



North Brittany

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Supplement No.4

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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 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

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*.

Note where lights have been modified in this text do please remember to alter them on the appropriate plan.

This Supplement is cumulative and the latest information is listed in blue.

Author's Caution

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board.

Page iv Caution

Replace Caution with wording at end of this Supplement.

Page vii

Amend $\oplus 58$ name to read E. Plat. des Jaunes
Add to list and chart $\oplus 99$ W. Plat des Jaunes 48°37'·15N
02°36'·10W

Page 31 Cancale

Anchorage

Add: 'The buoys off Port Mer and the bay to the south (Port Briac) have extended considerably.'

Page 49 Herm

$\oplus 35$ on chartlet should read $\oplus 37$

Page 69 St Malo

Entry Procedure

Add at end of first sentence: 'And inbound locks normally open at precisely HW-3, HW-2, HW-1, HW, HW+1, and HW+2 hours'.

Facilities

Add to ninth line after Sablons Marina: 'Chandler within Yamaha sportsboat dealership 10 minutes walk directly down the Avenue St Louis Martin.'

Delete: 'chart agent Librairie Maritime', 5 rue Brossais'.

Add: 'chart agent at chandler La Ville Audrain, Ibis, avenue Louis-Martin, near station D 02 9956 4806.'

Page 75 Le Chatelier

Insert 'usually' after words 'Ch 14 is'.

Insert '02' in front of telephone number.

Page 76 Le Chatelier to Dinan

Delete words: 'The Clearance under the power line just below Dinan is 16m' and remove power line from plan on page 77.

Remove words 'SHOM chart 4233 is essential for navigation in the upper reaches.'

Page 80 St Cast

Replace description with: 'A modern marina complex with 780 berths and shelter from all directions 3m SE of Cap Frehel.'

Shelter

Replace with: 'Believed to be good from all directions following construction of new marina'

Depth Restrictions

Replace with: 'Marina dredged to 2.0m, but some reports of silting in entrance (August 2009) and entry between HW+5 and HW-5 should be undertaken with caution.'

Night Entry

Replace with: 'Sector light on end of mole'

Berthing

Replace with: 'Pontoon berths in marina up to 15m. Larger yachts may also be accommodated.'

Radio

Add: 'Harbour D 0296810443'

Facilities

Delete and replace with: 'All pontoons are reported to have water and electricity, though some shoreside facilities were still in portacabins in 2009. It is anticipated that they will all be complete by May 2010. There are some restaurants round the old harbour, and supermarket, boulangerie, chandlery, and more restaurants in the resort of St Cast, about 10 minutes' walk away. Fine family beach at La Grande Plage.'

Approaches

Add: 'There have been reports of silting in the harbour entrance (August 2009), and entrance one hour either side of LW should be made with care. Before entering the buoyed channel visitors should call *Port de St Cast* on VHF Ch 9 (0900-1300 and 1400-2100) and an attendant in a red rib will escort you in'.

Moorings

Delete and replace with: 'A large new marina complex was opened in July 2009 with 780 berths on generous finger pontoons all equipped with water and electricity. The marina is believed to be dredged to 2.0m. A plan of the new marina is given below. Visitors' berths on Pontoon D. High season charge for a 10–11m yacht is given as €28. Yachts larger than 15m should telephone in advance.'

Warnings: Delete

New plan of St Cast



Page 84 Chenal d'Erquy

Approaches

Final sentence, after 255° add '(Line L)'

Page 85 Plan Approaches to Erquy

Amend bearing from $\oplus 57$ to $\oplus 58$ (Line L) to read 255°.

Amend name of $\oplus 58$ to East Plateau des Jaunes

Page 86 Plan Le Legue to Dahouet

Re-number $\oplus 60$ (NW of Dahouet) as $\oplus 99$ and name 'West Plateau des Jaunes'.

Page 87 Dahouet

Insert $\oplus 99$ coordinates below chartlet as '99 West Plateau des Jaunes 48°37'.15N 02°36'.10W

Approaches

Amend text of first sentence to read $\oplus 99$ in place of $\oplus 58$.

Plan

$\oplus 59$ and Dahouet 147 text should be moved 1cm to right and up. $\oplus 99$ should be inserted to left of $\oplus 58$.

Page 89 St Briec – Port Le Legue

Plan at top page. Binic \oplus should read $\oplus 61$ in place of $\oplus 62$. $\oplus 59$ and Dahouet 147 text should be moved 1cm to right and up. $\oplus 99$ should be inserted to left of $\oplus 58$.

