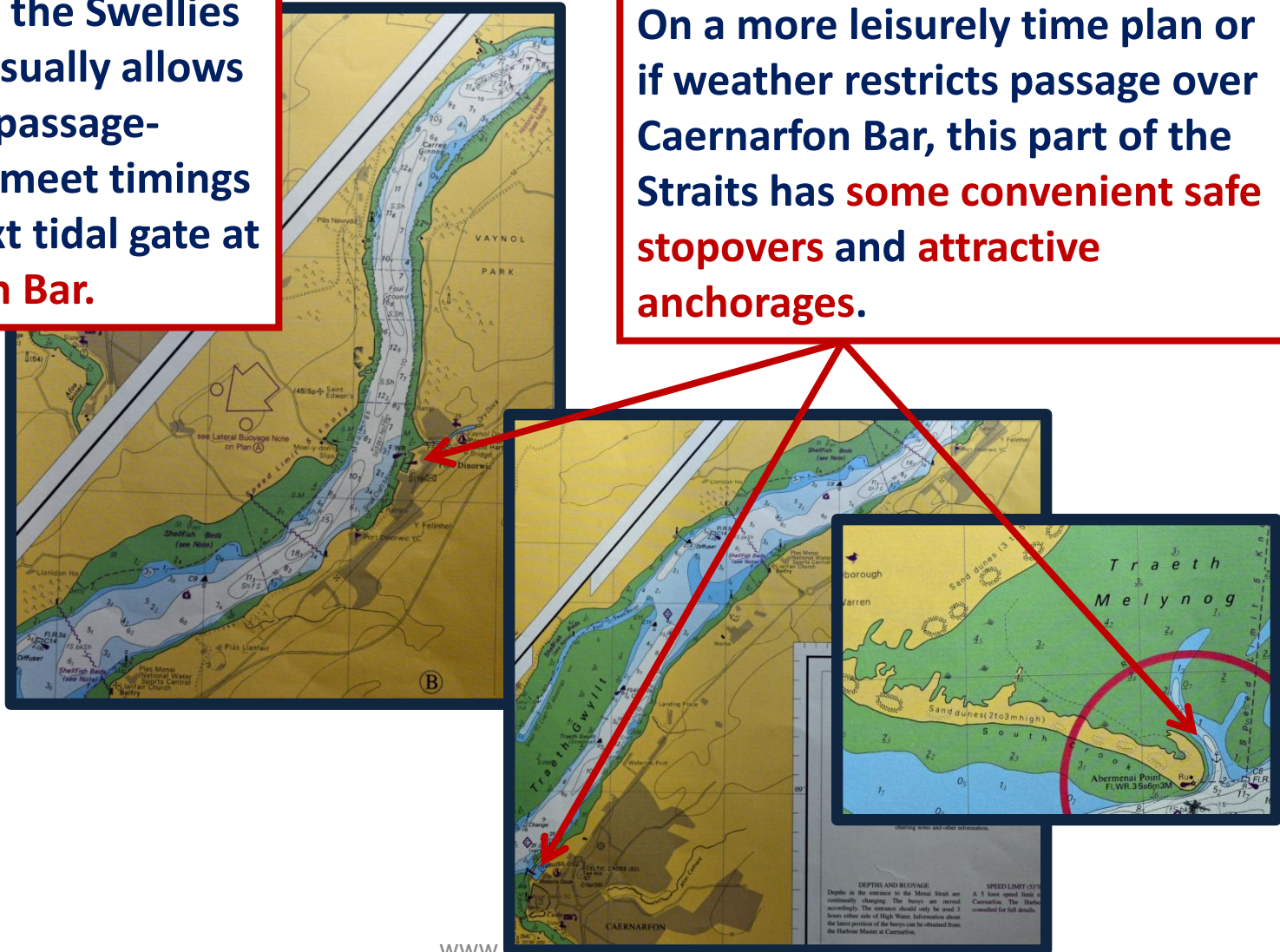
The **CRUISING ANGLESEY & ADJOINING WATERS** pilot and the **IRISH SEA** pilot both give excellent detailed pilotage instructions.



Swellies to Caernarfon Bar

Navigating the Swellies at **SLACK** usually allows for gentle passage-making to meet timings for the next tidal gate at **Caernarfon Bar**.

