



# Passage Planning

**Practical Example**

**South Coast to Channel Islands**



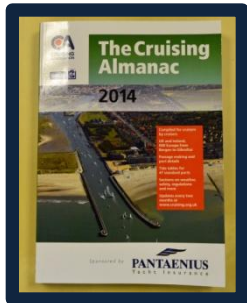
# Introduction

Some considerations for a passage from the  
**South Coast to the Channel Islands**

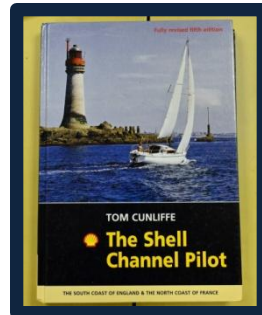


# Planning Aids

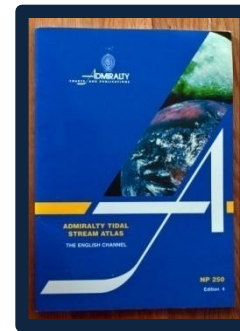
## Cruising Almanac UK Cruising Association



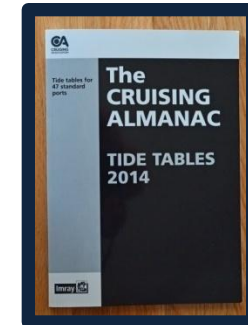
## Shell Channel Pilot Tom Cunliffe



## Tide Atlases NP250, NP264, NP337



## Tide Tables

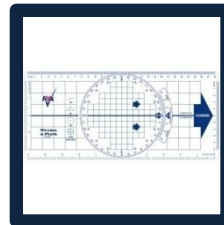


## Suggested Charts

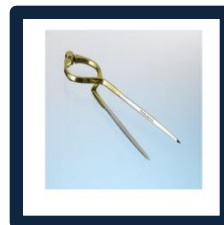
Admiralty Folios  
SC5602 West Country  
SC5600 Solent  
SC5604 Channel Islands

Admiralty Chart  
2656 English Channel Central Part

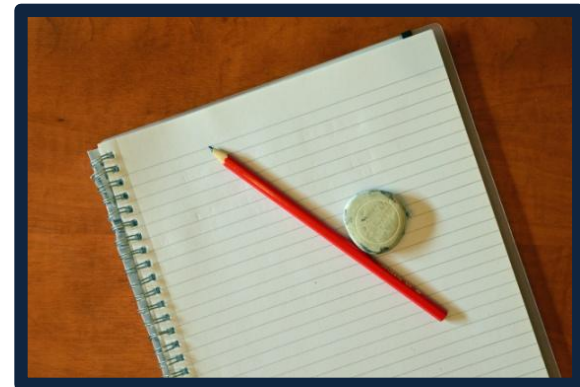
## Chartplotter



## Dividers



## Pad of paper, pencil and rubber



# Study Chart & Pilot Books

*First.....*

**Look at a possible route**

**Look at tidal stream atlas**

**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 understanding the tidal streams for this passage will be of the utmost importance.**

**You will also see the route crosses very congested waters and busy shipping channels.**

**Weather and wind conditions will also play a significant role in finalising your passage strategy.**

**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.....**

# From the Solent to Jersey

## Tidal Gates

### Departure Solent

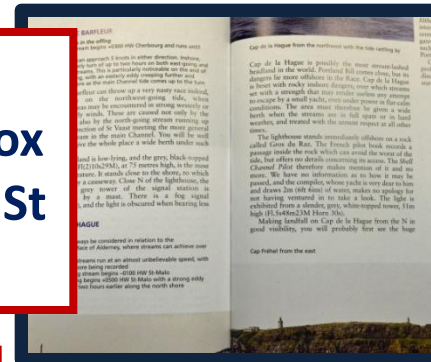
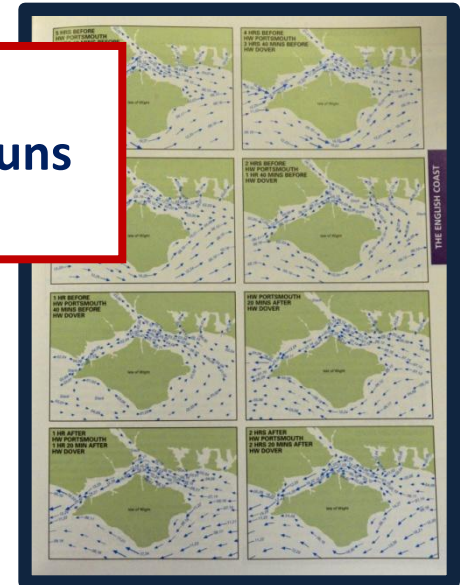
Ebb tide required to exit via the Needles. Main stream runs west from about 1 hour before HW Dover

