

**North West Venturers Yacht Club**

# **Cruising Compendium**



Photo: Mike Hollingworth

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# Cruising Compendium



North West Venturer's cruise to Ireland, Scotland, France - and further afield.

Left: Off Bora Bora

Above: Village Bay, St. Kilda.

Even for local journeys, we need access to a lot of data, much of which requires some searching to find. This document offers recommendations and access to information of use for passages from Anglesey. If you think something is missing, let the Vice commodore know about it.

**The decision to sail is your own, not the Club's. The Club and its OoD's, are not responsible for your safety.**

## Cruising Trophies

The Club awards a number of trophies, mainly donated by past members, both to recognise cruising achievement and to encourage further exploration.

<i><b>TROPHY</b></i>	<i><b>DESCRIPTION</b></i>
<b>Commodore's Cup</b>	Awarded to the winner of the Senior Log Competition, for logs of cruises of 10 days duration or more.
<b>Storm Trophy</b>	Awarded in recognition of a sailing achievement by a relative newcomer to sailing.
<b>Kioni Cup</b>	Awarded to the winner of the Children's Log Competition, for logs of cruises of any duration.
<b>Venturer's Cup</b>	Awarded at the discretion of the committee (and not necessarily every year) for an outstanding sailing achievement during the year.
<b>Junior Venturer's Cup</b>	Awarded at the discretion of the committee (and not necessarily every year) for an outstanding achievement during the year by a Junior member.
<b>Junkette Bowl</b>	Awarded to the yacht which cruises to the furthest point of call from Anglesey around the coast of Ireland (North or South about).
<b>St. Kilda Trophy</b>	This is a plaque mounted on the wall of the clubhouse. It bears the name of every club yacht and skipper who visits St. Kilda. The trophy was presented by club members in 1979 as a memorial to Dick Partington, the Club's Training Officer for many years, whose boat, Lindora, was the first club boat to reach St. Kilda.

# Passage Planning

## INTRODUCTION

Going to sea in a boat is potentially dangerous and no amount of equipment will make sea-going safe if the skipper and crew are not fully competent or if conditions become extreme. However, the right equipment can help everybody to cope with danger and misadventure, so that the risks are reduced to an acceptable level.

Members are encouraged to register with the Coastguard CG66 scheme (<http://mcanet.mcga.gov.uk/public/cg66/>).

## OVERALL PLANNING

- Start planning at home with small scale (paper) charts covering the entirety of each passage and adjoining waters. Make sure that charts are up to date by using the UKHO updating web site, (<https://www.ukho.gov.uk/nmwebsearch/>) or the equivalent Imray web site, (<http://www.imray.com/corrections/>).
- Identify dangers and highlight on charts.
- Check that you have all necessary plotter cartography and that all cards are still working in the plotter.
- Check that you have relevant pilots.
- Identify shipping lanes & Traffic Separation Schemes to plan transits, if possible, in daylight hours. Remember that TSS must be crossed at right angles (as viewed on RADAR).
- Identify alternative routings for different weather and tidal conditions. (A passage from Kilmore Quay to Holyhead can vary by up to 6 hours depending on the state of the tide at the departure point).
- Check sunrise and sunset times (for light identification) and soundings (which might give progress checks). Check moon rise and set to assess visibility at night.
- Identify bolt holes in case of severe changes in the weather.
- Check VHF MSI transmission times and MMSI numbers for Coastguard Operations centres (COC).
- Check all safety equipment.
- Transfer waypoints along track and at boltholes to plotter and/or charts
- Create an outline plan with distances and likely passage time for each leg.

## TIDES AND TIDAL STREAMS

- Note the times and heights of tides at departure and destination.
- Note expected tidal streams at selected points along route. (Admiralty NP256 covers the Irish Sea)
- Identify limiting depths, overfalls, fast streams etc. which will create tidal gates.

## AIDS TO NAVIGATION

- Confirm (from chart corrections) the light characteristics of all AtoN along route and towards boltholes.
- Check VHF working channels at all harbours and marinas *en route*.

## DETAILED PLAN

- Check availability of large scale charts & pilots etc. for destination(s) and boltholes.
- Create hourly plot (allowing for tides) on passage chart using Admiralty Tidal Stream Atlases.
- Mark clearing lines for dangers along route
- Check depths at destination at ETA.
- Calculate worst case fuel requirements: gallons/hr; endurance vs passage time; allow 20% reserve.
- If going overseas, check:
  - Passports
  - Courtesy flags
  - Customs requirements at destination(s)
  - Coastguard (Crosse) stations and weather transmission times
  - Overseas agents for essential equipment



# Course Planner

Plan Date \_\_\_\_\_

## Depart From

ETD (Time)

Local HW (am)

Local HW (am)

Dover HW

State of Tide

	Tide Height

Neap	Mark state with X						Spring

## Destination

ETA (Time)

Local HW (am)

Local HW (am)

Dover HW

	Tide Height

FROM: Waypoint	TO: Waypoint	Course		Notes
		°T	°M	

Hours Out	Clock Time	Tide State	Strength (Kn)	Direction	Notes
ETD					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					



# LOG

## Passage Planning

PASSAGE START DATE \_\_\_\_\_

SKIPPER:

CHARTS REQUIRED:

CREW:

			AM				PM			
ETA/ETD	Location		HW	Ht	LW	Ht	HW	Ht	HW	Ht
		Depart								
		Dest'n								
Neap		Spring	DOVER							
R=3.3	Dover (mark X)		Range							
	Range   Height above LAT @ ETA						Depth Required			
	% Springs									

## WAYPOINTS

Name	Position	Name	Position	Name	Position

## FORECASTS

Time					
Area					
Wind					
Weather					

## MSI BROADCAST TIMES

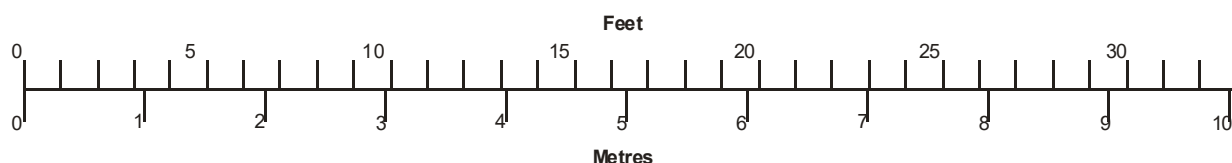
Schedule A: (12 hourly at 07xx/080xx and 19xx)  
Gale Warnings, Local Inshore waters forecast and outlook, Shipping Forecast, WZ Navigation Warnings including Negative Tidal Surge Warnings, SUBFACTS & GUNFACTS and the Three-Day Fisherman's Forecast, when and where appropriate.  
Schedule B: (3 hourly from 01xx or 02xx).  
Gale Warnings, Local Inshore waters forecast and outlook.

A	B	Ch.	A	B	Ch.
0710	0110	Scillies	0730	0130	Moel-y-Parc
0750	0150	St Ann's	0730	0130	Caldbeck
0750	0150	Hartland	0730	0130	Langthwaite
0750	0150	Gt. Orme	0730	0130	Snaefell
0750	0150	South Stack	0730	0210	Slieve Martin
0750	0150	Blaenplwyf	0730	0210	Greenock
0750	0150	Dinas Head	0810	0210	Black Mt

F - Fastnet: L - Lundy: IS - Irish Sea: M - Malin

## TIDAL RANGES

	Dover	Liverpool	Beaumaris	Holyhead	Milford Hn				
Springs	5.9	8.4	6.8	4.9	6.3				
Neaps	3.3	4.5	3.5	2.4	2.7				







# LOG

## DECK LOG

Time	E	Log	Depth	Baro	Wind	Weather	Lat	Long	Course

## NARRATIVE LOG

Time	Remarks

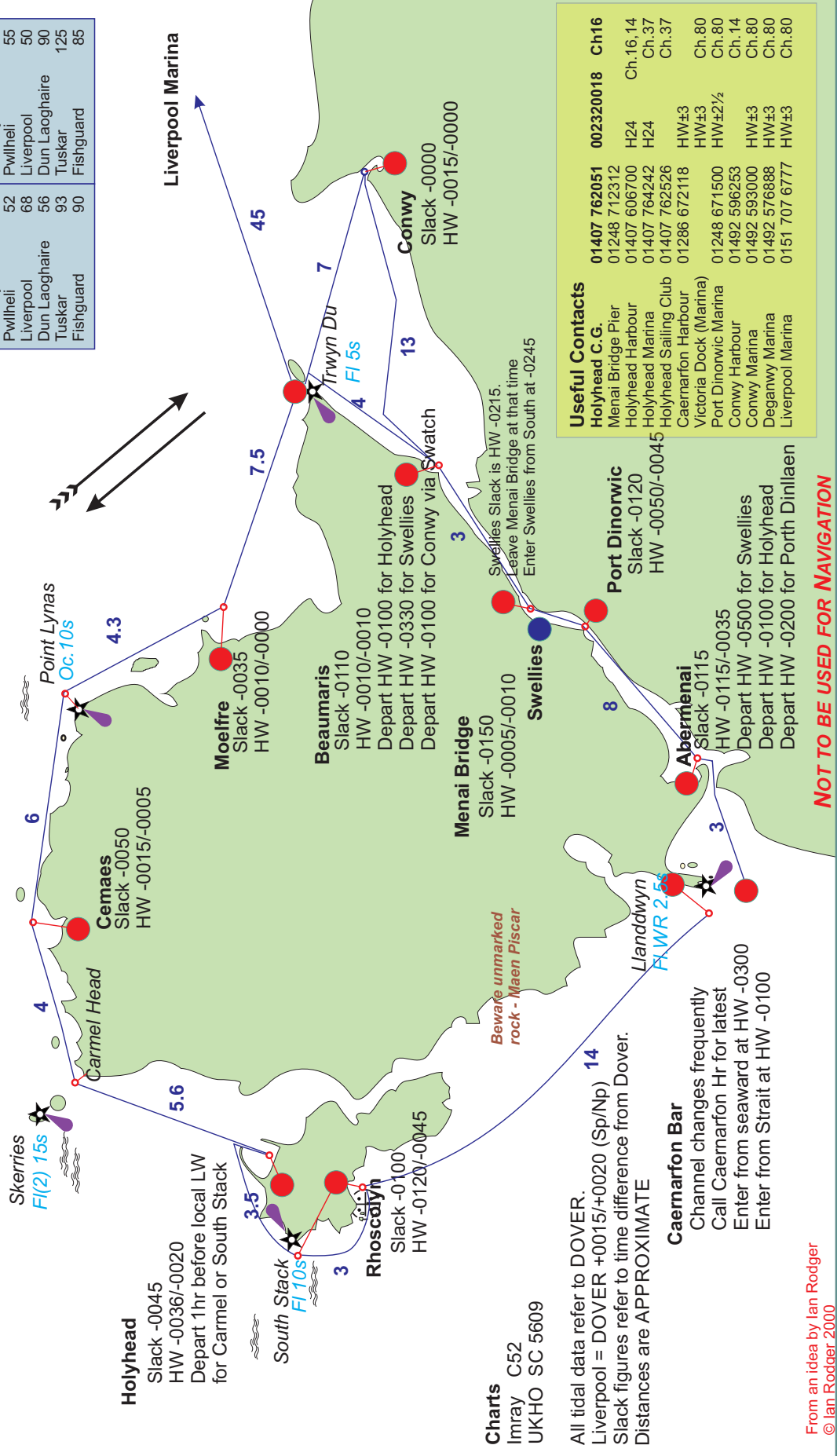
## DAILY SUMMARY

	Sailing Hours	Engine Hours	Distance (Sail)	Distance (Eng)	Average Speed	Fuel State	Water State
TODAY							
CUMULATIVE							

# Cruising Cribsheet for Anglesey

## Approximate Distances

Holyhead to:	Beaumaris to:
Portpatrick 93	Portpatrick 110
Port St Mary 46	Port St Mary 58
Conwy 36	Conwy 12
Beaumaris 32	Holyhead 32
Bardsey 35	Bardsey 35
Pwllheli 52	Pwllheli 55
Liverpool 68	Liverpool 50
Dun Laoghaire 56	Dun Laoghaire 90
Tuskar 93	Tuskar 125
Fishguard 90	Fishguard 85



## Charts

Imray C52  
UKHO SC 5609

All tidal data refer to DOVER.

Liverpool = DOVER +0015/+0020 (Sp/Np)

Slack figures refer to time difference from Dover.

Distances are APPROXIMATE

## Caernarfon Bar

Channel changes frequently

Call Caernarfon Hr for latest

Enter from seaward at HW -0300

Enter from Strait at HW -0100

From an idea by Ian Rodger  
© Ian Rodger 2000



# Cruising Cribsheet for Cardigan Bay

All tidal data refer to DOVER.