On a more leisurely time plan or if weather restricts passage over Caernarfon Bar, this part of the Straits has **some convenient safe stopovers and attractive anchorages**.



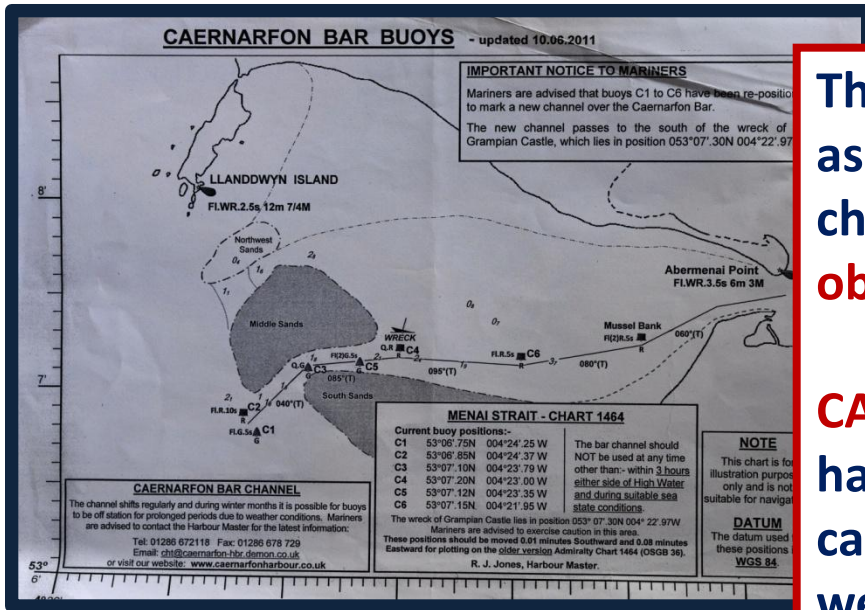
Key Considerations



Caernarfon Bar is the next tidal gate, it MUST NOT be attempted in on-shore & SW winds of F5 or above.

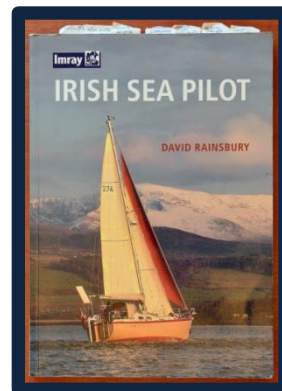
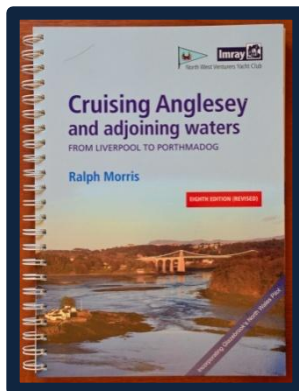
The best time to cross the bar is on or just after local HW. Trying to exit the Straits against the tide will be a very slow business.

Caernarfon Bar



The buoys are moved regularly as the channel shifts and changes, so it is important to obtain the latest information.

CAERNARFON HARBOUR TRUST has a comprehensive guide that can be downloaded from their web-site.

