



RCC Pilotage Foundation
THE CHANNEL ISLANDS

Supplement No.7

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CAUTION

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The author, the RCC Pilotage Foundation and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position-fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

Page references are made to *Channel Islands* 2nd Edition, 2006.

The last input of technical information was August 2009.

New corrections since Supplement 6 are marked with an asterisk (*) and highlighted in blue. Readers are reminded of the important correction to tidal flow diagrams at pages 25–27.

Page iv Caution

Replace Caution with wording at the end of this Supplement.

INTRODUCTION

Page 2

'Sea state, Jersey Point Corbiere.' Amend spelling of 'Pointe' to 'Point'.

Page 4 Sources of weather information

VHF Jersey Radio (now Jersey Coastguard)

Forecast times:

0645, 0745, 0845 LT and 1245, 1845, 2245 UT

(Note there is no 0545 forecast)

Gale and strong wind warnings.

Times given are UT

***Page 10 Search and Rescue**

Coast Radio Stations are now Alderney Coastguard, Guernsey Coastguard and Jersey Coastguard.

ALDERNEY

*** Page 15 Some inter-island passages**

Braye to St Peter Port via the Swinge.

Best time to leave.

Add: This will ensure a fair tide for the whole passage but will not clear the Swinge before likely development of overfalls. If this is an issue an earlier departure at local HW +0200 to +0230 is HW St Helier +0245 to +0315

*** Page 21 Radio Facilities**

Alderney Radio now Alderney Coastguard.

Page 22 Plan Latitude scale 2°44'W should read 49°44'N

Page 23 Plan WP box. WP4 change latitude to 49°43'.46N.

*** Page 24 Tidal Information**

Amend Tidal Differences based on HW Braye to HW Braye in relation to other ports.

Dover	-0400
St Helier	+45
Cherbourg	-50
Carteret	+36
Dielette	+25
St Peter Port	+40

*** Page 25 The Swinge. Tidal strategy**

Add paragraph:

The published advice in Alderney is straightforward. Slack in the Swinge is 0230 after both local HW and local LW. If heading SW pass through at 0230 after local HW (HW St Helier +0315). If heading NE pass through at 0230 after local LW (HW St Helier – 0235). The latter period gives a short interval when the stream is slackest but not truly slack.

Pages 25, 26, 27 Alderney tidal stream diagrams. Replacement pages follow

Page 41 Burhou Island Para 2 last line. Change 'NW going' to 'NE going'.

GUERNSEY

Page 43 Radio Facilities

Water taxi now works on Ch 18.

* **St Peter Port** now Guernsey Coastguard.

Useful telephone numbers

Victoria Marina Wi-Fi Hotspot is a free service for visiting yachts. Contact Marina staff for log-on details.

Page 43 Travel Information

Blue Islands ☎ 727567 and 08456 202122

Page 43 Supplies & Services

Add:

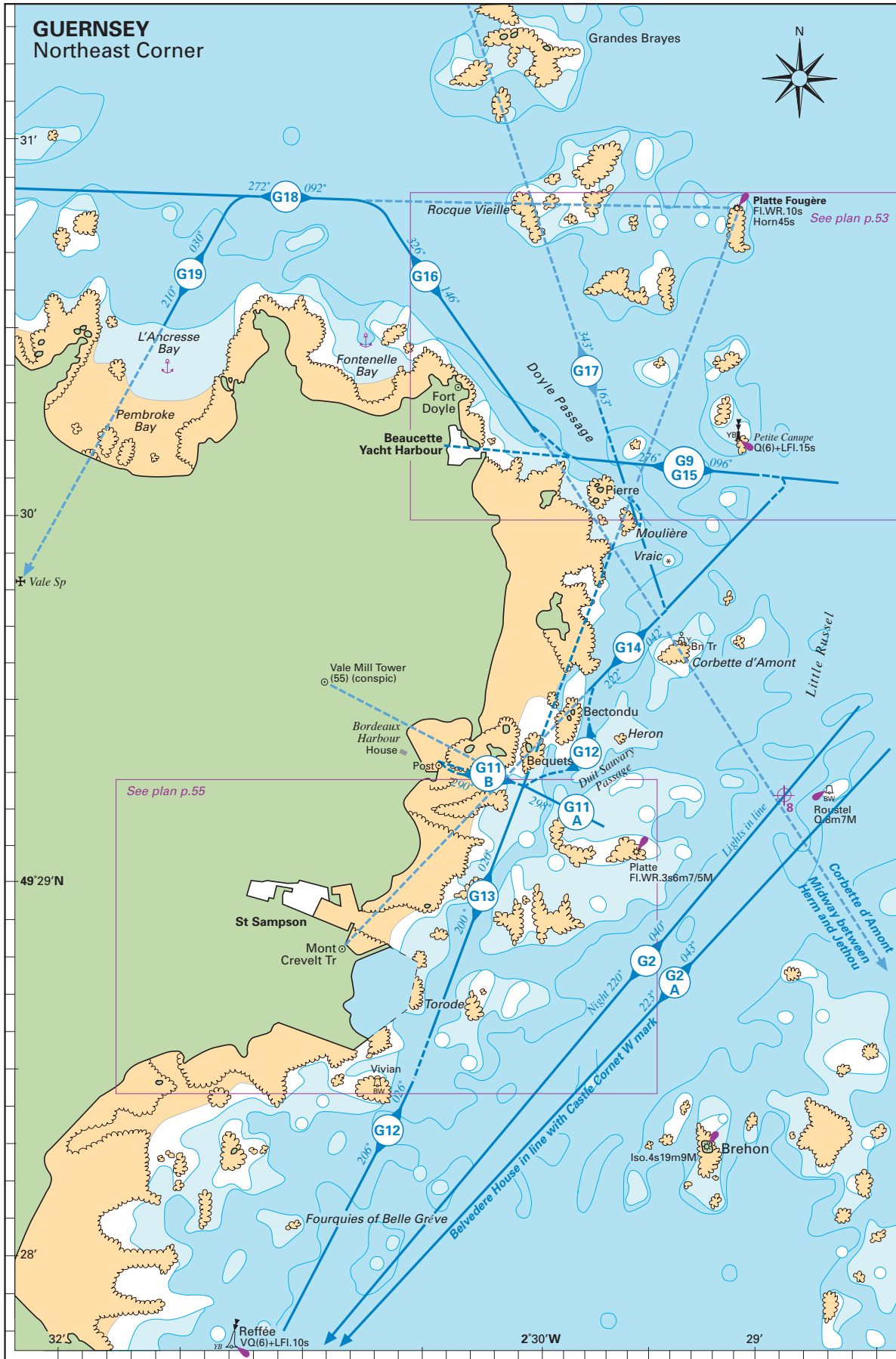
Chandlery: Sequest Marine ☎ 721773

Sailmaker: Warren Hall ☎ 444280

* **Sailmaker: Warren Hall Mobile** 07781 444 280

Marine Electronic Equipment ☎ 728837





Page 45 Plan Transit G2, G2A

Transit G2 shown is night approach (Belvedere light in line with Castle Breakwater lighthouse) 220° -040°.

Redrawn plan on next page shows Transit G2A day approach (Belvedere House in line with Castle Cornet White Mark) 223° -043°. (See BA chart 807).

Page 47 Transit G2 view and description
Change to G2A.

* *Page 55 St Sampson Harbour. Marina signals*
Green – entry over sill permitted.

Page 56 Plan Transit G2

Line shown is G2 night approach (Belvedere light in line with Castle Breakwater Lighthouse on 220–040)

See redrawn plan on page 3 of this Supplement.