### Cap de la Hague

SW stream starts approx at HW Dover (+5h HW St Malo)

### Channel Islands

Complex tidal streams need careful analysis but passing Cap de la Hague at HW Dover will give a fair tide to Jersey



# Departure Solent

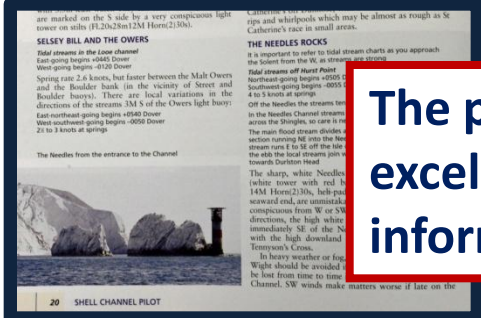
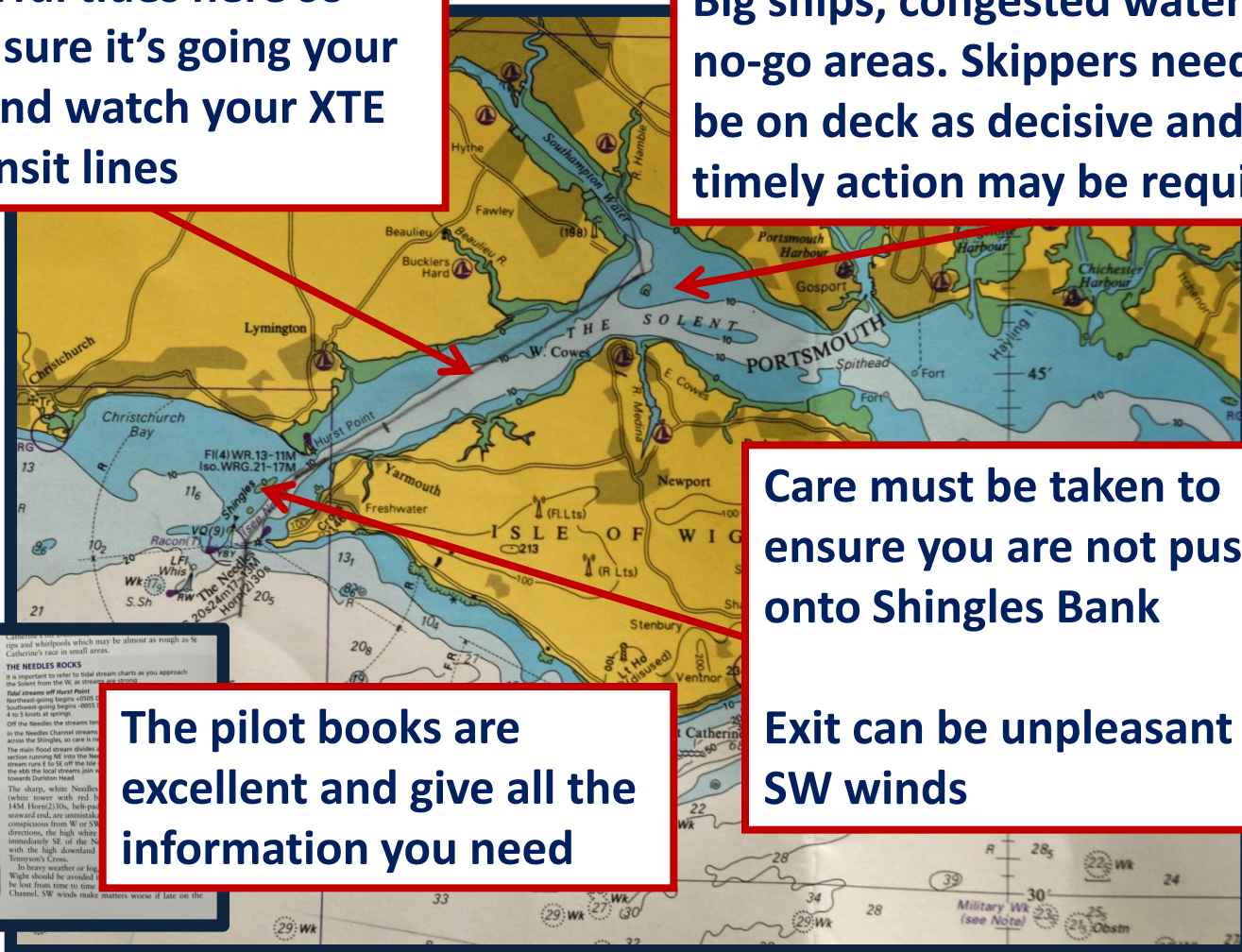
Powerful tides here so make sure it's going your way and watch your XTE or transit lines