Liverpool = DOVER +0015/+0020 (Sp/Np)

Slack water figures refer to time differences on Dover

Distances (nautical miles) are APPROXIMATE.

## Charts

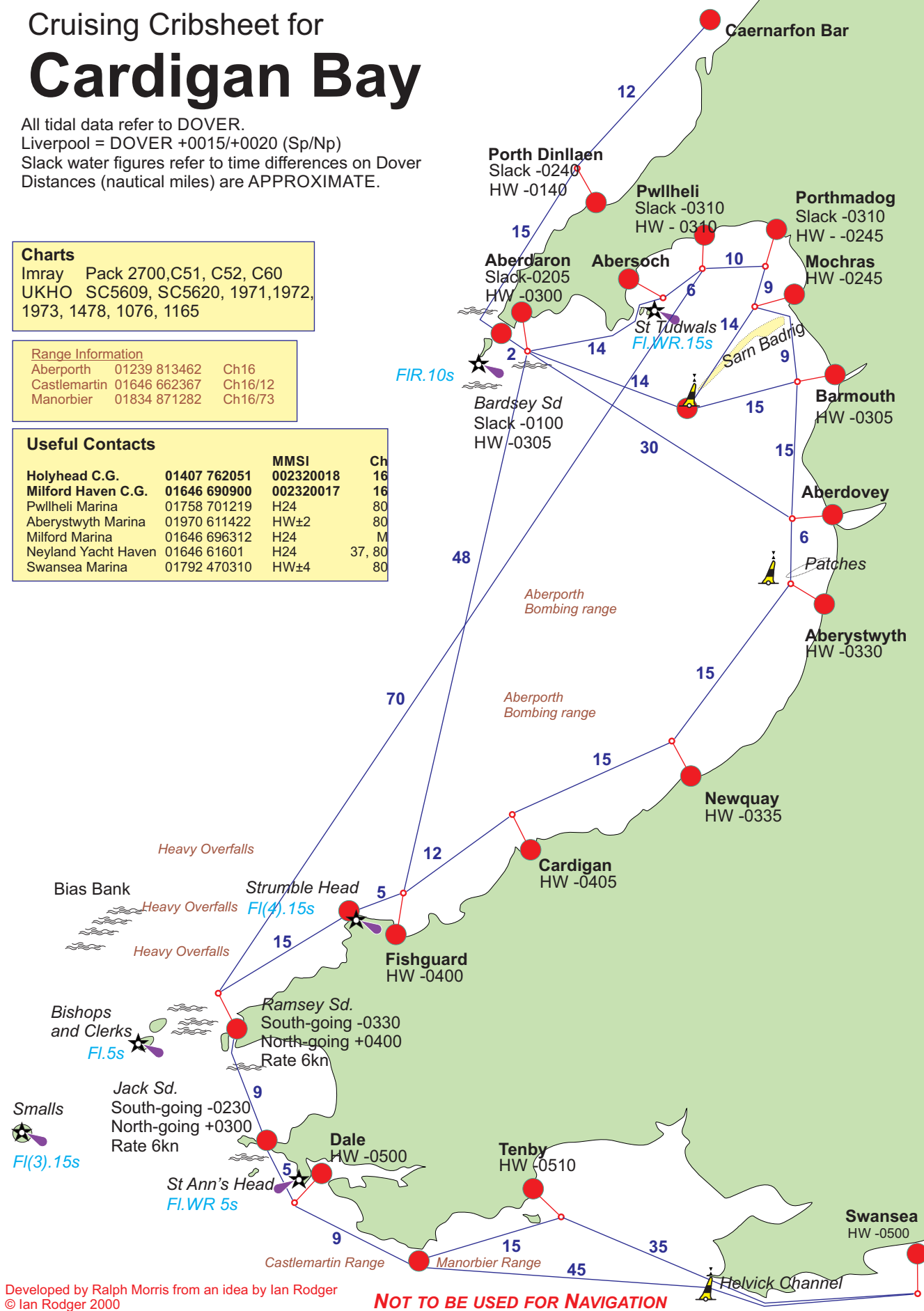
Imray Pack 2700, C51, C52, C60  
UKHO SC5609, SC5620, 1971, 1972,  
1973, 1478, 1076, 1165

## Range Information

Aberporth	01239 813462	Ch16
Castlemartin	01646 662367	Ch16/12
Manorbier	01834 871282	Ch16/73

## Useful Contacts

		MMSI	Ch
Holyhead C.G.	01407 762051	002320018	16
Milford Haven C.G.	01646 690900	002320017	16
Pwllheli Marina	01758 701219	H24	80
Aberystwyth Marina	01970 611422	HW±2	80
Milford Marina	01646 696312	H24	M
Neyland Yacht Haven	01646 61601	H24	37, 80
Swansea Marina	01792 470310	HW±4	80



Developed by Ralph Morris from an idea by Ian Rodger  
© Ian Rodger 2000

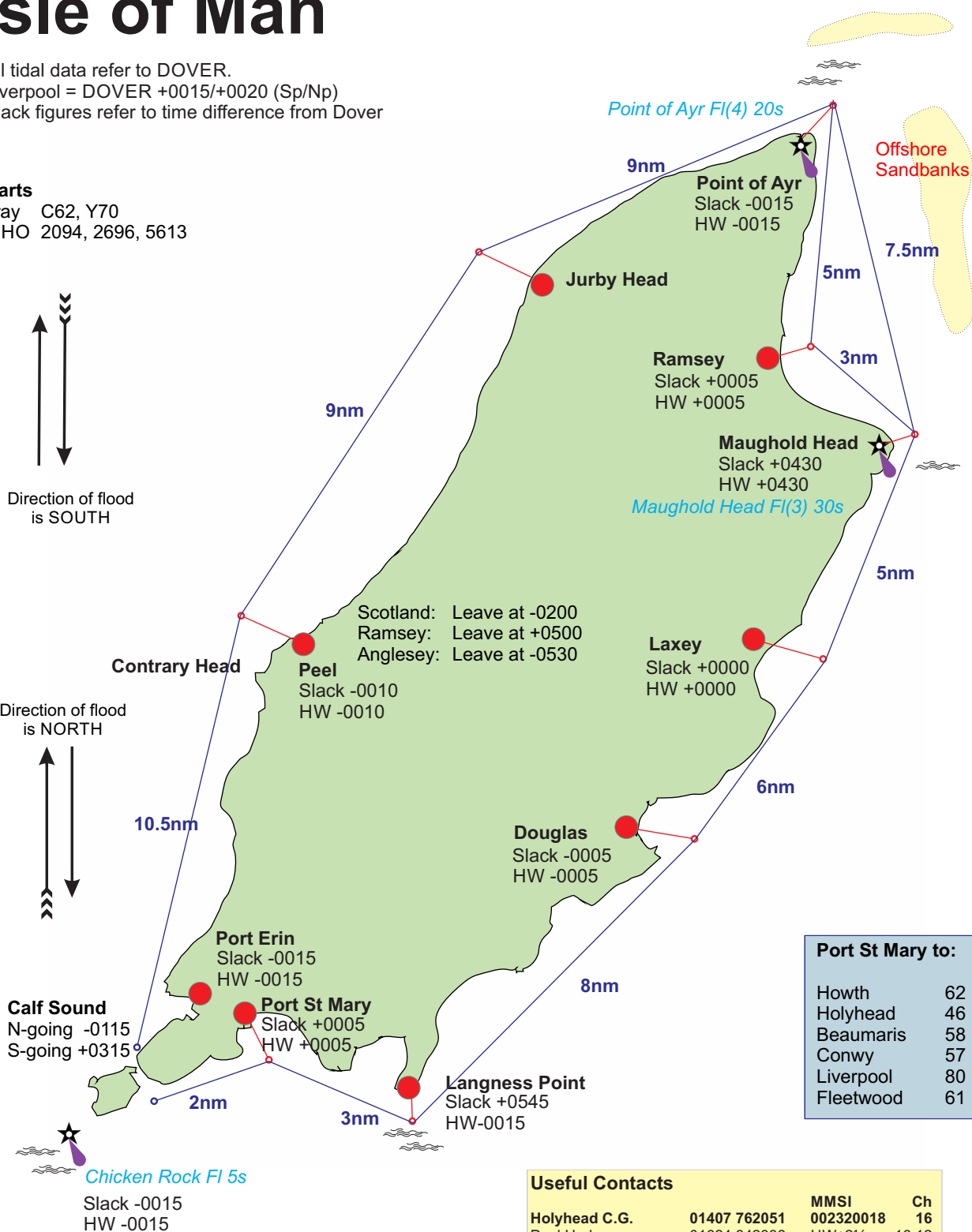
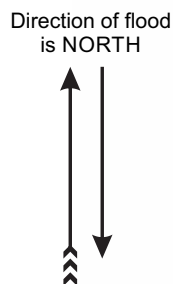
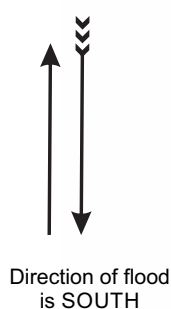
**NOT TO BE USED FOR NAVIGATION**

# Cruising Cribsheet for Isle of Man

All tidal data refer to DOVER.  
Liverpool = DOVER +0015/+0020 (Sp/Np)  
Slack figures refer to time difference from Dover

## Charts

Imray C62, Y70  
UKHO 2094, 2696, 5613



From an idea by Ian Rodger  
© Ian Rodger 2000

NOT TO BE USED FOR NAVIGATION

# Cruising Cribsheet for Irish Sea

All tidal data refer to DOVER.

Liverpool = DOVER +0015/+0020 (Sp/Np)

Slack water figures refer to time differences on Dover

Distances (nautical miles) are APPROXIMATE.

## Useful Contacts

		MMSI	Ch
Holyhead C.G.	01407 762051	002320018	16
Milford Haven C.G.	01646 690900	002320017	16
Belfast C.G.	02891 463933	002320021	16

For calls from UK to Eire, preface with +353 and drop the '0'.

Kilmore Quay Marina	05 3912 9955	H24	09
Arklow Marina	04 023 9901	H24	12
Dun Laoghaire	01 202 0040	H24	80
Howth	01 839 2777	H24	80
Malahide	01 845 4255	HW±4	M,80
Carlingford	04 2937 3073	H24	M
Ardglas	02844 842323	H24	M,80
Portaferry	02842 729598	H24	80
Bangor	02891 453297	H24	M,80
Carickfergus	02893 366666	H24	M
Glenarm	02828 841285	H24	16,M
Ballycastle	02820 768525	H24	80

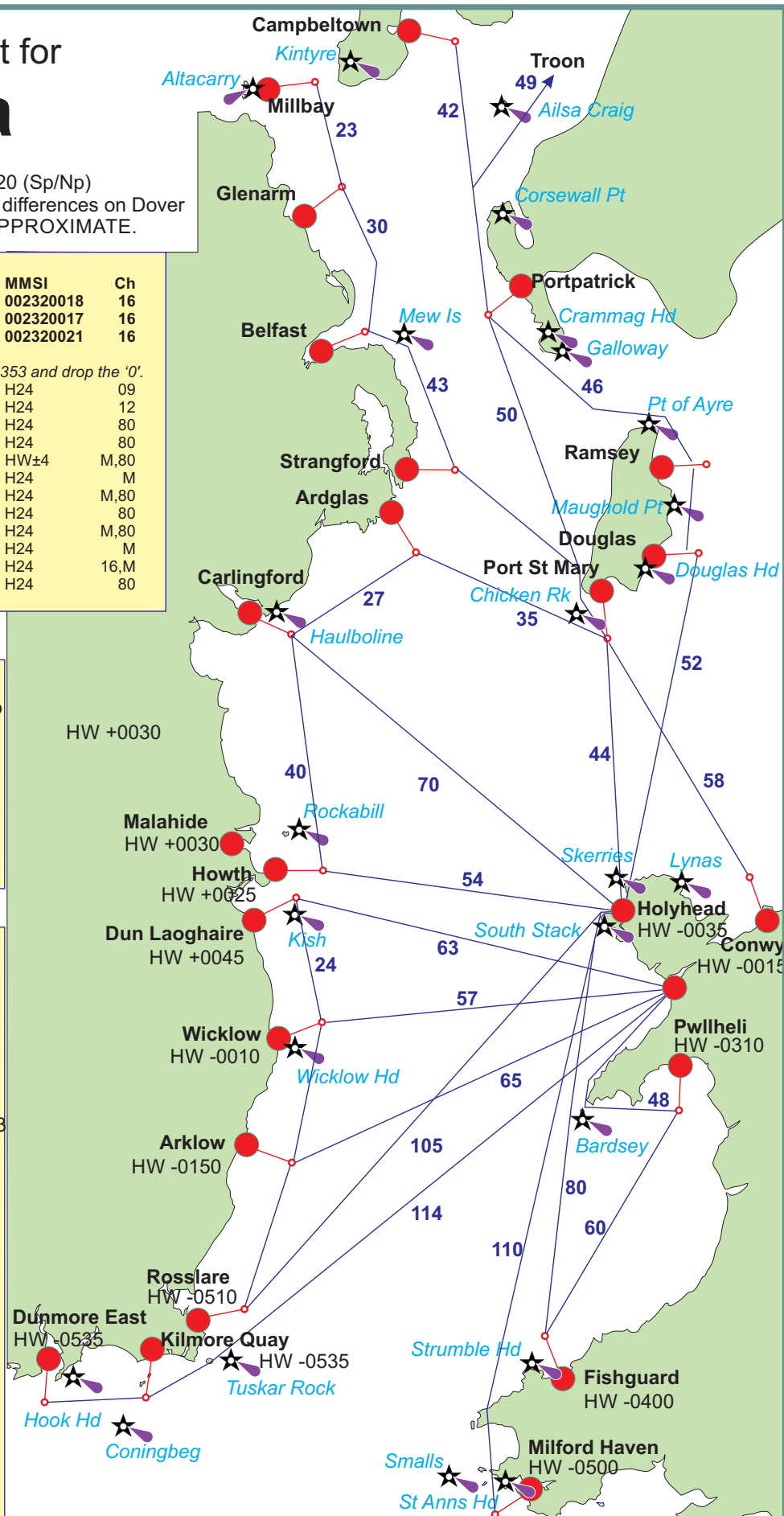
## Charts

Charts for the waters of this crib sheet are too numerous to list. UKHO 1121 covers the entire area.