Page 56 Plan

G11A. Bearing (°T) 295°

Page 56 Plan Duit Sauvary Passage

Transit reference G13 in approximate position on plan 49°29'.35N 02°29'.80W should read G12

See redrawn plan below

Page 60

L'Anresse Bay (Pembroke Bay). Anchorage (see air view above)

Page 64

Below view at bottom l/h corner. Line 5 (see view) to read (see view above)

Page 64

Final paragraph. '...continue SSE' should read '...continue SSW'

Page 65 Portelet Harbour & anchorages.

Approach. Sentence below G29 caption. Change to 'This clears S of a rock awash at datum and, further in, N of La Tour (dries 7.9m)',

Page 67

G33 description. Line 2 Lieuses

Page 67 Transit G36

View does not match bearing. When Martello Tower bears 303° it will be seen further open left (south) of the headland than shown.

Page 67 Pleinmont Point west to St Martin's Point

This heading should read 'Pleinmont Point east to St Martin's Point'.

HERM

Page 71 Travel information

Herm Seaway Express ☎ 724161

Page 75 Plan. Line H16. S end of line should be marked 'H16' (not 'H6').

Page 76 Plan Transit H8

Delete 'Percee Passage'

From the Northwest

Corbette Passage

Line 2 to read (See plans on pages 72 & 75).

Page 76 and 77 Parfonde Passage. Transit H10

Telephone Link Tower (TV Tr on BA 807/808) removed 2010.

As an alternative use St James' church spire (close right (north) of Telephone Link Tower in photo).

Page 78 From the northwest

Corbette Passage

Line 2 (see plans pages 72 and 75)

Page 86 Usurie Passage and The Humps

Anchorage. Approach from Belvoir Bay. Change bearing on photo H26 to 028°.

SARK

Page 87 Useful telephone numbers

Harbourmaster *Mobile* 07781 132136

Delete Deputy Harbourmaster

Page 87 Useful Telephone Numbers

Delete Simon Couldridge and contact numbers.

Replace with Andy Leaman (Mooring sites)

Mobile 07781 166065.

Page 89 Harbours and anchorages

Add: Port Gorey to list of visitors' moorings.

Tidal information

MHWN to read 6.6m.

Page 89 Harbours and anchorages

Delete reference to charges and payment.

As of June 2010 there is no charge for use of moorings but donations will be accepted at the bays or at the Sark Visitor Centre.

Page 90 Plan

Jolicot is drying rock NW of Pecheresse (dries 8.9m). (See air view page 91.)

Page 93 Plan

S end of Little Sark

Pierre du Beurre rock not as arrowed. For correct position see plan page 99

Page 97 West coast anchorages

Passage north

Add: See plan below and page 88

Page 98 Approaches from the south

See plan page 88 and 93

Page 99 Plan S11 change bearings to 233°–053°

Page 99 Inside La Baveuse

Last para last line amend should read '(see plans pages 93, 97 and below)'

Page 101

Notes: West coast anchorages (N–S)

(see plan page 88)

Add and page 97

Page 102

Airview Port Gorey. Track for approach/departure 050/230 omitted.

Line passes midway between Boue Tirlipois to the N and Grande Bretagne to the S.

Line 6: Replace 'on page 101' with above

JERSEY

Page 103 Travel Information

Air.

Blue Islands ☎ 08456 202122

Jersey Radio (now Jersey Coastguard) weather bulletins at 0645 0745 0845 LT and 1245 1845 2245 UT. Delete 0545

Navigational aids

Demie de Pas light tower
Morse letter is (D)

Useful telephone numbers

All numbers beginning 8855 have changed to 4477.
Jersey Radio (now Jersey Coastguard) ☎ 447705.

* Supplies and Services

Add: Aquamarine Electrics *Mobile* 07797 722 359

* Page 105 Plan

Dog's Nest beacon is now West Cardinal beacon and lit.

Plan

La Conchiere beacon now lit south cardinal.