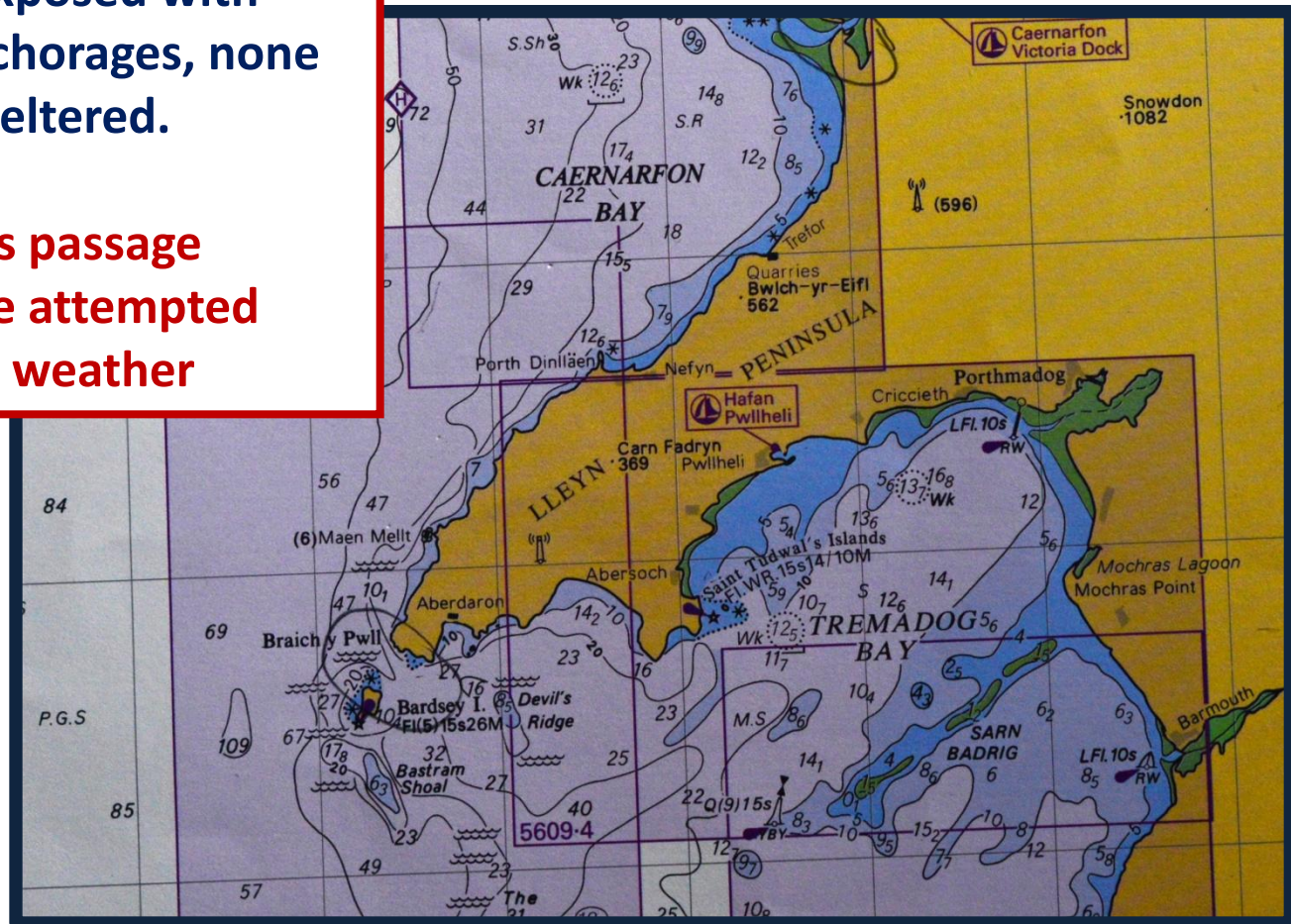


The CRUISING ANGLESEY & ADJOINING WATERS pilot and the IRISH SEA pilot both give excellent detailed pilotage instructions.

Lleyn Peninsula - Northern Side

The northern side of the Lleyn Peninsula is exposed with only a few anchorages, none completely sheltered.

Therefore, this passage should only be attempted during settled weather



Lleyn Peninsula - Northern Side

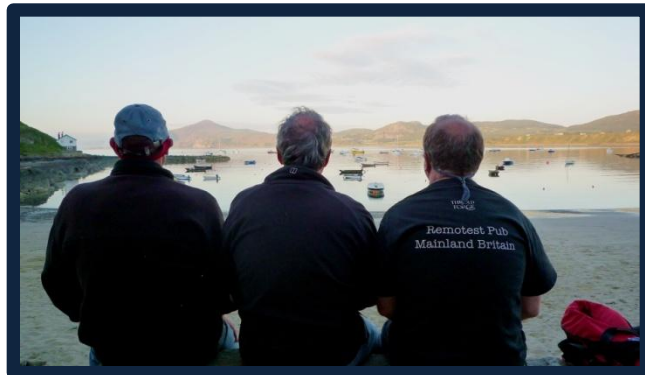
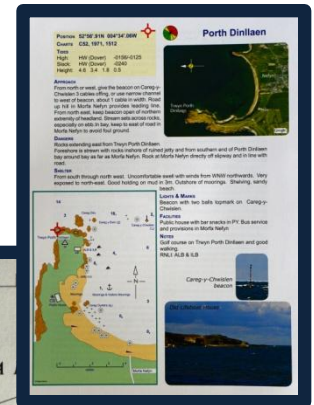
After crossing Caernarfon Bar at HW it is possible to arrive at Bardsey Sound at **SLACK** as long as a good SOG is achieved.