Big ships, congested waters and no-go areas. Skippers need to be on deck as decisive and timely action may be required

Care must be taken to ensure you are not pushed onto Shingles Bank

Exit can be unpleasant in SW winds

The pilot books are excellent and give all the information you need





# Departure Plymouth or Dartmouth

Less to worry about than departing from the Solent but still a busy shipping area. Departure time should be timed for favourable tides when approaching the Channel Islands



Don't bash into these.....many ships in the past have been wrecked here!

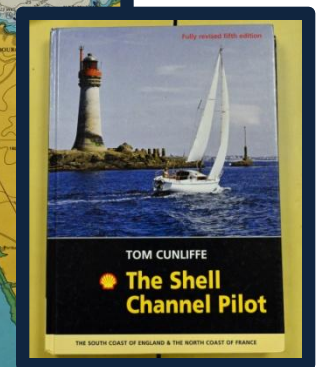
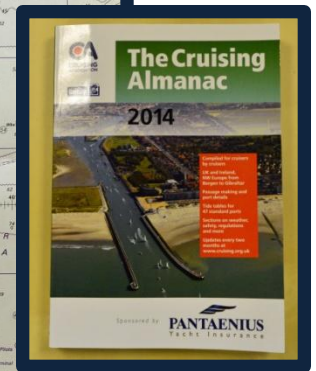
This area can be nasty when wind is against tide

# Crossing the Channel

You'll want to arrive at the Channel Islands with a **favourable tide stream** and in **day light** so a night crossing is likely

Lots of shipping and a night passage will keep watch keepers busy and skippers alert.

The **SHELL CHANNEL PILOT** and **CRUISING ALMANAC** both give excellent detailed instructions and advice.