Imray Pack 2700 covers the Welsh coastline. C61, C62 and C64 are needed for the Irish coastline.

## Primary Lights

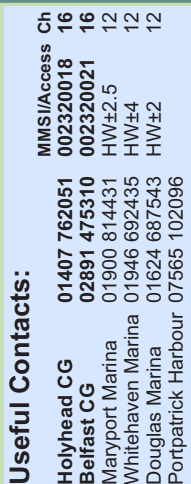
Hook Head	Fl.3s.	23M
Coningbeg	Fl(3).30s	24M
Tuskar Rock	Q(2).7.5s	24M
Wicklow Hd	Fl(3).15s.	23M
Kish Bank	Fl(2).20s.	22M
Bailey	Fl.15s.	26M
Rockabill	Fl.WR.12s.17/13	
Haulboline	Fl(3).10s.	17M
Mew Island	Fl(4).30s.	24M
Altacarry Hd	Fl(4).20s.	26M
Kintyre	Fl(2).20s.	24M
Ailsa Craig	Fl.4s.	17M
Corsewall Pt	Fl(5).30s.	24M
Crammag Hd	Fl.10s.	18M
Galloway	Fl.10s.	18M
Pt of Ayre	Fl(4).20s.	19M
Maughold Pt	Fl(3).30s	21M
Douglas Hd	Fl.10s.	24M
Chicken Rock	Fl.5s.	21M
Point Lynas	Oc.10s	18M
Skerries	Fl(2).15s.	20M
South Stack	Fl.10s.	24M
Bardsey Is	Fl(5).15s.	26M
Strumble Hd	Fl(4).15s.	26M
Smalls	Fl(3).15s.	18M
St Anns Hd	Fl.WR.5s 18/17	



NOT TO BE USED FOR NAVIGATION

From an idea by Ian Rodger  
© Ian Rodger 2000

# Cruising Cribsheet for



From an idea by Ian Rodger  
© Ian Rodger 2000

## Harbour Contacts

Aberdovey harbour	01654 767626	07879 433148	16, 12
Barmouth harbour	01341 280671	07795 012747	16, 12
Castletown harbour	01624 823549	07624 451503	12
Caernarfon harbour	01286 672118		14
Conwy harbour	01492 596253		16, 14
Fishguard harbour	01348 873369	07721 860803	12
Holyhead harbour	01407 606700		14
Peel harbour	01624 842383	07624 495036	12
Port Erin harbour	01624 833206	07624 460096	12
Port St Mary harbour	01624 833205	07624 460096	12
Porthmadog harbour	01766 512927	07879 433147	16, 12


## Marina Contacts

Aberystwyth marina	01970 611422		80
Ardglas (Phennick Cove)	02844 842332		M, 80
Arklow marina		(+353) 87 2588078	16, 8
Ballycastle marina	02820 768525		80
Bangor marina, NI	02891 453297		11, 80
Carlingford marina	(+353) 42 937 3072		M
Carrickfergus marina	02893 366666		M
Conwy marina	01492 593000		80
Deganwy marina	01492 576888		80
Fleetwood Haven marina	01253 879062		12
Glenarm marina	02828 841285	07703 606763	16, M
Greystones marina	(+353) 1 287 3131	(+ 353)86 2718161	M, 80
Holyhead marina	01407 764242		M
Kilmore Quay marina	(+353) 53 9129955		16, 09
Liverpool marina	0151 707 6777		80
Malahide marina	(+353) 1 845 4129		M, 80
Milford marina	01646 696312		14
Neyland Yacht Haven	01646601601		M, 80
Port Dinorwic Yacht Haven	01248 671500		80
Portaferry marina	02842 729598		80
Preston marina	01772 733595		80
Victoria Dock (Caernarfon)	01286 672118		80




# Coastguard MSI transmissions

Two complete weather forecasts are transmitted each day (Schedule A), with Inshore forecasts (Schedule B) at three hourly intervals. Gale warnings are also transmitted when received.

**Schedule A:** (12 hourly at 07xx and 19xx)

Gale Warnings, Local Inshore waters forecast and outlook, Shipping Forecast, WZ Navigation Warnings including Negative Tidal Surge Warnings, SUBFACTS & GUNFACTS and the Three-Day Fisherman's Forecast, when and where appropriate.

**Schedule B:** (3 hourly from 01xx or 02xx).

Gale Warnings, Local Inshore waters forecast and outlook.

Transmissions in our area are:

1st	Aerial	Ch	Area	1st	Aerial	Ch	Area	
0110	Scillies	64	F	0130	Moel-y-Parc	63	IS	
0150	St Ann's	62	F, L	0130	Caldbeck	63	IS	
0150	Hartland64	F, L		0130	Langthwaite	62	IS	F - Fastnet
0150	Gt. Orme	64	IS	0130	Snaefell	64	IS	L - Lundy
0150	South Stack	63	IS	0210	Slieve Martin	64	IS, M	IS - Irish Sea
0150	Blaenplwyf	62	IS	0210	Greenock	62	IS, M	M - Malin
0150	Dinas Head	64	IS	0210	Black Mt63	IS, M		

## Flag Etiquette

Flag etiquette is a combination of law (what you must do) and maritime tradition (expectations of behaviour within the sea faring community). See RYA information. ([www.rya.org.uk/infoadvice/regssafety/flagetiquette/Pages/febook.aspx](http://www.rya.org.uk/infoadvice/regssafety/flagetiquette/Pages/febook.aspx)).

- The ensign is the most important flag and is worn at the stern or mizzen masthead. No other flag may be carried in these positions. NWVYC yachts must wear the Red Ensign.
- Need not be worn offshore.
- Is hoisted at 0800 and lowered at sunset (or 2100 if sunset is later than 2100).
- Is not worn when racing.
- The club burgee, the most important flag after the ensign, is worn at the main masthead, or at the superior (top) position below the starboard spreader.
- Courtesy flags must be worn when in the territorial waters of foreign countries. Isle of Man and Channel Islands count as foreign in this context - Wales, Scotland & Northern Ireland do not.
- They are carried on the starboard spreader, superior to any other signal flags. This creates a conflict with the burgee, normally resolved by wearing the burgee below the courtesy flag(s).
- In Brittany it is usual to fly the Breton flag immediately below the French flag.
- The Q-flag (for Customs clearance) need not be flown when entering EU countries from another EU country (including UK). It is required when entering the Channel Islands (or entering the UK from the Channel Islands). Form C1331 from [www.gov.uk/government/publications/import-and-export-pleasure-craft-on-non-eu-voyages-leaving-or-arriving-in-uk-c1331](http://www.gov.uk/government/publications/import-and-export-pleasure-craft-on-non-eu-voyages-leaving-or-arriving-in-uk-c1331) is required.
- House flags (e,g, RNLI, RYA) are flown from the port spreader in order of seniority.



## DRESSING OVERALL

[Bow] EQ3G8Z4W6P1 I Code TBX 1<sup>st</sup> H 3<sup>rd</sup> DF 2<sup>nd</sup> UAOMR2J0N9K7V5LCS [Stern]

Split after "3<sup>rd</sup>" on sloop: split after I and 2<sup>nd</sup> on ketch.

Commodore does not dress overall but wears ensign at both masthead and stern.

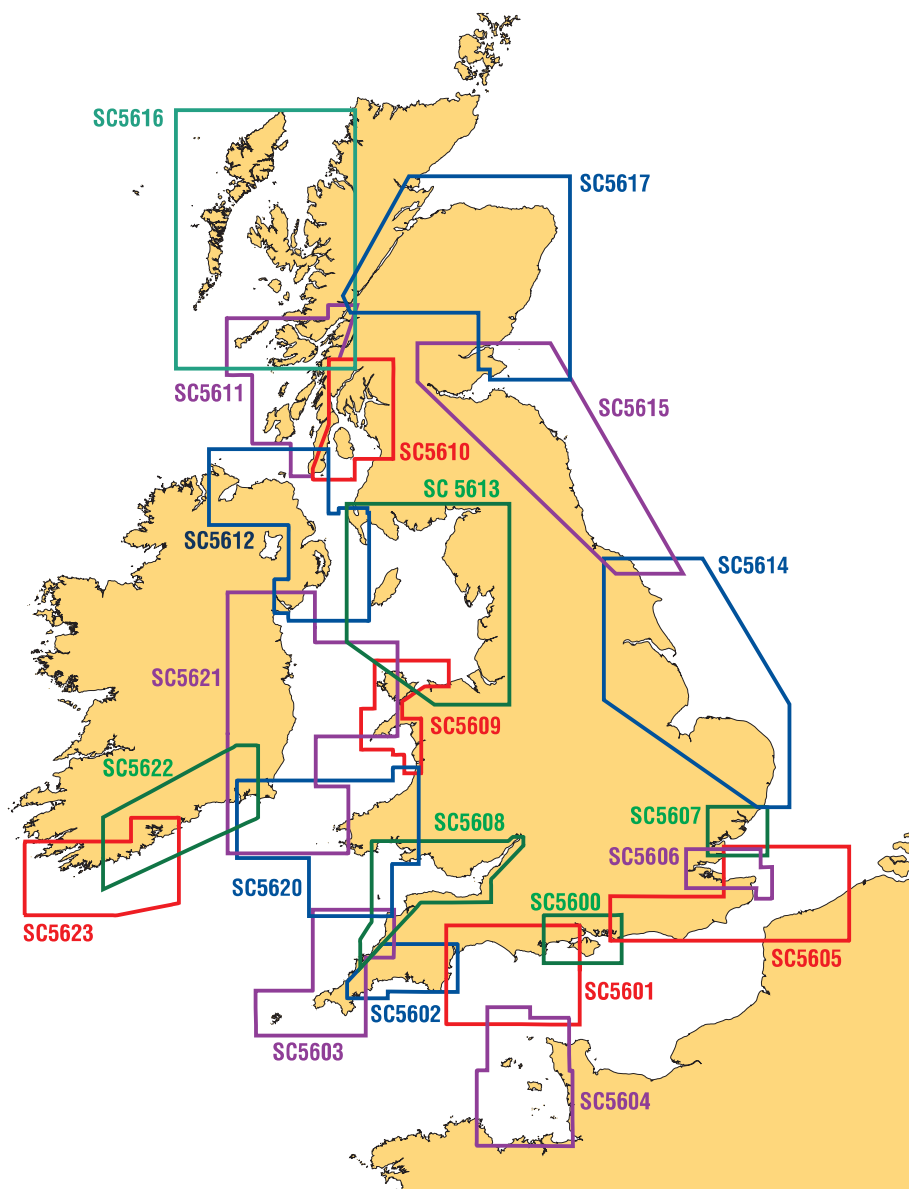


# Chart Catalogues

## ADMIRALTY

The UKHO publishes “Small Craft” or “Leisure” folios for regions around the UK coast. These comprise several sheets (up to 12 or more) of paper charts at varying scales to include harbour plans as well as passage charts.