Plan

Navigational aids

Demie de Pas light tower
Morse letter is (D)

Plan

Hinguette buoy. Light now Qk.Fl.R

Page 107 Plan

Navigational aids

Demie de Pas light tower
Morse letter is (D)

Page 108 La Corbière Boat Passage

* Page 109 Western Passage

Dog's Nest beacon is now West Cardinal beacon and lit.

Page 110 Plan

La Frouquie W cardinal buoy withdrawn.

Page 111 Plan

Hinguette buoy. Light now Qk.Fl.R

* Plan

Dog's Nest beacon is now West Cardinal beacon and lit.

Page 112 Eastern Passage. By night

Hinguette buoy. Light now Qk.Fl.R

* Page 113 Plan

Dog's Nest beacon is now West Cardinal beacon and lit.

Page 114 St Helier Marina

Fuel

The fuel berth at South Pier has relocated to a pontoon off the end of North Quay adjacent to the holding pontoon. Open Monday–Saturday 0900–1700, Sunday 1200–1800. Diesel only.
☎ 07797 718652/07829 800455

A fuel berth has been established on La Collette Yacht Basin side of Victoria Pier below Pierhead Control Tower. It dries out and is normally

accessible three hours either side of HW. There is a tide gauge at the pontoon. Open April–September 0800–1830 seven days a week.

☎ 07700 347313.

Page 114/115 La Collette Yacht Basin

Now reserved for local craft only and no longer recommended as a suitable waiting area for entry to St Helier Marina.

Page 117 St Aubin Harbour

Mooring Amend to ...there is limited space alongside the N arm and the S arm up to the hand crane

Page 118

Title for illustration: Pignonet

Page 119 Transit J19

Rear mark (flats) demolished 2007.

Page 121 Plan, view and description

La Conchiere beacon now lit south cardinal.

Page 122 Plan

Gorey leading lights rear leading light withdrawn. A new directional light has been established at the position of, and two metres below the Front Leading Light DirF.WRG.6m8M G293.5°–296.5° (3°), W296.5°–299.5° (3°), R299.5°–302.5° (3°), Shown 24 hours.

* Page 122 Plan

The Fara East Cardinal beacon is now lit.

Page 123 Brett Boat Passage

(see plan page 121)

* Page 123–4 Gorey from the North

The Fara East Cardinal beacon is now lit.

Page 124 Entry to Gorey

By night

See entry on page 122 above.

* Page 124 Transit J28

The Fara East Cardinal beacon is now lit.

PLATEAU DES MINQUIERS

Page 136, 139 Recif Le Coq

Bn Topmark now E cardinal

WP Box

WP 39 Transit M1 Latitude is 49°00'.80N

Page 137 Plan

Anchorage in Les Minquiers. Isolated rocks SW of Rocher du Sud Bas cover and uncover. Amend symbol to * (see Airview page 139).

ILES CHAUSEY

Page 144

From the Southwest. C1 view. Le Tonneau E cardinal buoy should read Le Tonneau E cardinal beacon.

Page 146 Photo top r.h corner and line 3 below.

Change 'Le Bonhomme N cardinal bn' to 'Le Bonhomme S cardinal bn'.

Page 147 La Petite Entree and Chenal Beauchamp

Last sentence should read 'The southern entry to the Sound lies 1.7M to the W.'

Page 147 Plan. Transit C3.
Reciprocal bearing should read 112°.

Page 148 Port Marie. coordinates. Longitude is 01°49'.46W.

APPENDIX Guernsey Tidal Streams

Page 152 Plan
4 hours before HW St Peter Port between Herm and Sark. Insert rate 1.8, 3.1
Plan

1 Hr before HW St Peter Port. N of Little Russel rate is 1.5, 3.6 (not 9.5, 3.6 as shown).

Page 158 Transits, bearings and striking marks
G2(8)220° Lights in line.
Add G2A 223° Belvedere House in line with Castle Cornet breakwater white mark.