Lleyn Peninsula - Northern Side

If this is not possible, providing there is no **NORTH** in the wind, **PORTH DINLLEAEN** provides a pleasant anchorage to wait for a favourable tide.

Attractive scenery and great pub right on the beach provide additional incentives to stop here.



Approaching Bardsey Sound

If you have stopped at **PORTH**
DINLLEAEN, being just 12-15 miles from
the sound, you will find it easier to time
the accuracy of your arrival.



Navigating Bardsey Sound

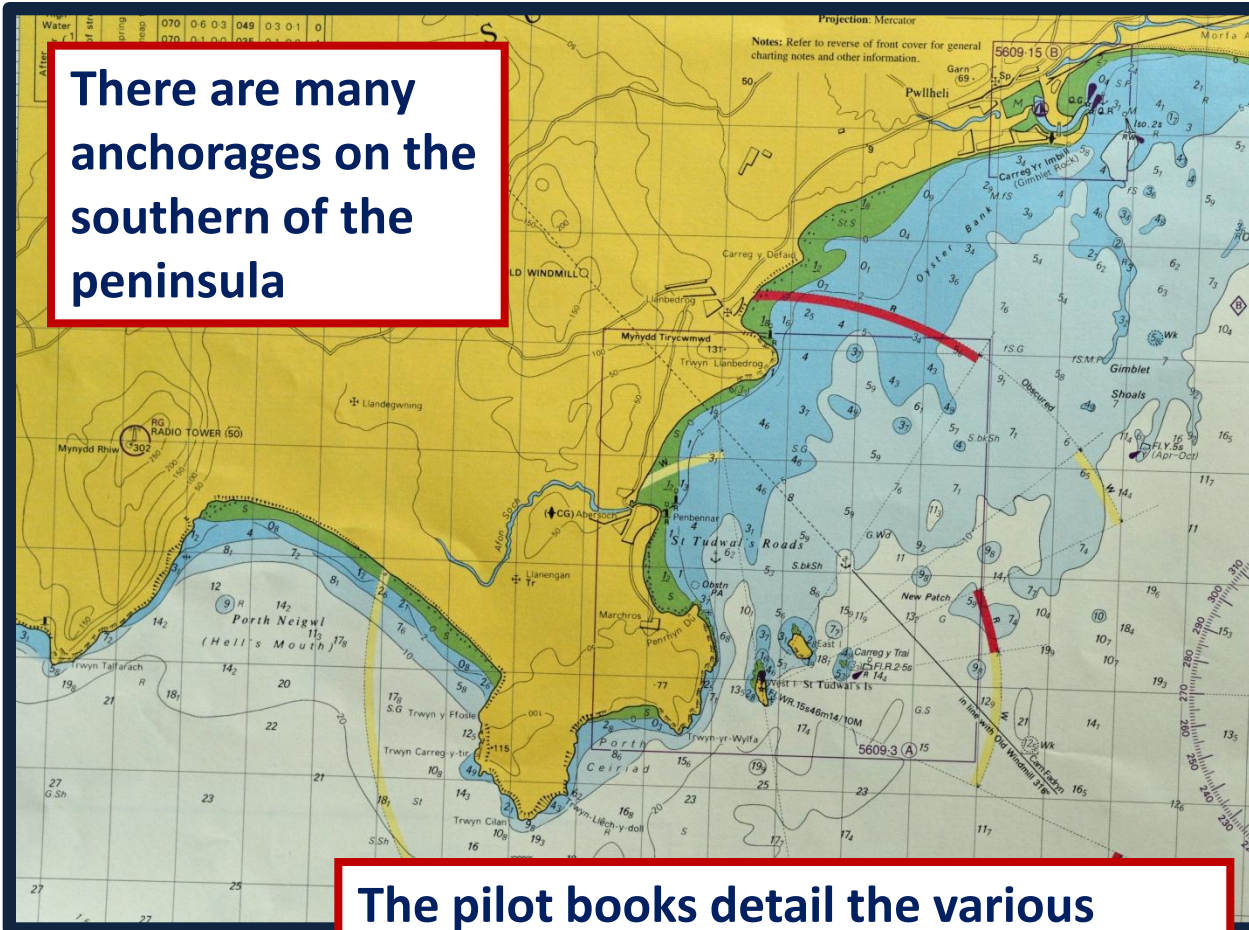
It's not just Bardsey Sound that cause challenges for yachts. **There are many other potential dangers, such as the Tripods** and the pilot books gives details of them.