The folio most local to Anglesey is SC5609. To cover all Club sailing waters additional folios are needed.



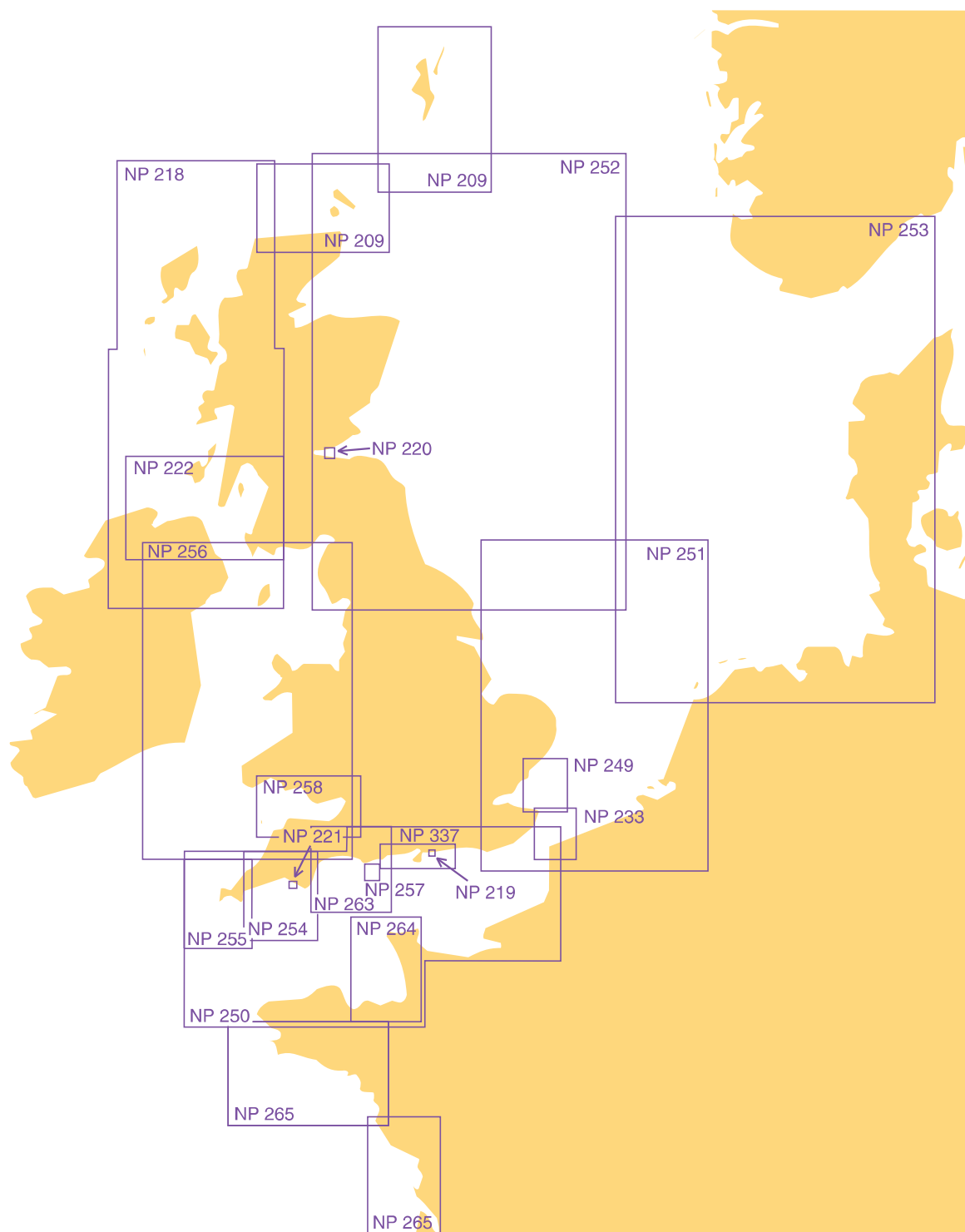
## IMRAY

Imray charts include harbour plans and a single chart covers much of the territory covered by a UKHO SC folio. Their charts for NWVYC waters are C52 (Cardigan Bay to Liverpool), C62 (Irish Sea), C61 (St George’s Channel) and Y70 (Isle of Man).

They have no written catalogue, but present their charts via an interactive online graphic:

[www.imray.com/imraycharts.php](http://www.imray.com/imraycharts.php)

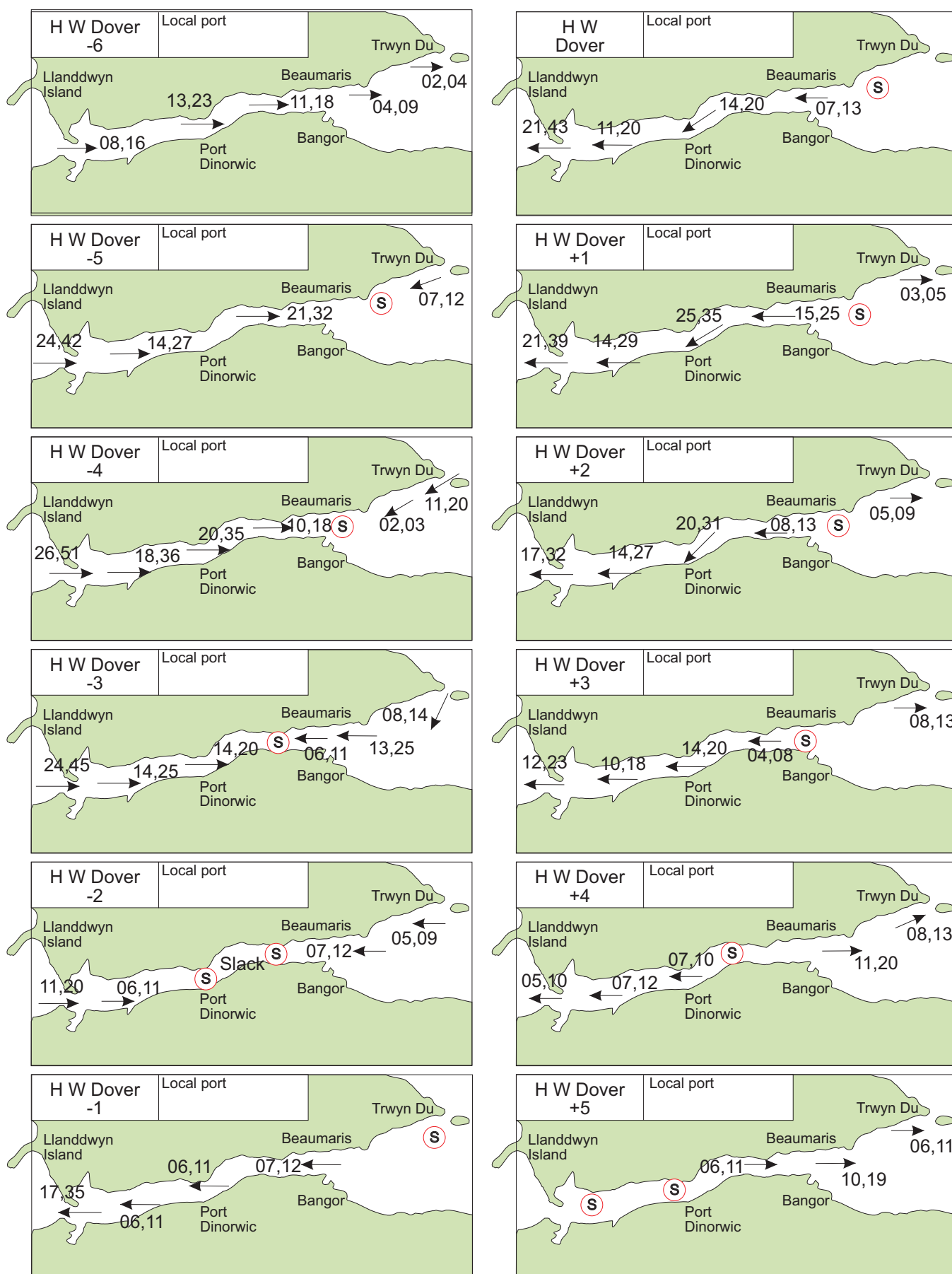
# ADMIRALTY TIDAL STREAM ATLASES



## TIDAL STREAM ATLAS - NW Europe

NP 209 Orkney and Shetland Islands  
 NP 218 North Coast of Ireland and West Coast of Scotland  
 NP 219 Portsmouth Harbour and Approaches  
 NP 220 Rosyth Harbour and Approaches  
 NP 221 Plymouth Harbour and Approaches  
 NP 222 Firth of Clyde and Approaches  
 NP 233 Dover Strait  
 NP 249 Thames Estuary (with co-tidal charts)  
 NP 250 The English Channel  
 NP 251 North Sea, Southern Part  
 NP 252 North Sea, North Western Part

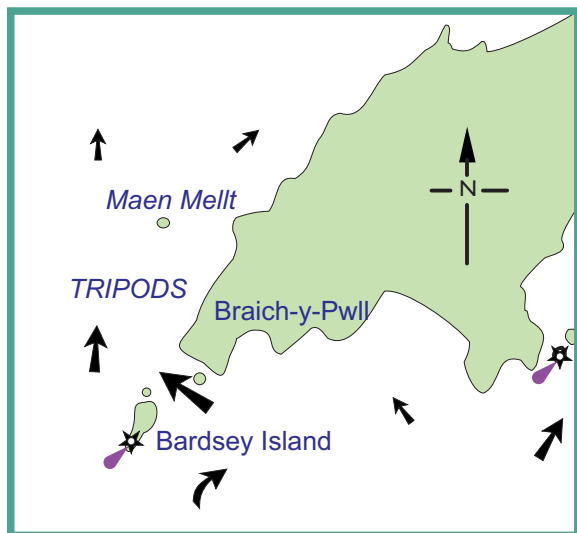
NP 253 North Sea, Eastern Part  
 NP 254 The West Country, Falmouth to Teignmouth  
 NP 255 Falmouth to Padstow, including the Isles of Scilly  
 NP 256 Irish Sea and Bristol Channel  
 NP 257 Approaches to Portland  
 NP 258 Bristol Channel (Lundy to Avonmouth)  
 NP 259 Irish Sea, Eastern Part  
 NP 263 Lyme Bay  
 NP 264 The Channel Islands and adjacent Coast of France  
 NP 265 France, West Coast  
 NP 337 The Solent and adjacent waters



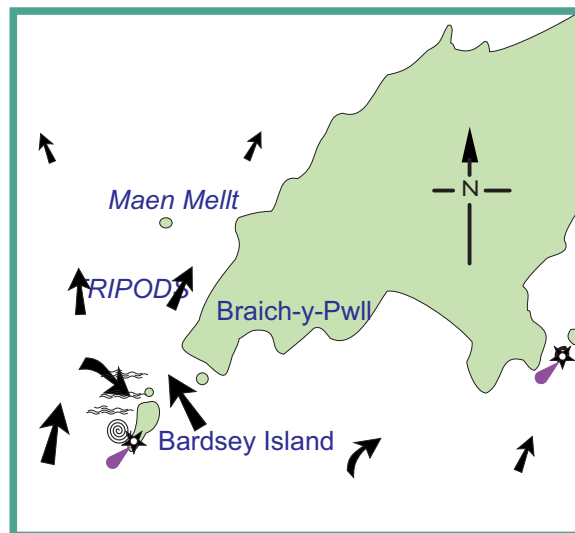
Tidal data taken from "Cruising Anglesey & adjoining waters".  
© Ralph Morris