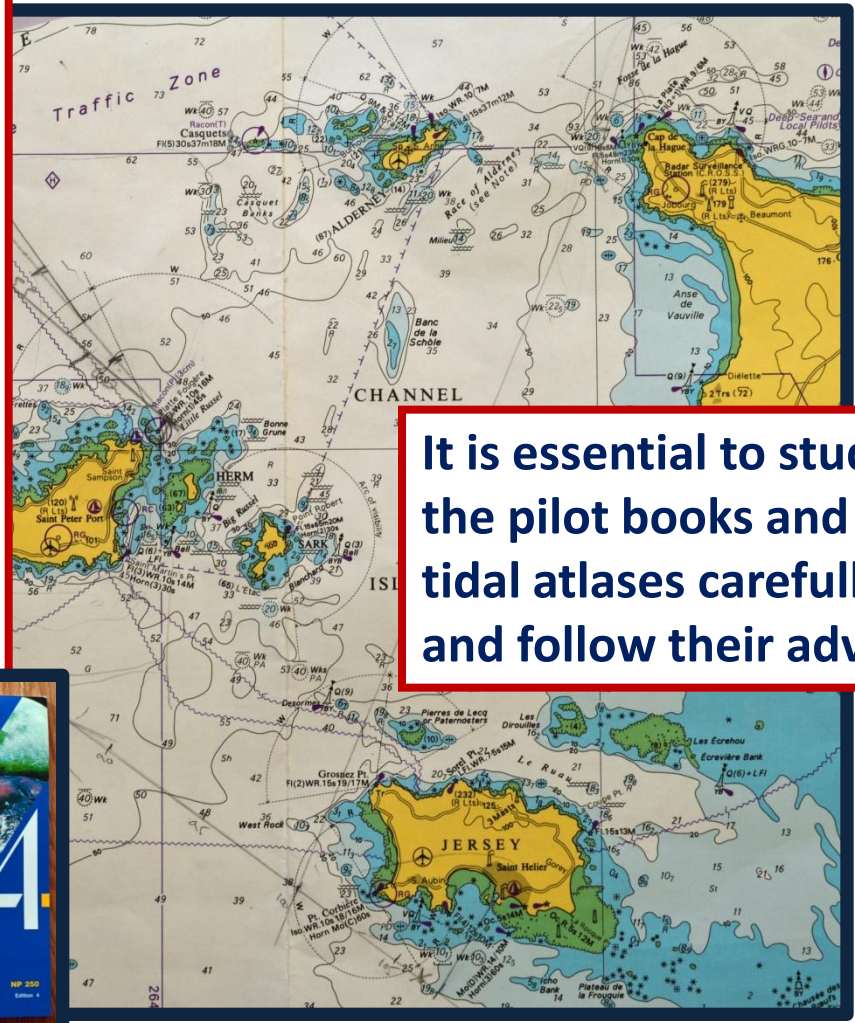
# Cap de la Hague

## WARNING

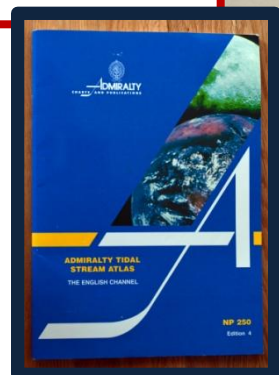
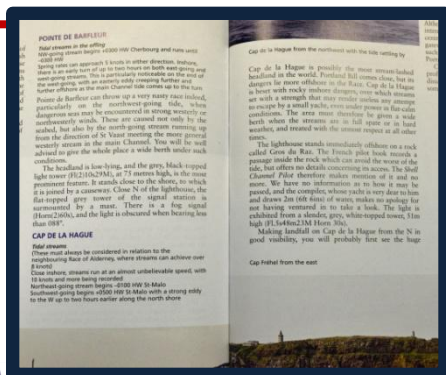
Very powerful tides sweep past this headland. **Very careful timing will be required.**

Ideally, you want to arrive at HW Dover (+5hr HW Malo) and this will give a fast ride to Jersey.

In SW winds this area can be very unpleasant.



