



CRUISING PLAN HOO CRUISE 28-29-30 AUGUST 2010

COMMUNICATION

Via VHF Channel 8

TIDES

Allington lock operates HW-3 to +2 01622 752864

HT Allington 28 August 1618 The larger boats will go through in accordance with the lock keepers instructions, however we envisage this to be around 1330, followed by the smaller boats.

HT Allington Mon 30 August 1709 and HT Sheerness 1629 + 12 mins we will be leaving on the Sheerness high tide as soon as the sill is navigable.

NAVIGATION

The entrance to Hoo marina is quite tricky, you must enter over the mud flats near to high tide, or the preferred route is via a small channel known locally as the Orinoco, this is marked out by withies which must be kept to the port side, the start of the withies is port side of the west cardinal buoy 51-24-35N 00-33-48E just beyond navigation buoys Nos 31 and 30A, the previous part is normal navigation.

Entry to the marina is over a sill which can be navigated + or - 3hrs the marina can be contacted on VHF channel 80 or by phone on 01634 250311.

Note the final mark comprises a small yellow buoy, which you should pass close to starboard just before crossing the marinas sill.

GROCERY

There are several handy grocery stores close by in Hoo village or in the adjacent chalet park.

FACILITIES

There are full facilities at the marina including water, electricity and showers.

HOO NESS YACHT CLUB

We have made arrangements to use the club and its facilities.

CATERING

Food has been arranged for Saturday night and for breakfast on the Sunday morning, any other arrangements should be made direct with the yacht club catering facility, a full menu will shortly be posted on the website, the cut off date for ordering food via the club is 6 August 2010, a copy of this has also been enclosed.

BERTHS

Every effort will be made to accommodate the larger craft on the outside deeper channel, BUT THIS CANNOT BE GUARANTEED. You must be fully aware that your boat may dry out at low tide into soft mud.

This cruising plan is intended as a guide only, each skipper has the responsibility to verify and check that the details are correct, further each skipper will be responsible for his/her own boat, its safety to go to sea and its crew, further that the vessel is insured.

Have a safe and happy cruise.

John Norcott

Rear commodore cruising jnorcott@btinternet.com