The pilot books also give you the best time to go through and the important things to look out for.

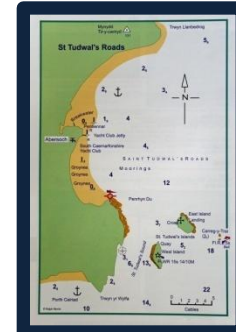


Lleyn Peninsula – Southern Side

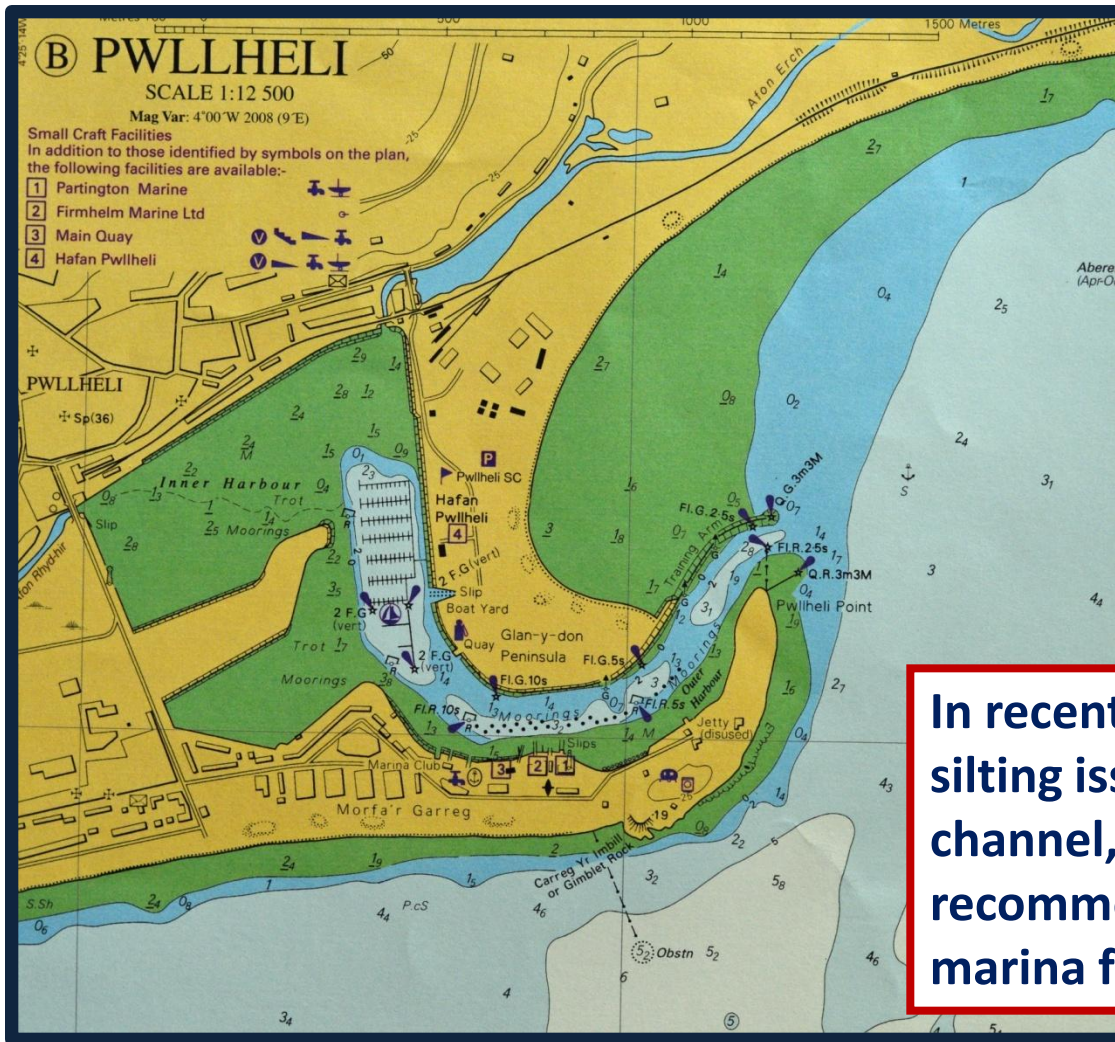
There are many anchorages on the southern of the peninsula