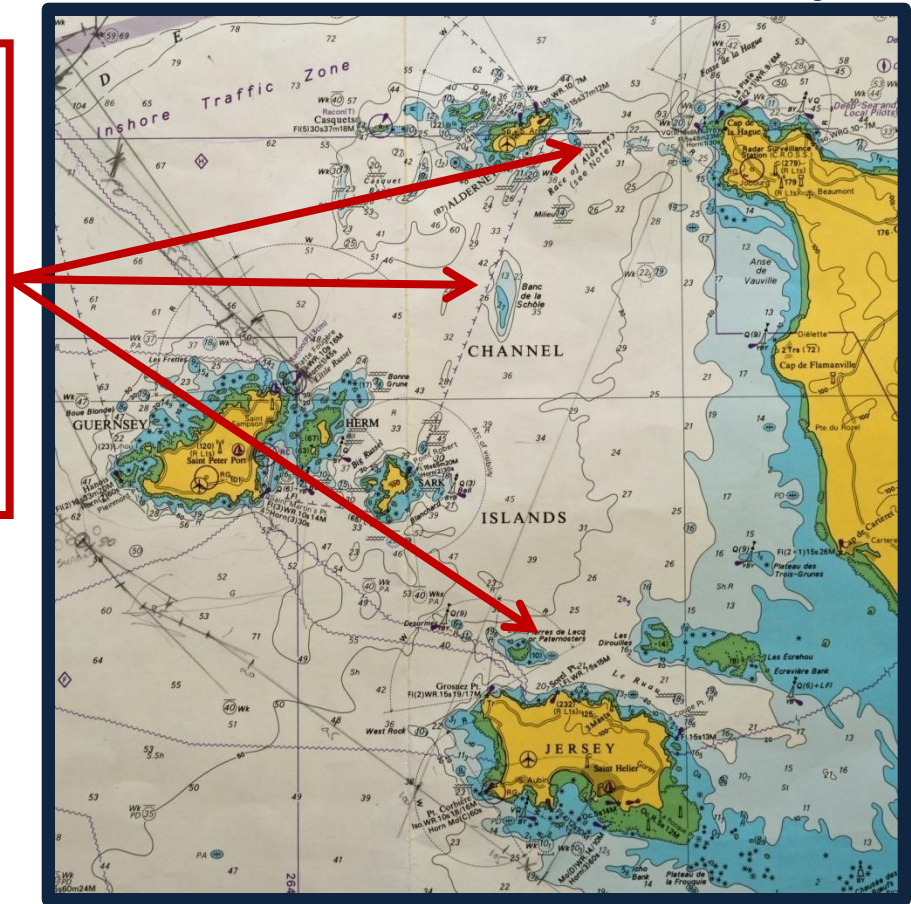
It is essential to study the pilot books and a tidal atlases carefully and follow their advice



# Northern Approach to Jersey

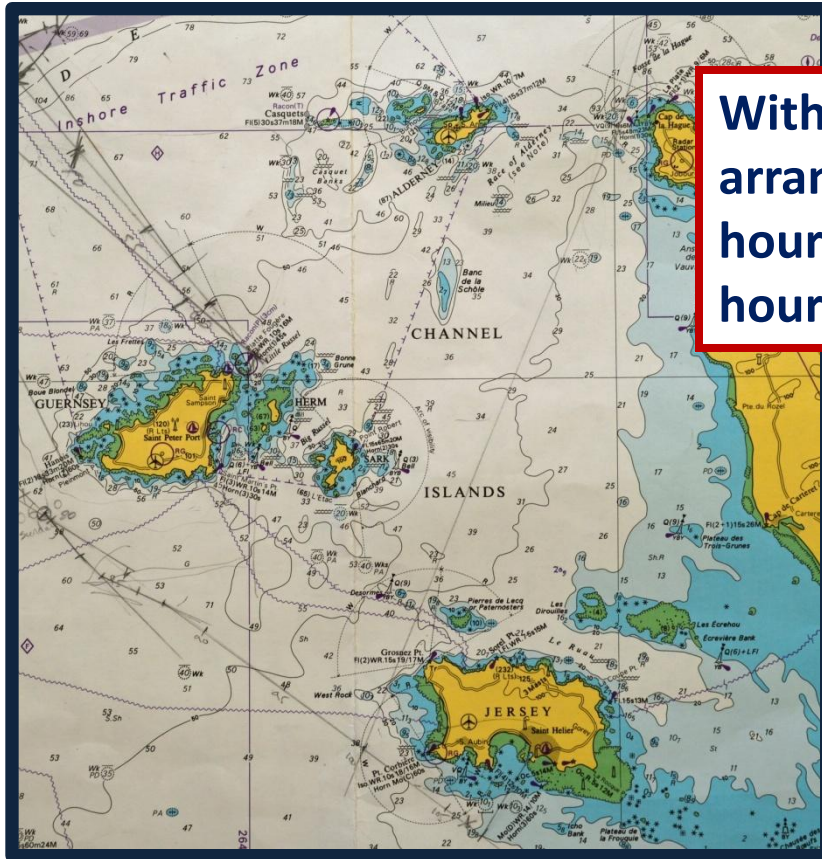
The passage from Cap de la Hague to St Helier will be a fast one with a fair tide.