## BARDSEY SOUND

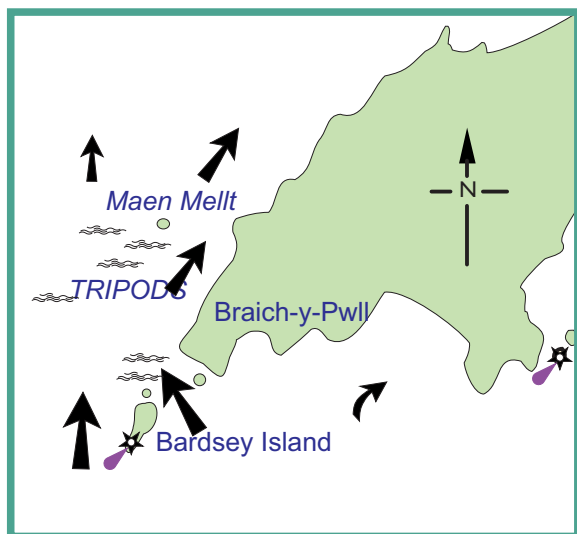
HW DOVER -6



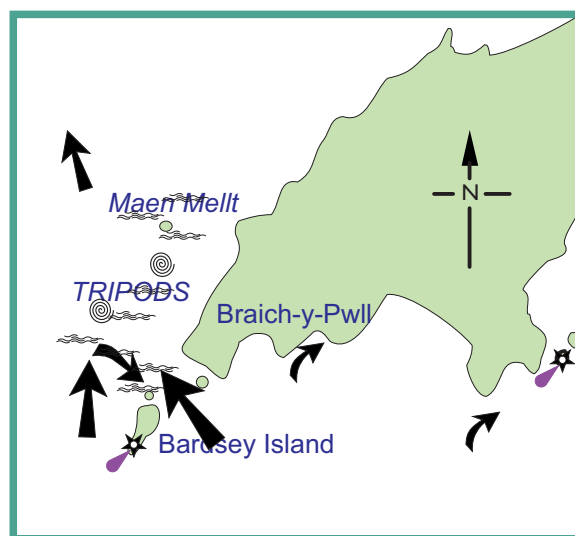
HW DOVER -5



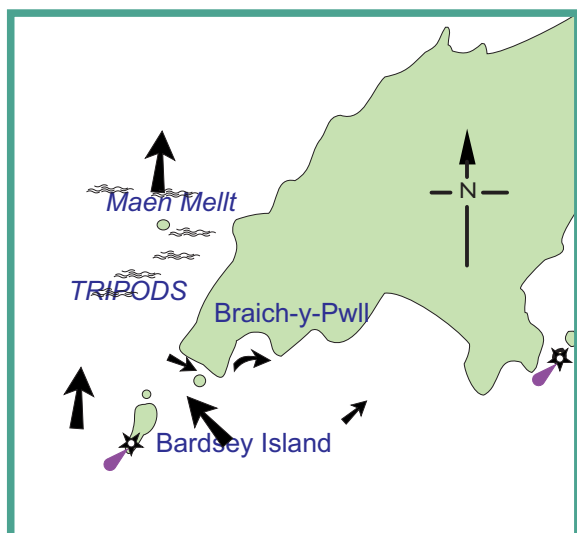
HW DOVER -4



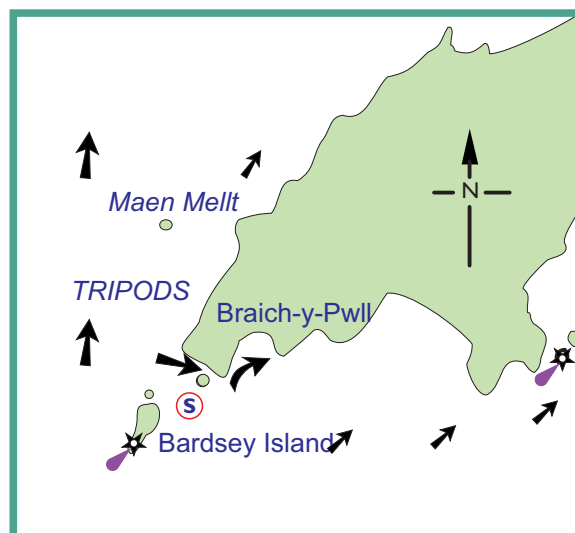
HW DOVER -3



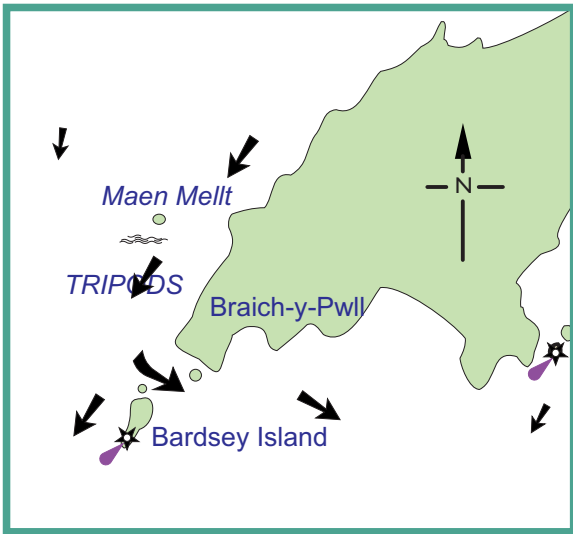
HW DOVER -2



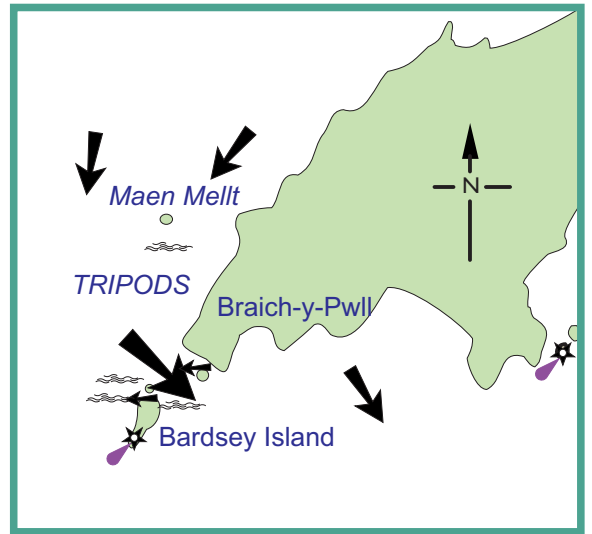
HW DOVER -1



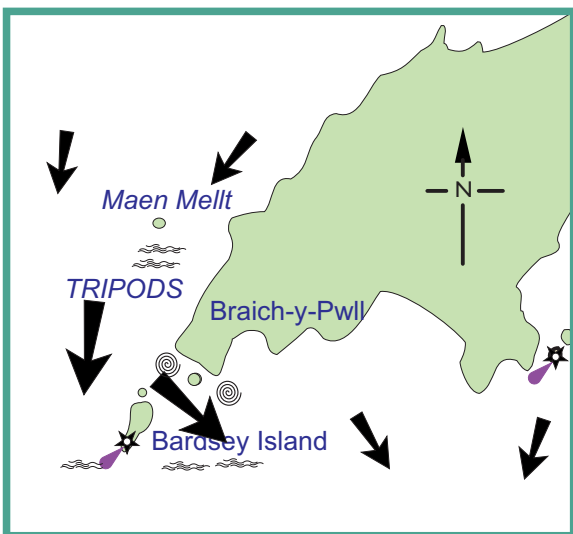
*HW DOVER*



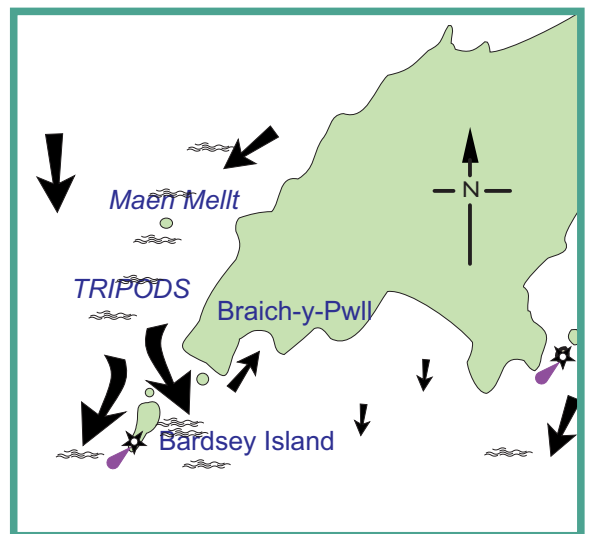
*HW DOVER +1*



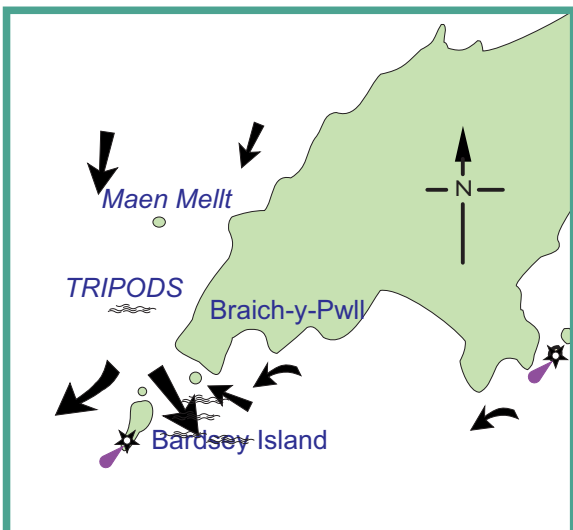
*HW DOVER +2*



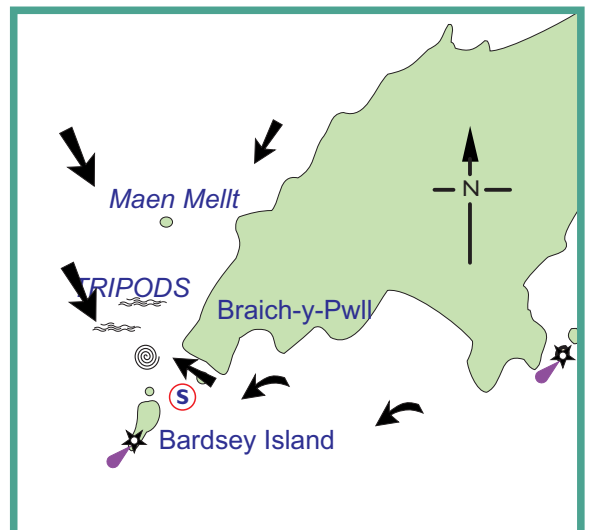
*HW DOVER +3*



*HW DOVER +4*

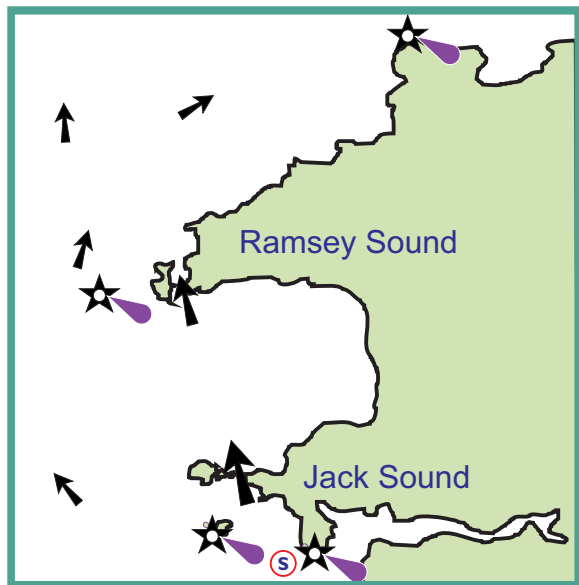


*HW DOVER +5*

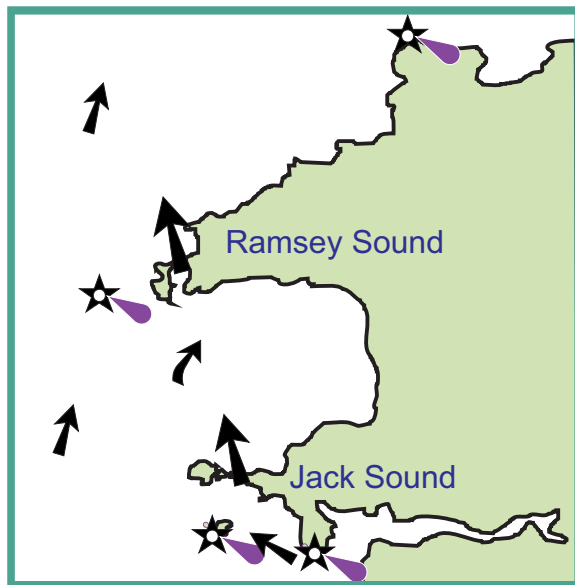


## JACK & RAMSEY SOUNDS

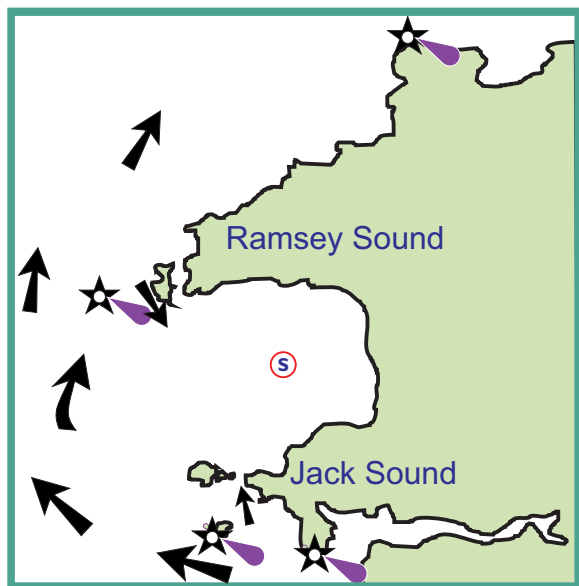