The pilot books detail the various passage options and the places of shelter.

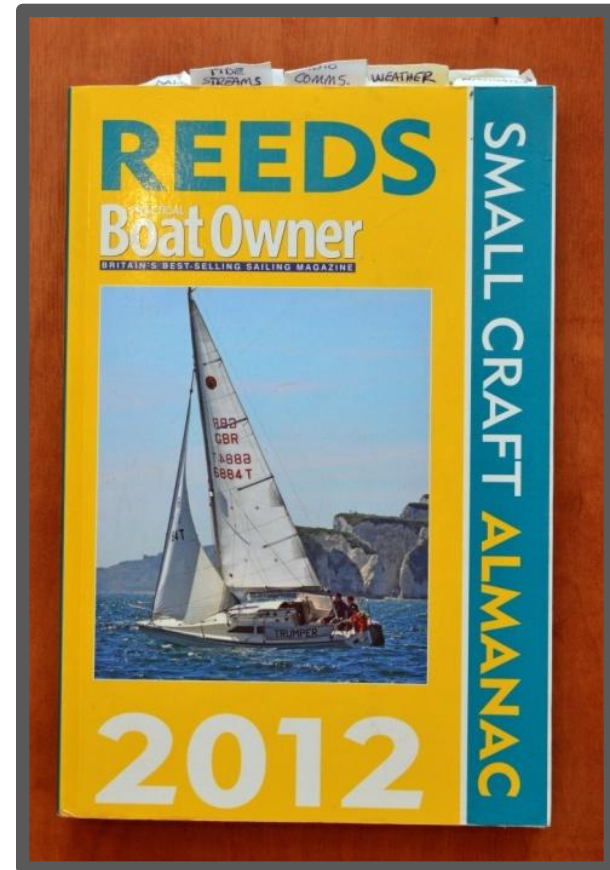


Approaching Pwllheli



Studying the Almanac

The next job is to study the almanac and work out when the tide will allow a suitable leaving time



Planning the Passage

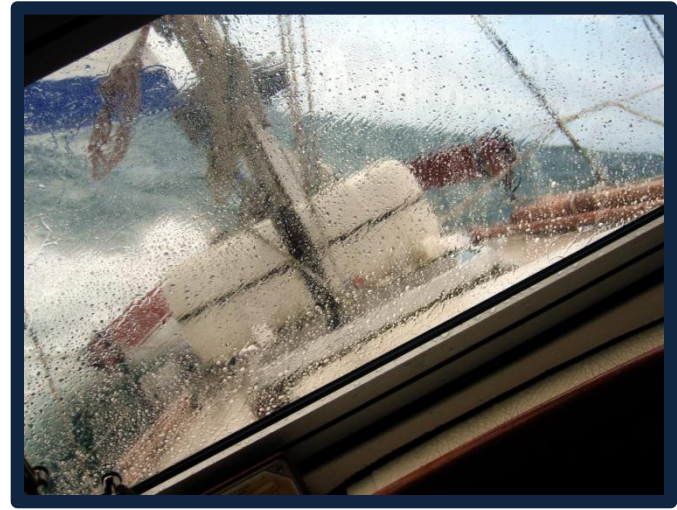
**Now you have all the facts to make the passage plan.
It should include:**

- **Safe refuges**
- **Lights / marks and visual navigation aids you can use**
- **Departure plan**
- **Arrival plan**