Combined with many dangers the passage will keep navigators and skippers busy.

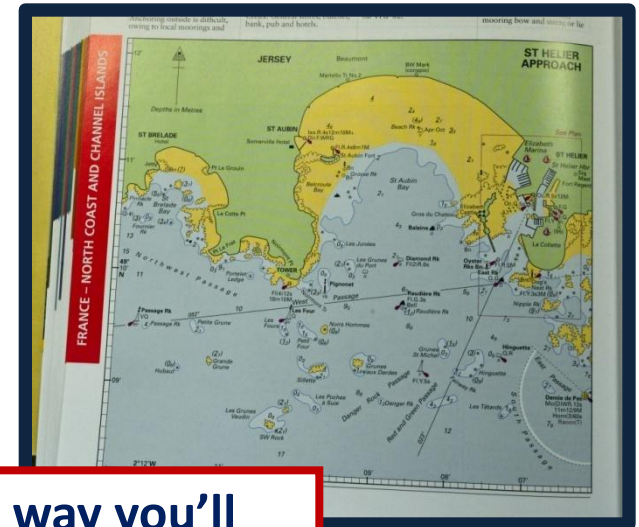


The pilot books give excellent instructions for approach and entry into St Helier

# Western Approach to Jersey

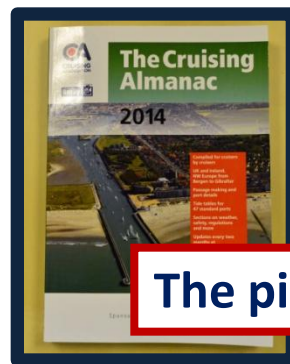
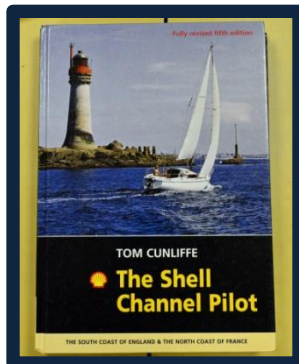
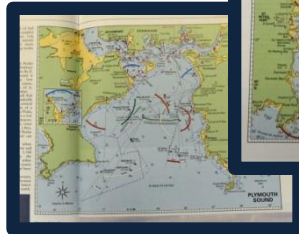
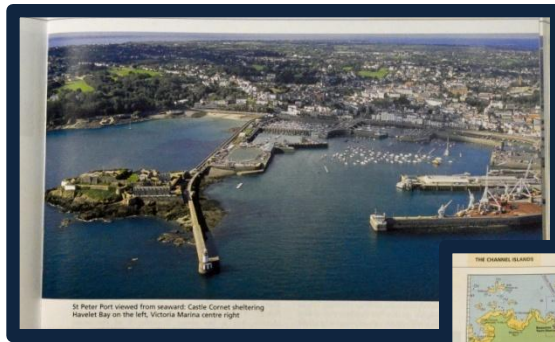


With careful timing you can arrange a fair tide for the last 6 hours of the passage and arrive an hour or two before HW St Helier.



Follow the advice given in the pilot books, this way you'll know what to expect and your confidence will increase