Page 94 Plan Rade de St Quay-Portrieux

Change la Ronde to West Cardinal Mark

Page 124 Perros Guirec

Passe de l'Est

Add after the first sentence: 'The back mark can be difficult to identify by daylight'.

Plan

Correct spelling of Kerprignant to Kerpigent.

Page 141 Primel

Moorings

Add 'In 2009 these were reported no longer to exist.'

Anchorage

Add at top: 'Sandy areas are largely taken up by moorings, and the bottom is largely rocky elsewhere.'

Primel plan

Delete furthest south green beacon, which no longer exists.

Page 145 Anse de Terenez

2nd paragraph add after (see approach and details on plan on previous page): 'Line up the point on the west side of bay with the church at Plouezoc'h. Note that this line goes the wrong side of green beacon.'

Add after 'drying moorings for visitors': 'Alternatively anchor or dry out in middle of bay. Bottom is generally sand, but beware boulders round the shoreline. There is an outstanding neolithic tomb, Cairn de Barnenez, open to public, at SW corner of bay. Provisions from Plouezoc'h, 3–4kms up hill from south end of bay.'

Page 154 Ile de Batz

Insert at end of introductory paragraph 'There are 12 visitors' moorings between Ar Chaden and Duslen.'

Delete: 'Between Ar Chaden ... may be possible to use one.'

Replace with: 'Between Ar Chaden lighthouse and Duslen beacons take a visitor's mooring or if space anchor as far N as depth will allow.'

Insert at end: 'This area is exposed to winds between NE and SE.'

Porz Kernock

Delete 'Bow and stern anchors may be needed'.

Add: 'Outstanding semi tropical garden at east end of island, open to public.'

Page 155 Roscoff and Bloscon

Delete introductory paragraph, and replace with: 'A new marina with 625 berths is due to open at Bloscon in spring 2012, which will turn Roscoff into an excellent place for crew changes.'

Page 157 Bloscon

Delete initial paragraph and previous amendment, replacing with: 'The new marina is scheduled to open partially in spring 2012 and fully in 2012. It will have 625 deepwater berths for boats up to 18m including 50 visitors' berths, and all facilities. Bloscon remains a good mile from the train station and town centre, but it will be very convenient for crew changes. A plan of the marina is available to view at www.morlaix.cci.fr/fr/bandeau/equipements/port-de-roscoff/le-projet-de-port-de-plaisance-a-roscoff/index.html

Delete title **Moorings and Anchorages** and paragraph below.

Replace paragraph titled **Facilities under Ashore in Bloscon** with:

The new marina promises to have all facilities, though they will almost certainly not all be operational in 2012.

Page 160 Pontusval

Anchorage and moorings

Add at end of second paragraph after La Blanche de Dedans: 'Some weed was reported here in 2009.'

Page 163 L'Aber Wrach

Replace description with: 'A popular port of call for the British for many years. The marina has recently been extended and now offers full shelter to larger yachts with every modern facility. Access in all weathers.'

Shelter

Replace with 'Shelter in all weathers.'

Page 164 Berthing

Replace with: 'There are 70 alongside berths for visitors with no ostensible maximum size, and 20 (30 in season) visitors' buoys in the river. The harbour is dredged to 2m throughout and visitors are berthed along the inner sides of the two breakwaters. **The wavebreaker pontoon is short of bollards on the outer side, and untenable in strong northerlies or northwesterlies.**

Page 165 Ashore in L'Aber Wrach and Paluden

Add: 'Following the completion of the new marina, all marine facilities available including high speed fuel pumps which require a debit card and Wi-Fi access. Port website is www.port-aberwrach.com for more details including a plan of the marina.'

La Palue

Add before 'A taxi service...' the words: 'A bus service operates to Brest (details at the marina office), and a...'

Delete the A before taxi.

Page 167 L'Aberbenoit

Replace: 'restaurant and creperie' (St Pabu) with 'restaurant, creperie, and pharmacy.'

Page 169 Approaches

Replace sentence beginning Le Relec buoy with: 'Le Relec buoy or $\oplus 86$ should be approached on a track of not more than 190° to avoid the Queyn-an-Treis 1.8m shoal to the E which breaks in any swell below half tide.'

Page 185 Ile de Molene

Fourth line replace: 'Men Real E cardinal beacon tower (unlit) and...' with 'Men Real port hand and Basse Real starboard hand buoys'.

Page 197 List of Waypoints

Add $\oplus 99$ W. Pl. des Jaunes and coordinates $48^\circ 37' 15N$ $02^\circ 36' 10W$

Amend $\oplus 58$ name to read E. Pl. des Jaunes.

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 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 *North Brittany* pilot 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*).