HW DOVER -6



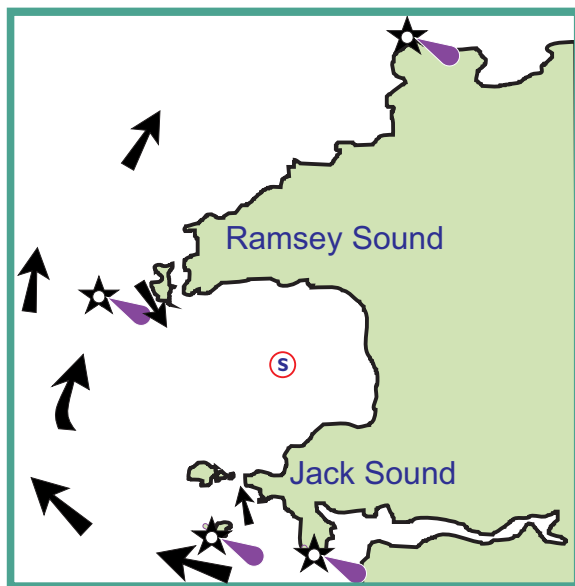
HW DOVER -5



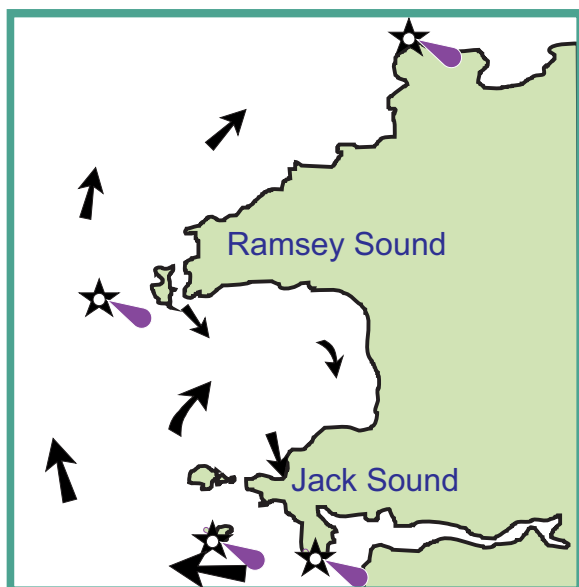
HW DOVER -4



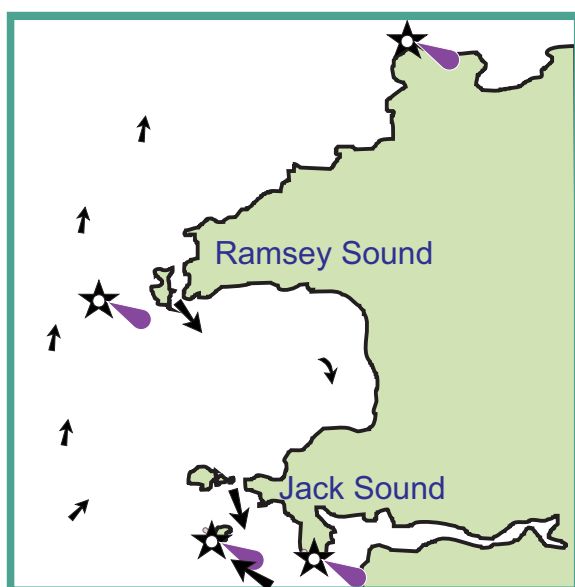
HW DOVER -3



HW DOVER -2

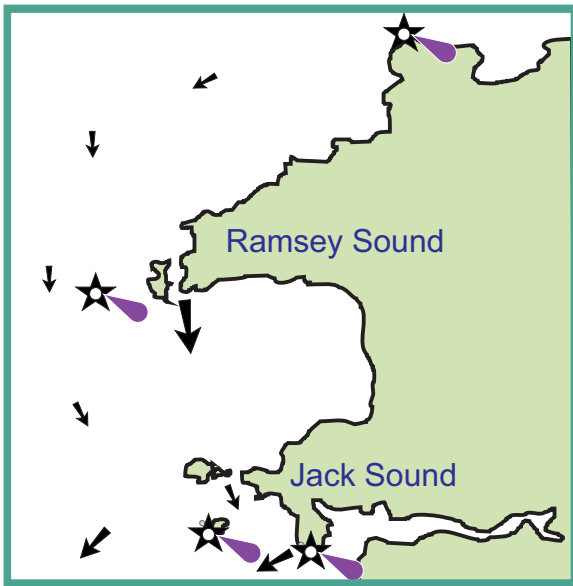


HW DOVER -1

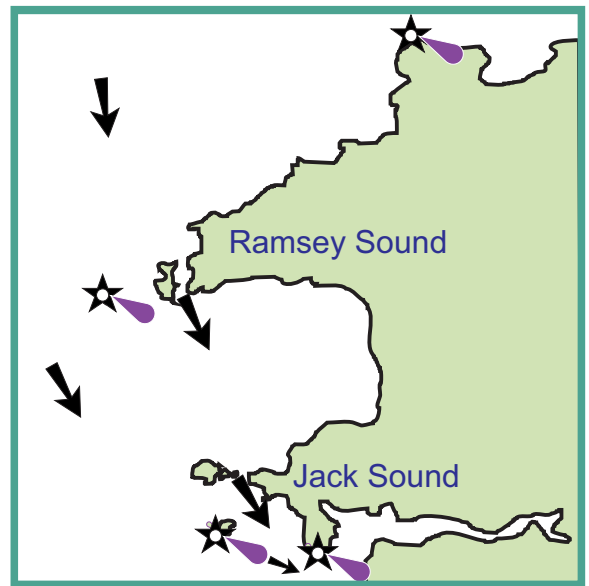




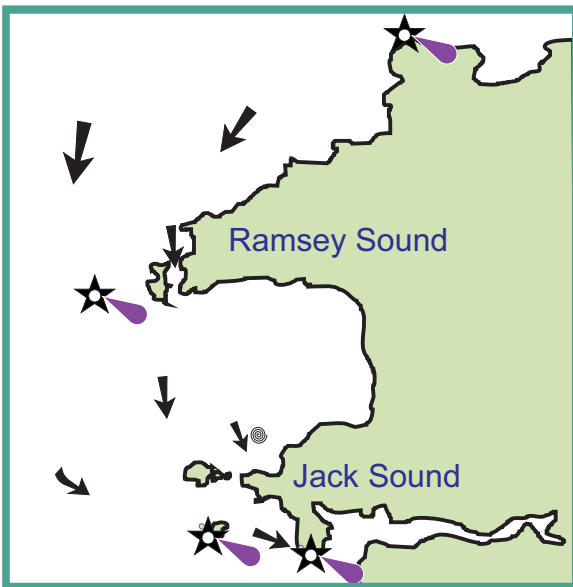
*HW DOVER*



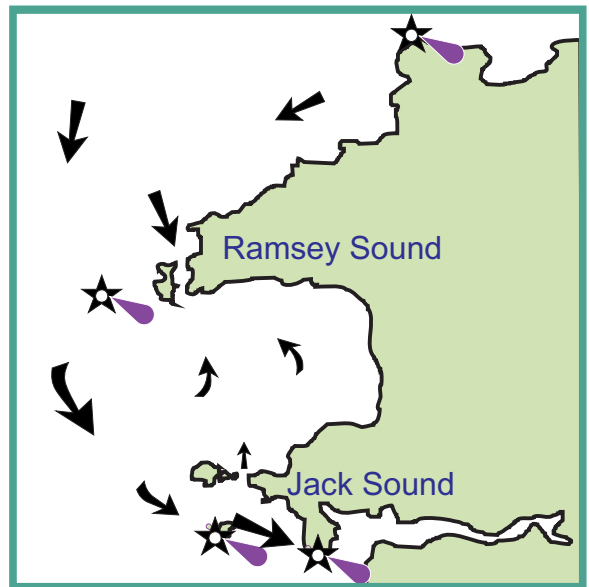
*HW DOVER +1*



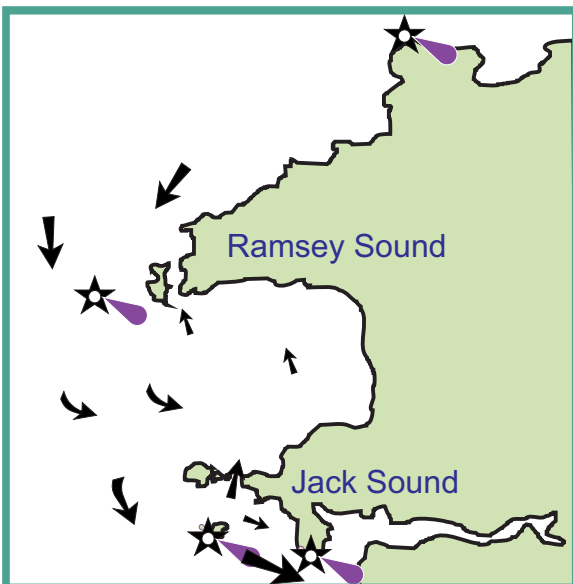
*HW DOVER +2*



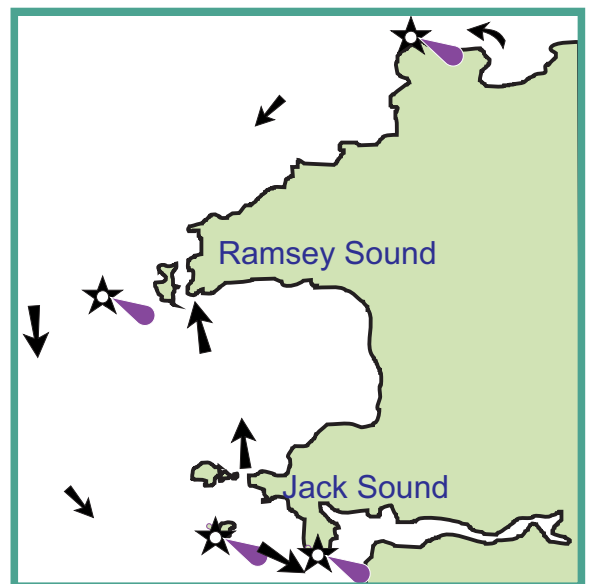
*HW DOVER +3*



*HW DOVER +4*

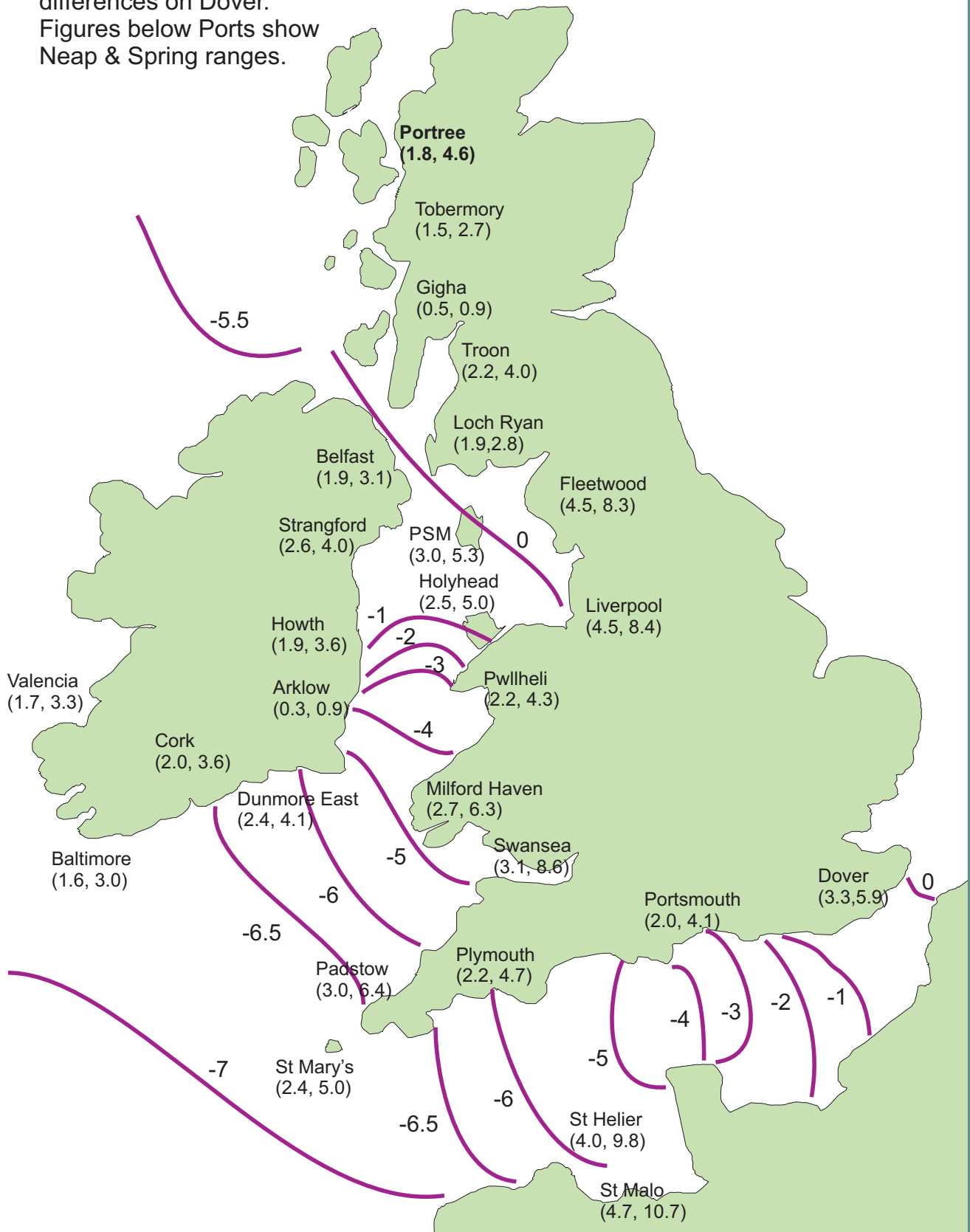


*HW DOVER +5*



## Tidal Differences

Lines show approx. HW time differences on Dover.  
Figures below Ports show Neap & Spring ranges.