Page 159 Transits, bearings and striking marks
G36 Delete word 'mast'.

Page iv Caution
Whilst the RCC Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the content of this book, it contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied on alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation. The RCC Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgment of the skipper, who should assess all information, published or unpublished. The information provided in this pilot book may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept any liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC Pilotage Foundation, the author and the publishers do not accept liability for any loss and/or damage howsoever caused that may arise from reliance on information contained in these pages.

Positions

All positions in the text have been derived from C-Map electronic charts at WGS 84 datum. Positions given in the text and on plans are intended purely as an aid to locating the place in question on the chart. A WGS 84 position check was carried out at each harbour in 2004/5. Over the past few years the Spanish Authorities have been updating their charts/documents to WGS 84 datum although many charts in current use may be to European 1950 datum or other. The differences are usually only ± 0.1 (that is 200 yards or 180 metres) but, as always, care must be exercised to work to the datum of the chart in use.

Waypoints

This edition of *The Channel Islands* includes the introduction of waypoints. The RCC Pilotage Foundation consider a waypoint to be a position likely to be helpful for navigation if entered into some form of electronic navigation system for use in conjunction with GPS. In this pilot they have been derived from electronic charts. They must be used with caution. All waypoints are given to datum WGS 84 and every effort has been made to ensure their accuracy. Nevertheless, for each individual vessel, the standard of onboard equipment, aerial position, datum setting, correct entry of data and operator skill all play a part in their effectiveness. In particular it is vital for the navigator to note the datum of the chart in use and apply the necessary correction if plotting a PS position on the chart. Our use of the term 'waypoint' does not imply that all vessels can safely sail directly over those positions at all times. Some – as in this pilot – may be linked to form recommended routes under appropriate conditions. However, skippers should be aware of the risk of collision with another vessel, which is plying the exact reciprocal course. Verification by observation, or use of radar to check the accuracy of a waypoint, may sometimes be advisable and reassuring. We emphasise that we regard waypoints as an aid to navigation for use as the navigator or skipper decides. We hope that the waypoints in this pilot will help ease that navigational load.

Plans

The plans in this guide are not to be used for navigation – they are designed to support the text and should always be used together with navigational charts. It should be borne in mind that the characteristics of lights may be changed during the life of the book, and that in any case notification of such changes is unlikely to be reported immediately. Each light is identified on the plans (where it appears in magenta) by its international index number, as used in the *Admiralty List of Lights*, from which the book may be updated. All bearings are given from seaward and refer to true north. Symbols are based on those used by the British Admiralty – users are referred to Symbols and Abbreviations (*NP 5011*).

Alderney Race

This 8-mile gap between Cap de La Hague on the Normandy coast and the E end of Alderney is the commonly used gateway to and from the Channel Islands. With spring rates in the order of 10–12 knots and dangerous overfalls, yachtsmen justifiably approach The Race with some trepidation. Even in the lightest conditions skippers would be wise to re-check stowage, hatches and harnesses well before reaching The Race. The secret lies in timing and avoiding areas of overfalls.

OVERFALLS

West side When overfalls are active and at night, the Brinchetais (pronounced Brimtimes) Ledge should be given a clearance of at least 1M. The area around Race Rock (5.5m) and Inner Race Rock (5.5m) and Blanchard Rock (3.7m) SE of Quénard Point should be treated with caution and avoided in wind against tide conditions.

Middle There is a clear fairway 2.5m wide undisturbed by rocks and shoals between Race Rocks and the 16m bank with heavy overfalls which lie 4M WSW from Cap de la Hague; this passage should be used whenever possible.

East side To the E of the 16m bank referred to above is another 17m bank which does not break so heavily but should be avoided in wind over tide conditions. Between the 17m bank and La Foraine beacon off Cap de la Hague is a 1.5M passage which, although situated in the fiercest streams, may be used if rounding the Cap to or from Cherbourg in suitable conditions (see BA Chart 60).