# Boltholes



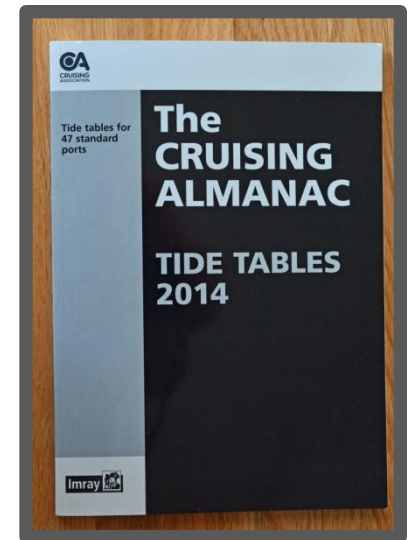
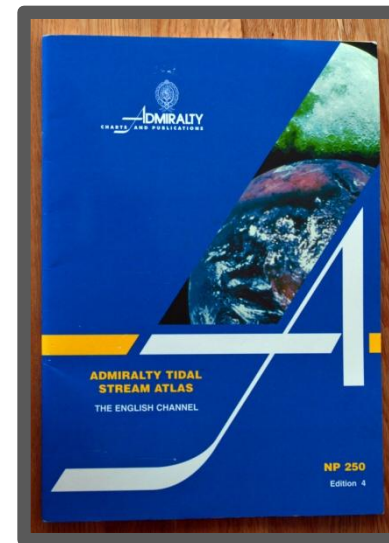
For the first part of the passage you will have many options of boltholes but as the passage progresses they'll become less viable.

There are many harbours on the French coast that offer a safe refuge, **so make sure you take the correct documentation should the need**

**The pilot books tell which ports you can enter**

# Studying the Almanac

The next job is to study the tide table and tidal atlas and work out a suitable leaving time



# Planning the Passage

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

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

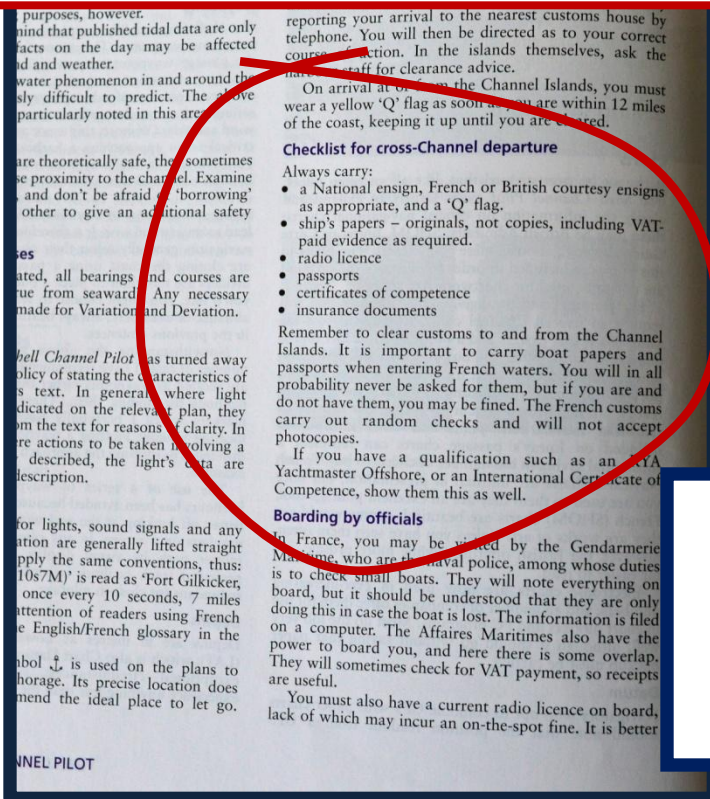
**Before finalising it, you may find it helpful to go through it with you partner / crew**



# Other Considerations

## PAPERWORK

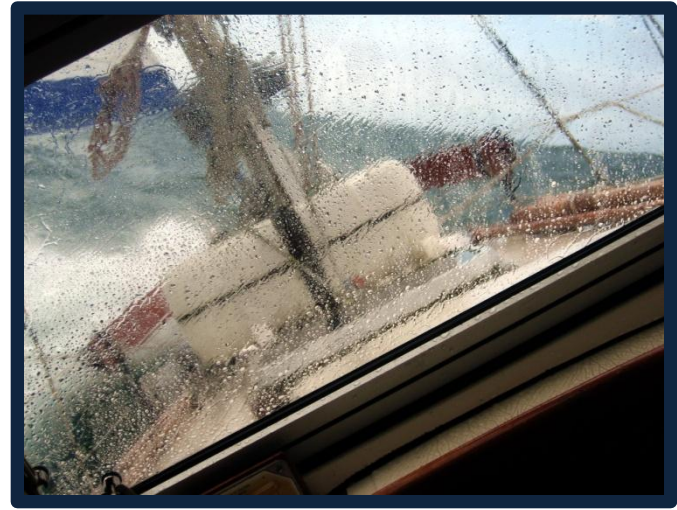
Make sure you have all the documents required for your boat and your crew for a channel crossing to Jersey and also ensure you have the correct documents for entering French ports, should the need arise