## ON DOVER

### England — South Coast

Isles of Scilly	—0635
Penzance	—0635
Falmouth	—0610
Fowey	—0555
Plymouth	—0540
Salcombe	—0535
Dartmouth	—0505
Torquay	—0500
Exmouth Approaches	—0445
Lyme Regis	—0450
Portland	—0430
Portsmouth	+0020
Newhaven	0000

### England — East Coast

Ramsgate	+0020
Sheerness	+01 30
Burnham—on—Crouch	+0115
Brightlingsea	+0050
Harwich	+0040
Lowestoft	—0145
Hunstanton	—0455
Spurn Point	—0550
Bridlington	+0545
Whitby	+0500
North Shields	+0430

### Scotland — East Coast

Leith	+0340
Dundee	+0350
Aberdeen	+0220
Inverness	+01 00
Wick	+0015

### Orkney and Shetland I

Kirkwall	—0040
Lerwick	—0010

### Outer Hebrides

Stornoway	—0420
Castle Bay	—0510

### Scotland — West Coast

Ullapool	—0415
Portree	—0440
Fort William	—0505
Tobermory	—0510
Oban	—0510
Campbeltown	+0045
Rothesay	+0100
Stranraer	+0055

### England — West Coast

Barrow in Furness	+0025
Liverpool	+0015

### Isle of Man

Douglas	+0015
---------	-------

### Wales

Holyhead	—0050
Aberystwyth	—0330
Fishguard	—0400
Milford Haven	—0500
Swansea	—0500

### England — West Coast

Avonmouth	—0410
Ilfracombe	—0525
St. Ives	—0610

### Ireland

Rosslare	—0525
Wicklow	—0020
Dublin Bar	+0015
Lough Carlingford	+0010
Strangford Lough	+0200
Belfast	+0010
Londonderry	—0300
Lough Swilly	—0455
Killybegs	—0530
Broadhaven	—0533
Galway	—0510
Tarbert Island	—0535
Bantry	+0555
Cobh	—0600

### Channel Islands

Alderney Braye	—0410
Guernsey St Peter Port	—0450
Jersey St Helier	—0455

### France

Brest	+0510
Calais	+0025
Boulogne	0000
Dieppe	—0035
Le Havre	—0120
Cherbourg	—0320
St Malo	—0515
Les Heaux de Brehat	—0525
Morlaix	—0610
Ouessant (Ushant)	+0505

## ON BREST

### HW

### LW

	0000	0600	0000	0600
	1200	1800	1200	1800
L'Aber Wrac'h	+0030	+0039	+0040	+0035
Camaret	-0010	-0010	-0015	-0010
Morgat	-0005	-0010	-0020	-0005
Douarnenez	-0010	-0010	-0020	-0010
Ile de Sein	-0005	-0005	-0015	-0010
Audierne	-0035	-0030	-0035	-0030
Benodet	-0000	-0020	-0025	-0015
Loctudy	0010	-0030	-0030	-0020
Concarneau	-0010	-0030	-0030	-0020
Le Foret	-0010	-0030	-0030	-0020
Port Tudy	-0000	-0025	-0025	-0015
Lorient	+0005	-0020	-0020	-0010
Etel	+0020	-0010	+0030	+0010

Le Palais	-0005	-0025	-0025	-0010
Hoedic	+0010	-0035	-0025	-0020
Port Haliguen	+0010	-0020	-0015	-0010
La Trinite	+0025	-0020	-0015	-0010
Port Navalo	+0030	-0005	-0010	-0005
Crouesty	+0010	-0025	-0025	-0030
Penerf	+0015	-0025	-0015	-0015
Trehiguier	+0035	-0020	-0005	-0010
Le Croisic	+0015	-0040	-0020	-0015
Le Pouligen	+0020	-0025	-0020	-0025
Pornichet	+0020	-0045	-0022	-0022
St Nazaire	+0030	-0040	-0010	-0010
Pornic	-0050	+0030	-0010	-0010
Joinville, Ile d'Yeu	-0040	+0015	-0030	-0035
Les Sables D'Olonne	-0030	+0015	-0035	-0035

# Recommendations for Safety Equipment

## **The safety of a yacht and her crew is the responsibility of the skipper!**

The recommendations which follow have been drafted for yachts (generally between 8.0m and 13.7m) which are unlikely to be more than 12 hours from a harbour or suitable anchorage, but with wave heights likely to exceed 2m (the limit for Category D waters). That is, the conditions in which a Venturer's cruiser is most likely to find herself.

The Club cannot take responsibility for any mishap to a yacht following these guidelines, however it may be caused.

The recommendations represent MINIMUM requirements and many skippers will carry additional kit such as spare anchors & warps, EPIRBs and hand-held VHF sets.

## **MEANS OF PROPULSION**

Yachts should have:

- a deep reef in the main which will reduce the luff to 60% of full hoist or a storm trysail.
- a storm jib.
- an isolated battery whose sole purpose is to start the engine or means of hand cranking the engine.

## **ANCHORS**

Anchors and chain should be at least as heavy as those recommended by the RYA. Jimmy Green Marine has an excellent guide ([www.jimmygreen.co.uk/p/technical/chandlery-technical-articles/anchor-size-guide](http://www.jimmygreen.co.uk/p/technical/chandlery-technical-articles/anchor-size-guide)). A yacht should carry:

- at least TWO anchors for bower and kedge.
- adequate chain or chain & warp for the waters in which it is sailing. Around Anglesey that equates to a minimum of 30m chain or 50 warp, of suitable size.
- anchor fittings which include:
- a fairlead at the stem capable of being closed over the anchor chain (or warp).
- a strong point on the foredeck - a mooring cleat, sampson post or anchor winch - securely fitted to the structure of the hull.

## **BAILING & BILGE PUMPING**

Bailing equipment should be chosen with the strength of the crew in mind.

- A small hand bailer.
- Buckets (2) of between 9 litres (1.2 galls) and 14 litres (3 galls) fitted with a lanyard and a strongly secured handle.
- Hand bilge pumps (2) (or one electric, one hand) discharging overboard and capable of being operated with all hatches closed.
- All through-hull fittings should be capable of being closed with attached softwood plugs.

## **DETECTION EQUIPMENT**

- Radar reflector, properly mounted.
- Fixed navigation lights.
- Foghorn (and spare cartridge).
- Powerful torch (preferably waterproof).
- Anchor light.
- Daytime signals
- Motoring cone (for motor-sailing).
- Anchor ball.

## **FIRE FIGHTING EQUIPMENT**

- Fire blanket (BS EN1869) placed for use in the galley.
- A minimum of two (2) and preferably three (3) multi-purpose fire extinguishers (of minimum rating 5A/3B (to BS EN34) - Foam or dry powder, for example) or two 5A/3B and one larger 13A/113B on bigger boats.

## **PERSONAL SAFETY EQUIPMENT**

The following items should be available for every person on board:

- Warm clothing, oilskins, seaboots and hat.
- A lifejacket of 150 newtons buoyancy (BS EN 396).
- Light attached to lifejacket.
- Safety harness to EN1095 (BS4474 for children).

### **PYROTECHNICS**

It is no longer a SOLAS requirement for yachts under 13.7m to carry flares and the withdrawal of facilities to dispose of old flares makes it inadvisable to carry them.

### **RADIO**

- Receiver capable of receiving shipping forecasts on LW (incl. 198khz) and from local radio stations. In the Irish Sea this also includes Irish (RTE1) .
- A marine band VHF radio telephone capable of transmitting 25w.
- Emergency aerial for the VHF R/T.

### **NAVIGATIONAL EQUIPMENT**

Increasingly, integrated electronic equipment is reducing the apparent necessity for basic navigation gear. However, complete power failure in the most adverse weather conditions (fog) must be assumed when equipping a yacht for any form of passage, however short. The following should be carried as a matter of course.

**Other Club boats must not be relied on to provide assistance.**

- Charts (corrected to latest Notices to Mariners) covering the intended cruising area and all adjacent coasts where stress of weather might force the yacht to go.
- Tide tables and pilots covering the same areas.
- Fixed steering compass, capable of being lit at night.
- Hand bearing compass (at least one).
- Surface suitable for use as nav. table, with plotting instruments and dividers.
- Echo sounder and/or leadline.
- Distance Log.
- Binoculars (at least one pair).
- Radio navigation system (GPS).
- Barometer.
- Accurate Clock in addition to GPS clock.

### **FIRST AID & MEDICAL**

A first aid kit should be carried, containing:

- Dressings, bandages and lotions.
- Seasickness remedies, painkillers, anti-emetics.
- Manuals, from Red Cross or St. John Ambulance for instance. Additional information about medical care overseas (EHIC form, from Post Offices), vaccinations etc. is available from GP's and the Health Travel Line (<http://www.nhs.uk/NHSEngland/Healthcareabroad/EHIC/Pages/about-the-ehic.aspx>).

### **GENERAL EMERGENCY EQUIPMENT**

- An emergency grab-bag containing food, navigation aids and medical supplies.
- An inflatable liferaft, either designed or adapted for use as such.
- Horse-shoe lifebelts with drogue, fitted with self igniting lights (2).
- Buoyant heaving line at least 30m in length.
- Boarding ladder.
- Dan buoy (NOT attached to yacht).
- Emergency tiller on wheel steered yachts.
- Towing warp (12/14 mm, at least 30m in length) or equivalent anchor warp.
- Mooring warps and fenders.
- Tender - rigid or inflatable.
- Tool kits for:                    Engine, Electrics, Sails, General.

- Spares for engine, electrics, sails and bosun's bag (shackles, blocks, winch springs, clevis pins, split pins, assorted nuts & bolts etc.)
- Emergency water supply, isolated from main tank.
- Emergency hull repair materials.
- Waterproof torch
- Bosun's chair (BS EN813 1997)

## Publications

These recommendations are for guidance. For more detail skippers should purchase a copy of RYA booklet, "Boat safety" (G103). [www.rya.org.uk/shop/pages/product.aspx?pid=G103\(RYADefaultCatalog\)](http://www.rya.org.uk/shop/pages/product.aspx?pid=G103(RYADefaultCatalog))

### CHARTS & GUIDES

#### IMRAY

- Chart C52 covers most of the regular cruising grounds.
- C61 - St George's Channel
- C62 - Irish Sea
- Y70 - Isle of Man
- Pack 2700 provides detailed chartage for West Wales (and across to Rosslare) up to Blackpool.

