

Cross Channel Jaunt

Revision	Change summary
1.0	Initial Draft

The Passage (Based on 5.5 kts (made good) of boat speed)

Tides

Location		BST	Height (m)	Range (m)
Chichester	Wed 22/05/24	1700	1.3	
Chichester	Wed 22/05/24	2350	4.5	
Chichester	Thur 23/05/24	0520	1.1	3.3 m
Chichester	Thur 23/05/24	1220	4.4	3.3 m
Dover	Wed 22/05/24	1830	1.3	
Dover	Wed 22/05/24	2330	6.2	
Dover	Thur 23/05/24	0650	1.2	
Dover	Thur 23/05/24	1150	6.2	
Dover	Thur 23/05/24	1910	1.3	
Cherbourg	Wed 22/05/24	2020	5.8	
Cherbourg	Thur 23/05/24	0840	5.8	
Cherbourg	Thur 23/05/24	2050	6.0	
St Vaast	Thur 23/05/24	0940	6.3m	
St Vaast	Thur 23/05/24	2150	6.3m	
St Vaast Lock Open	Thur 23/05/24	0724 – 1412		
St Vaast Lock Open	Thur 23/05/24	2035 – 0153*		

Notes (Wednesday Evening Crossing)

Chichester bar: -1.0 m CD (supposed to be maintained at -1.5 m).

State of tide on morning of 23/05/24 at 1830: 1.7m. **On Chichester Bar at 00 least depth: 2.7 m.**

Tide turns in the channel from East going to West going at HW Dover 2330 (1150).

Tide turns off Cherbourg from West going to East going at LW Dover 0650 (1910).

The main tidal consideration is that the tide runs strongly (up to 3 kts) down the East side of the Cherbourg Peninsula. We need to turn up at Barfleur at a suitable time to catch a fair stream. It turns fair at HW Cherbourg -3; 0540 (1750) bst.

Waypoints / Route:

Name St Vaast											
From West Pole						To St Vaast					
Distance	Plan speed	Enroute	Departure	Time	Color	Style	Width				
73.6 NMi	5.5	13H 23M	23/05/2024	07:20:41	Local@PC	Default color	Default	Default			
Leg	To waypoint	Distance	Bearing	Total Distan...	Latitude	Longitude	ETE	ETA	Sp...	Next ti...	De:
---	West Pole	1.7 NMi	180 °T	0.0 NMi	50° 45.4' N	000° 56.6' W	18M 48S	Start: 5/23/2024 07:20 (Daytime)	5.5		
1	St Vaast Appr	71.9 NMi	188 °T	71.9 NMi	49° 34.4' N	001° 13.0' W	13H 4M	5/23/2024 20:24 (Daytime)	5.5		
2	Le Gavedest	0.6 NMi	267 °T	72.4 NMi	49° 34.3' N	001° 13.9' W	6M 13S	5/23/2024 20:30 (Daytime)	5.5		
3	St Vaast	1.2 NMi	310 °T	73.6 NMi	49° 35.1' N	001° 15.3' W	13M 11S	5/23/2024 20:43 (Daytime)	5.5		

Passage notes

Distance to run about 72 nm. At 5.5 kts, this is about 13 hours.

St Vaast Lock gate opens at 0724 bst. We want to arrive as it opens, so we need to be at Chi Harbour entrance (West Pole) at 1830; slip at 1800.

From an 'off Barfleur' perspective It will take about 10 hours to get into this region. So we need to leave around 1940; slip at 1900. So we will punching some tide if we want to arrive at first lock opening.

If we look to be early, then we are best to be **east** of the rhumb line. We need to fine tune this on passage. However we turn up a little late, then the tide will have already turned east going, so it is best to be **west** of the rhumb line.

Rhumb line Chichester to St Vaast approach: 188°T

Based on Reeves Foukes and Cherbourg:

Time	Distance (nm)	Cherbourg	Set	Drift (kt)	Notes
1920 (0740)	3	HW-1			
2020 (0840)	8.5	HW	070	1.4	
2120 (0940)	14	HW+1	045	1.0	
2220 (1040)	19.5	HW+2	080	0.6	
2320 (1140)	25	HW+3	-	0	West starts
0020 (1240)	30.5	HW+4	260	1.1	
0120 (1340)	36	HW+5	260	2.4	
0220 (1440)	41.5	HW+6	260	3.0	
0240 (1450)	44.5	HW-6	260	(0.6)	15 minutes
0340 (1550)	49.5	HW-5	250	2.4	
0440 (1650)	55	HW-4	280	1.4	
0540 (1750)	60.5	HW-3	100	1.6	East starts
0640 (1850)	66	HW-2	180	2.9	
0740 (1950)	71.5	HW-1	170	1.1	Off St Vaast
0840 (2050)		HW			

Total East going: 4.6 nm

Total West going: 9.7 nm

Resultant: **5 nm West**

CTS: 185°T

Discoveries:

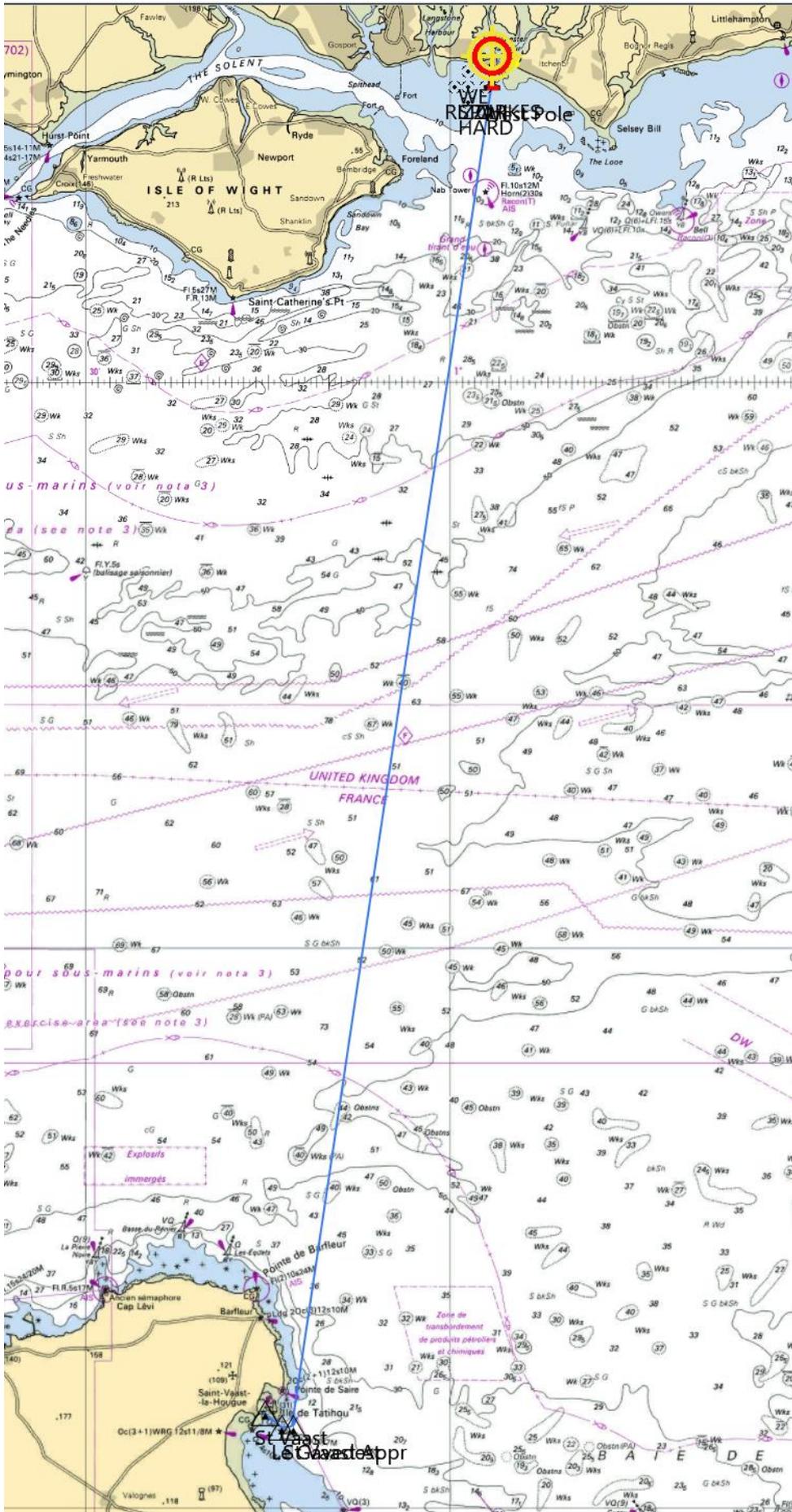
1. For a 60 nm passage one mile of cross set equates to 1° of 'correction' for course Recommended CTS.

Initially **Steer the rumb line - 188° T**. This will probably leave us up to 5 miles (probably less) to the West of where we want to arrive. However, crucially, this leaves us 'up tide' from the new tide that will sweep around Barfleur and down to St Vaast. This is particularly important if we end up on the late side. Arriving late and East is particularly difficult and will make us even later.