Before finalising it, you may find it helpful to go through it with you partner / crew

Other Considerations

Finding out the weather forecast for the time of the passage is essential



Particular consideration should be given to the wind direction and strength due to the exposed coastline and major tidal gates



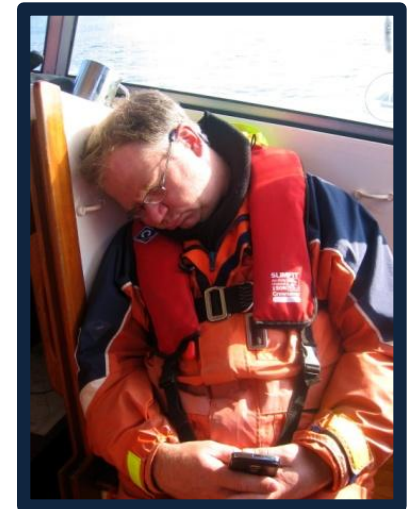
Other Considerations

If completed all at once it will be a long day, you will need to think about :



- Crew victualling & comfort
- Crew responsibilities and rest periods
- Sufficient fuel and water

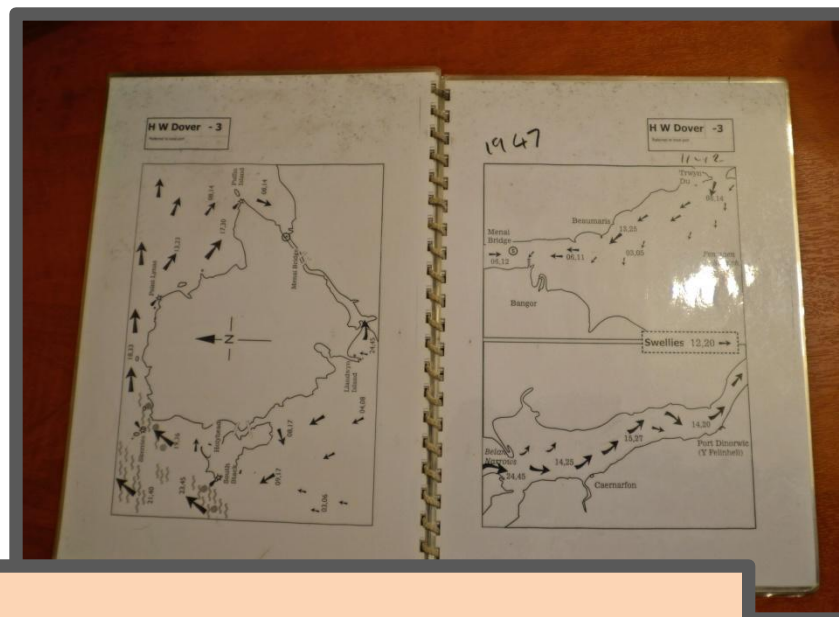
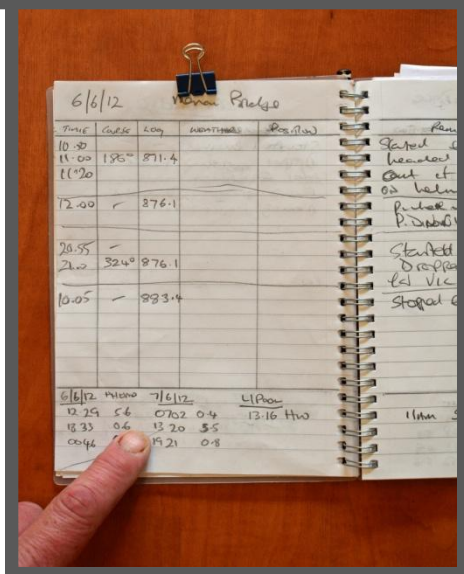
Finally, before setting off remember to contact the coastguard and your land contacts, etc.