#### ADMIRALTY (UKHO)

The Admiralty charts for the areas included in the Club programme are:

Chart	Title	Scale
SC5609	Leisure Folio - North Wales	-
SC5910	Tough Folio - Anglesey & Llyn Peninsula	-
1411	Irish Sea - Western Part	200,000
1413	Approaches to Holyhead	25,000
1463	Conwy Bay and Approaches	25,000
1464	Menai Strait	25,000
1512	Plans on the Llyn Peninsula	-
1826	Irish Sea - Eastern Part	200,000
1951	Approaches to Liverpool	25,000
1953	Approaches to the River Dee	25,000
1970	Caernarfon Bay	75,000
1971	Cardigan Bay - Northern Part	75,000
1977	Holyhead to Great Ormes Head	75,000
1978	Great Ormes Head to Liverpool	75,000
2011	Holyhead Harbour	6,250
2094	Kirkcudbright to Mull of Galloway and IoM	100,000
2696	Plans in the Isle of Man	-

See also p12 for a link to the relevant chart catalogues.

### PILOTS AND SAILING DIRECTIONS

- 'Cruising Anglesey and adjoining waters', Ralph Morris\*\*, published by Imray
- 'Irish Sea Pilot' David Rainsbury, published by Imray
- 'Isle of Man Sailing Directions' Manx Sailing & Cruising Club
- 'Firth of Clyde Sailing Directions' Clyde Cruising Club.
- 'East & North coasts of Ireland' Irish Cruising Club

\*\*

Club member



# VHF Emergency Sheet

The next two pages contain sheets which may be displayed in the yacht.

The Emergency sheet is intended to be placed near the VHF radio so that inexperienced crew can make RT calls in an emergency. Space has been left to add the name of the yacht.

In the adjoining example, the left half of the sheet describes routine calls. The right hand side is the Emergency part.

It is a SOLAS requirement that vessels carry a guide to Distress Signals. This following sheet has been accepted by MCA as suitable for carriage on yachts.

<h2>Ocean Breeze</h2> <p>Oscar Charlie Echo Alpha November Bravo Romeo Echo Echo Zulu Echo</p> <p>Use Channel 16 for HAILING with lowest power capable of reaching target</p> <ul style="list-style-type: none"><li>Listen 30 secs. for other users before depressing microphone switch.</li><li>Wait 2 secs before speaking (to allow scanning sets to lock to channel)</li></ul> <p>NONSUCH NONSUCH this is OCEAN BREEZE, OCEAN BREEZE</p> <ul style="list-style-type: none"><li>Wait at least 30 secs before repeating the call.</li><li>After establishing contact, or when replying to a call, reduce repetition of boat name to a minimum.</li><li>Check that channel [xx] you are going to offer is free.</li><li>NONSUCH OCEAN BREEZE Channel [xx]</li><li>Wait for station to confirm channel then transfer.</li></ul>	<h2>MYVH7</h2> <p>MMSI: 232003838 Mike Yankee Victor Hotel Seven</p> <p>USE Channel 16 FULL POWER for ALL emergency traffic.</p> <p>MAYDAY MAYDAY MAYDAY All stations All stations All stations this is OCEAN BREEZE, OCEAN BREEZE, OCEAN BREEZE MAYDAY OCEAN BREEZE</p> <p>My position is [Lat] [Long] from GPS fix There are [xx] persons on board Our problem is [.....] I require immediate assistance</p> <p>Wait 30 secs for Coastguard Station to respond before repeating the call.</p>																								
<h3>VHF Channel designations</h3> <table><tr><th>Channel</th><th>16</th><th>Hailing &amp; Emergency ONLY</th><th>Channel</th><th>70</th><th>Reserved for DSC. DO NOT USE</th></tr><tr><td>Coastguard</td><td></td><td>10, 67, 73 (Simplex), 84, 86 (Duplex)</td><td>Yacht to yacht</td><td></td><td>6, 8, 72 - 77</td></tr><tr><td>Marinas</td><td></td><td>37 (Simplex), 80 (Duplex)</td><td>Bridge to Bridge</td><td></td><td>13</td></tr><tr><td></td><td></td><td></td><td>Port Operations</td><td></td><td>9, 11, 12, 14</td></tr></table>		Channel	16	Hailing & Emergency ONLY	Channel	70	Reserved for DSC. DO NOT USE	Coastguard		10, 67, 73 (Simplex), 84, 86 (Duplex)	Yacht to yacht		6, 8, 72 - 77	Marinas		37 (Simplex), 80 (Duplex)	Bridge to Bridge		13				Port Operations		9, 11, 12, 14
Channel	16	Hailing & Emergency ONLY	Channel	70	Reserved for DSC. DO NOT USE																				
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Marinas		37 (Simplex), 80 (Duplex)	Bridge to Bridge		13																				
			Port Operations		9, 11, 12, 14																				

## MMSI:

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**USE Channel 16 FULL POWER**  
for ALL emergency traffic.

**PRESS & hold red DSC button for a count of 5**

**Select Ch.16 and say:**

**MAYDAY MAYDAY MAYDAY**

**All stations All stations All stations**  
this is

---

**MAYDAY**

My position is [Lat] [Long] from GPS fix

There are [xx] persons on board

Our problem is [.....]

I require immediate assistance

Wait 30 secs for Coastguard Station to respond before repeating the call.

**Use Channel 16 for HAILING**  
with lowest power capable of reaching target

- Listen 30 secs. for other users before depressing microphone switch.
- Wait 2 secs before speaking (to allow scanning sets to lock to channel)

**NONSUCH NONSUCH**

this is

- Wait at least 30 secs before repeating the call.
- After establishing contact, or when replying to a call, reduce repetition of boat name to a minimum.
- Check that channel [xx] you are going to offer is free.  
**NONSUCH** \_\_\_\_\_ **Channel [xx]**
- Wait for station to confirm channel then transfer.

## VHF Channel designations

**Channel 16 Hailing & Emergency ONLY**

**Coastguard**

10, 67, 73 (Simplex),

84, 86 (Duplex)

**Marinas**

37 (Simplex), 80 (Duplex)

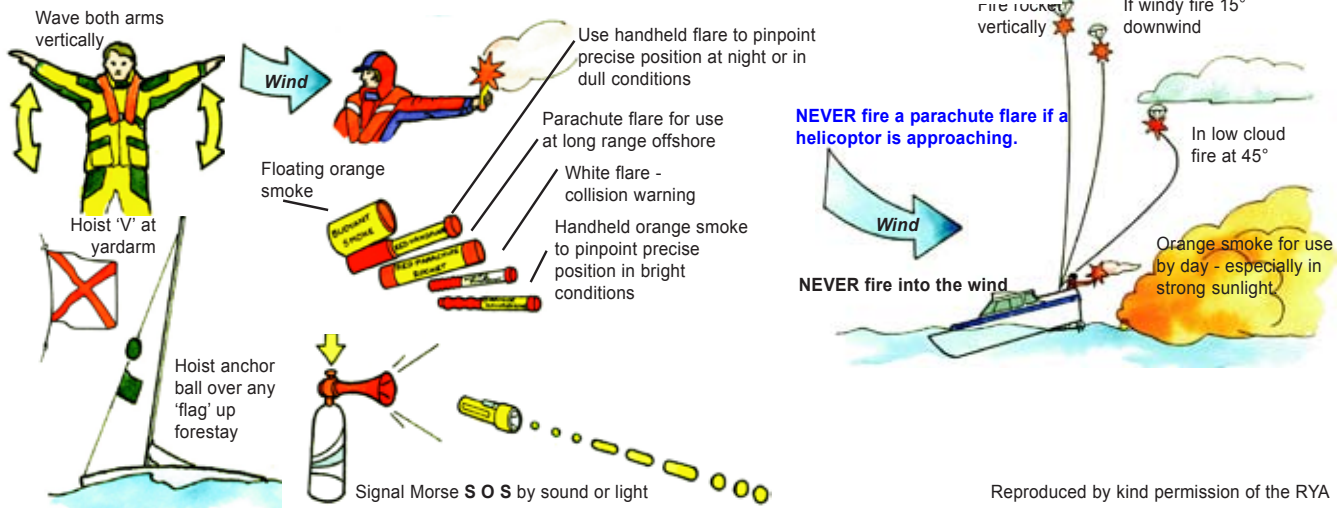
**Channel 70 Reserved for DSC. DO NOT USE**

**Yacht to yacht** 6, 8, 72 - 77

**Bridge to Bridge** 13

**Port Operations** 9, 11, 12, 14

# SOLAS Distress Signals

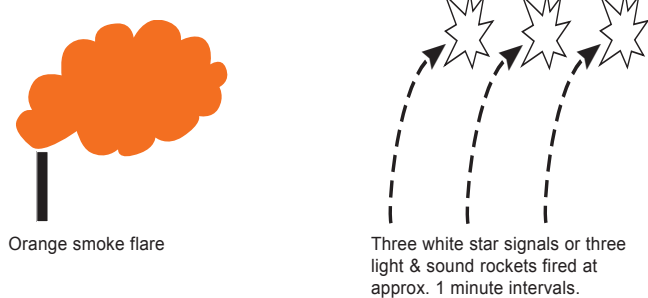


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## LIFE SAVING SIGNALS

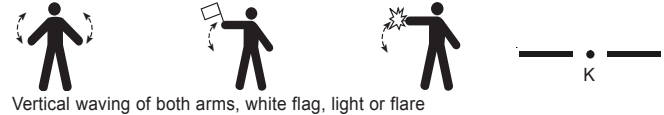
### Search and Rescue Unit Replies

You have been seen, assistance will be given as soon as possible.

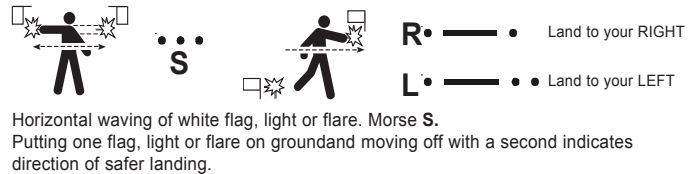


### Shore to Ship Signals

Safe to land here



Unsafe to land here. Additional signals mean safer landing in direction indicated



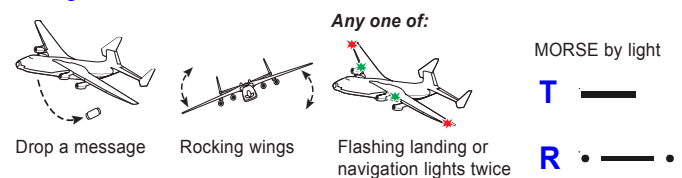
### Surface to Air Signals

Message	International Code of Signals	ICAO Visual Signals
I require assistance	V	• • • — V
I require medical assistance	W	• — — W
No or Negative	N	— • N
Yes or affirmative	C	— • — • Y

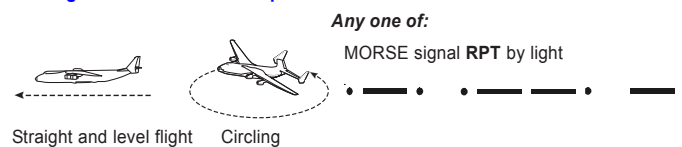
Proceeding in this direction ↑

### Air to Surface Replies

Message understood

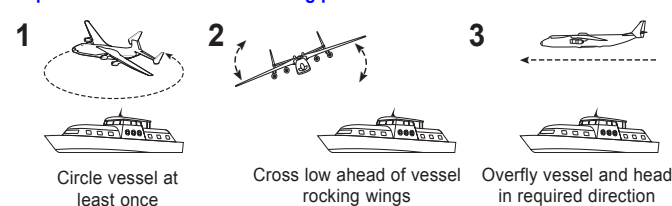


Message NOT understood - Repeat

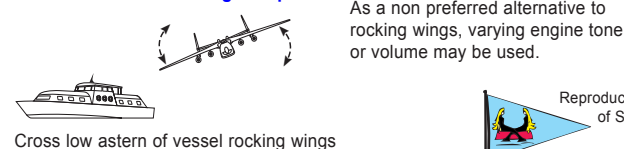


### Air to Surface Direction Signals

Sequence of 3 manoeuvres meaning proceed in this direction

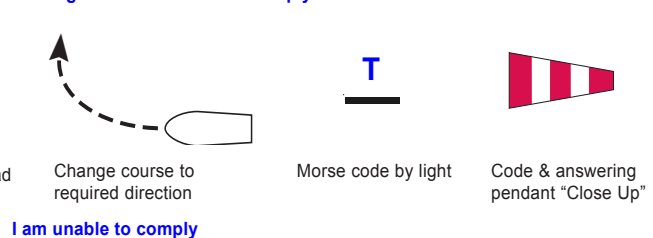


Your assistance is no longer required

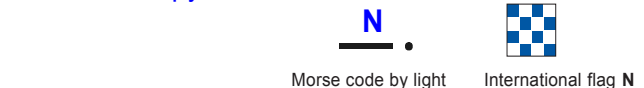


### Surface to Air Replies

Message understood - I will comply



I am unable to comply



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