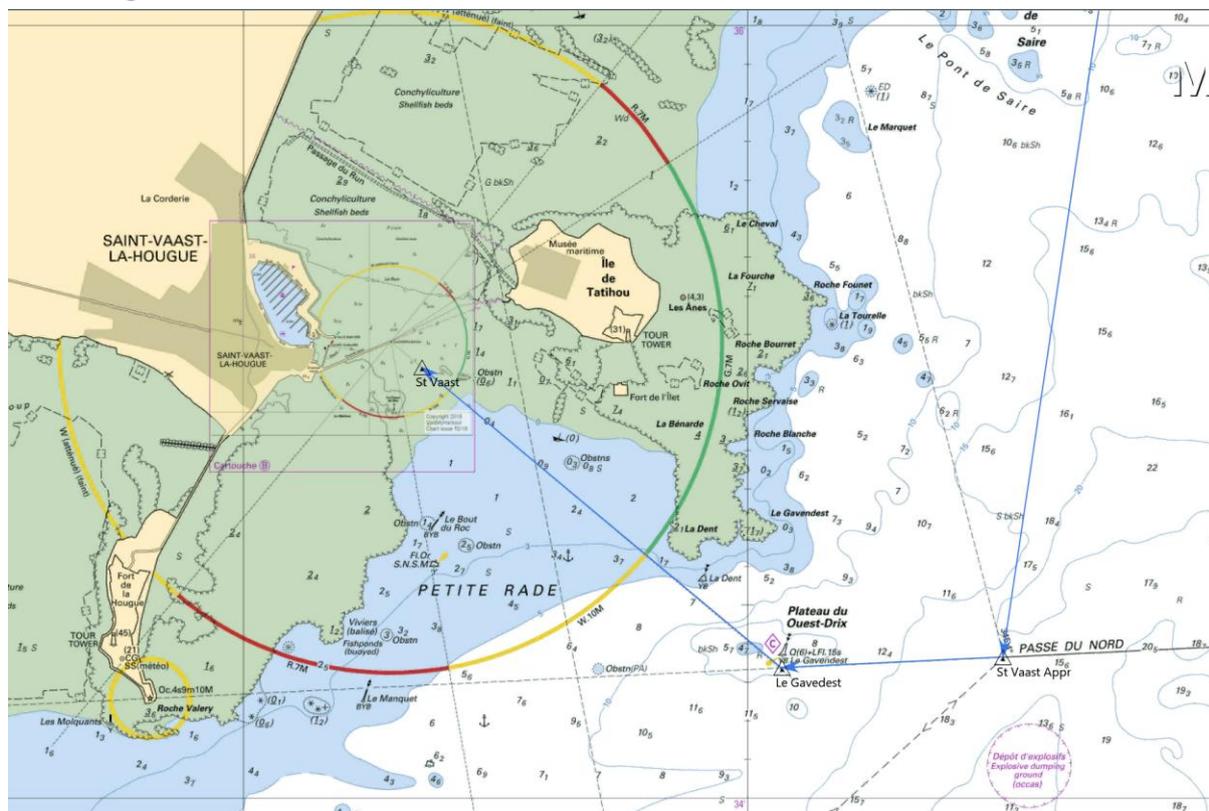
I plan to review progress after the shipping lanes and fine tune the course at that time.

Warnings / hazards on passage

1. The 'Nab Channel', marked with yellow marks and the main shipping channel is best avoided and crossed as quickly as possible at as close to perpendicular as possible.
2. The shipping lanes are not 'Traffic Separation Schemes' (TSS), but are best treated as such. The first lane is East to West we will be 'interacting' with this from around 0900. The second lane is West to East around 1030.
3. Once we get off Barfleur, there are many lobster pot markers. These are large 'ocean going' pot marks and are reasonably easily seen. However with the significant tide up the chuff, one comes across them very quickly. They also feel very threatening as they appear to aim at you. Make SIGNIFICANT course adjustments to miss them as soon as you see them.



Arriving At St Vaast



We are heading for the 'Passe du Nord'. This is the marked, safe channel. It is perfectly safe to navigate inside of **Plateau du Quest-Drix**, making sure to leave **Le Dent** to starboard.

Warnings

There are many **lobster pots** in the approaches to St Vaast. These pots typically have flags on them and are much easier to spot (during the day).

Issues:

- Our passage needs to be registered with:
 - HMRC - <https://www.spcr.homeoffice.gov.uk/>
 - This allows you to create an account and then do all passage plan submissions on line.
 - PAF: (background): <https://apispl.kpratik.com/storage/uploads/2022/08/10/62f399383d03dflyer-Brexit-SVLH.pdf>
 - PAF: (the actual form): [60af6c4c015adpravis-immigration-maritime-SVLH.pdf](https://apispl.kpratik.com/storage/uploads/2022/08/10/60af6c4c015adpravis-immigration-maritime-SVLH.pdf) (kpratik.com)
 - This form needs to be sent to two email addresses:
 - didpaf-cherbourg-cic@interieur.gouv.fr
 - Agence.portuaire.nord@manche.fr

- Rally will have berths booked on the same pontoon.
 - MDL berth holders 2 nights FREE! You do need to register with 'Passporte Escale'. Call your home marina to get your account activated.
 -
- Social events planned
 - Restaurant Guide
 - Walks
 - Cheese & Wine Party
 - Boules Championship & Picnic

FAQs

- Required Equipment
 - We suggest yachts are equipped to ORC CAT3 standard. We will offer advice on how to achieve this. It is not onerous and a sensible yacht should already be similarly equipped.
- A Risk Assessment document will be available. However, we are mitigating risks by:
 - We are not racing.
 - We will not go if the forecast indicates winds above F5.
 - We are providing regular VHF monitoring with supporting yachts within a few miles.
- Comms
 - CH72