Top Tips

TOP TIP

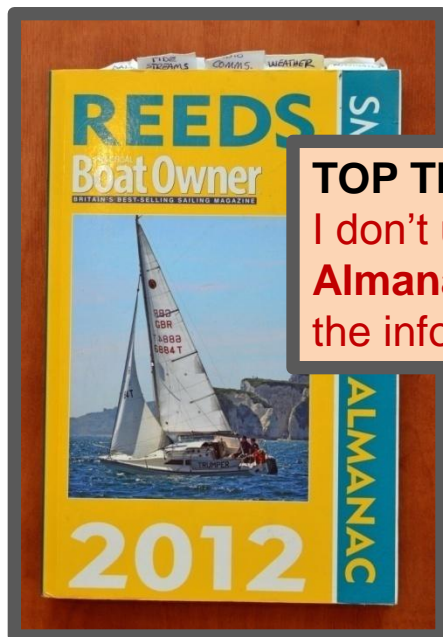
In the real world I write down my tidal information in my **LOGBOOK** on the page that I intend to use during the passage. **That way I always have the information to hand when I need to refer to it.**



TOP TIP

I have laminated my **TIDAL ATLASES** and use **china-graph pencils** to mark the times of important tidal streams during **PASSAGE PLANNING**. **This makes it very easy to refer to them on passage.**

Top Tips



TOP TIP

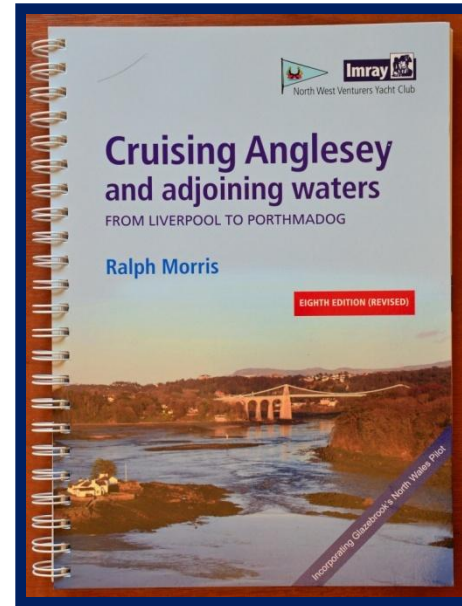
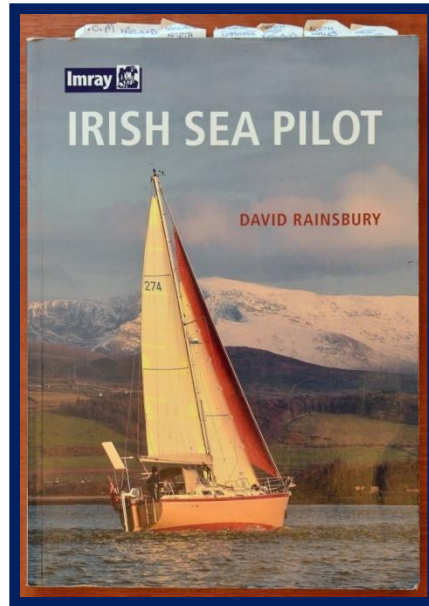
I don't use a full almanac and prefer the **PBO Cruising Almanac**....it's more compact, better value for money and has all the information I need.



TOP TIP

Almanacs have load of pages of similar looking information. To make it easy to find tide times of ports I often use, I make tabs out of stickers. This way I can find the information I need quickly when I need to refer to it.

Recommended Pilot Books



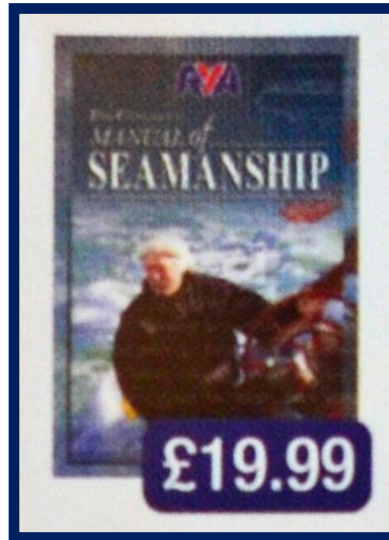
Available in all good chandlery stores & on-line retailers
www.penguinsailing.com

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Thank you for your honesty.

Further Reading



We highly recommend Tom Cunliffe's
RYA Seamanship Handbook (G36)

You can buy a copy of this book by visiting our on-line shop

www.penguinsailing.com