Check the pilot books for what documentation you need to bring

# 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 major tidal gates and lack of safe refuges**

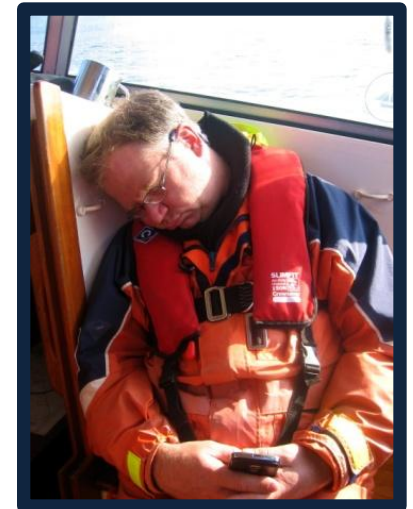


# Other Considerations

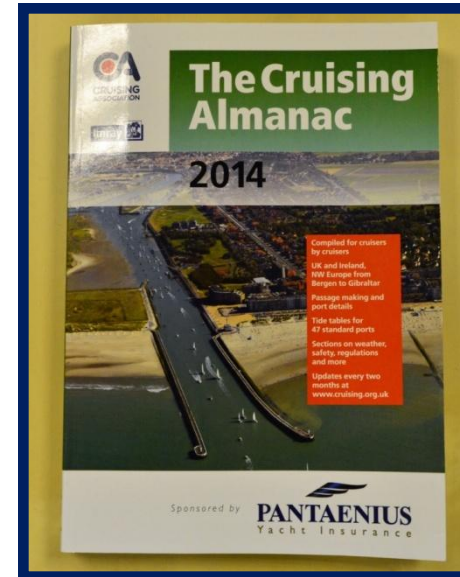
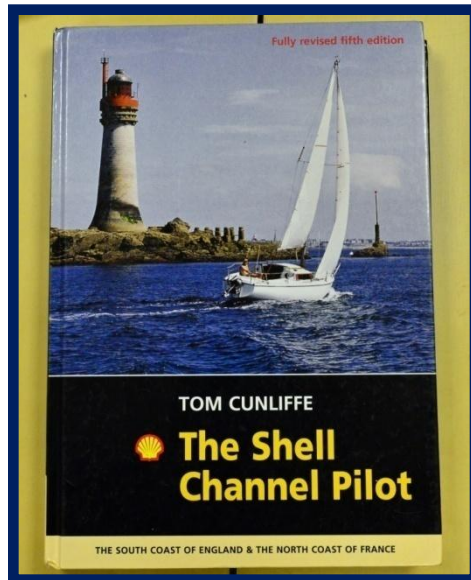
**It's an overnight passage, you will need to think about :**

- **Crew watches**
- **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.**



# Recommended Pilot Books



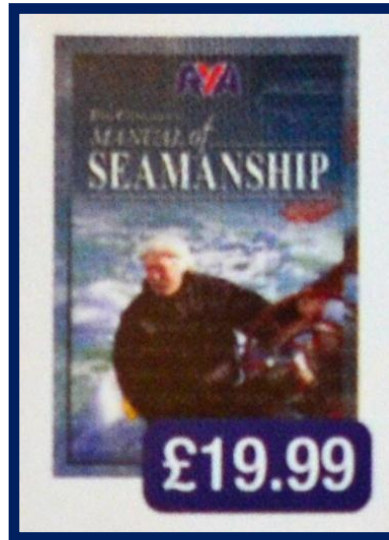
Available in all good chandlery stores & on-line retailers

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## 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](http://www.penguinsailing.com)