South of Alderney While clear of the fierce streams of The Race there are three banks where overfalls may occur. From N to S these are:

South Banks (11m) 1M SSE of Alderney

Milieu (14m) 4M SSE of Alderney

Banc de la Schôle (2.4m) 8M S of Alderney. This bank is constantly shifting and depths may be less than charted. There is now a wreck 1M N of the bank with 3.2m over it and marked by a N cardinal buoy. See diagrams of overfalls in *Alderney Race* and *The Swinge*.

Tidal strategy

Southbound Aim to be at least 2M NW of Cap de la Hague at HW Dover–0040 (HW St Helier+0410). ⊕1 (see plan on pages 22-3) is a recommended safe-water waypoint 3.8M due E of Quénard Point lighthouse. This will ensure that your passage through The Race is made at dead slack, following which the stream will turn in your favour. The initial push in a SW direction will gradually swing to a southerly direction and strengthen. You could carry a fair stream all the way to St Helier.

Northbound Departing from St Helier or St Peter Port, there is always the risk of running out of fair stream just short of The Race. The deadline is about HW St Helier+0430 or earlier if proceeding to Cherbourg. It may be better to leave early and maintain the best possible speed.

Cherbourg to Braye The main concern is to avoid rough conditions off Cap de la Hague and make a smooth passage across the top of The Race without getting sucked into it. The answer is to cross at about HW St Helier+0400. Keep a good 2M off the Cap and aim to stay N of the rhumbline.

The Swinge

This channel lies between the NW of Alderney and the islets between the Nannels and Ortac to the N. It is the quickest passage between Alderney and Guernsey.

OVERFALLS

Caution

BA chart 60 warns, 'Dangerous overfalls form in the main Swinge Channel. Their position varying with the tidal stream.' They cover a smaller area than those in the Race but are less easy to avoid. Seas can be short and steep when wind and tide are opposed. As with the Race, timing is of the essence and in general the channel should be taken near slack water at neap tides. The calmest area is often on the S side near Corbet (pronounced Kerby) Rock (0.5m) (see *Approaches to Braye from the S and SW* on page 29).

Tidal strategy

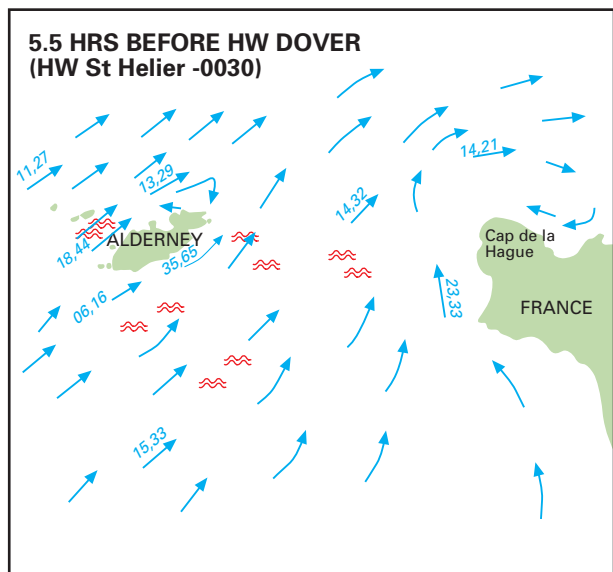
Northeast bound There is a brief window of slack water in The Swinge at HW St Helier–0210 following which the NE- going stream sets in until HW St Helier+0300. Slack water returns at HW St Helier +0200. There is also a brief period of slack at HW St Helier+0515 (local LW).

Southwest bound The SW-going stream starts inshore just after HW St Helier+0300 and ends at about HW St Helier–0300 (local HW–0345).

Ortac



AREAS OF OVERFALLS ALDERNEY RACE AND THE SWINGE



ALDERNEY

AREAS OF OVERFALLS ALDERNEY RACE AND THE SWINGE

