



RCC Pilotage Foundation NORTH BISCAY

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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; this is particularly relevant to the plans, which should not be used for navigation. 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.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*. The Authors and publisher would like to thank users of the pilot who have kindly submitted information. In particular we are grateful for the reports from Pierre Maillet, Mike and Pat Pocock and Michael Slater in 2005; from Bill Roberts and Phil Batten in 2006; from Graham Adams, Henry Buchanan, Robert Sansom and George Whitchurch in 2007; from Peter Fabricius, John Bray, Antony Wells, Michael Lewin-Harris and Mike Oldridge in 2008 and from Mechelynck Cecile in 2009.

The updating of pilot guides is an ongoing process and the publisher is always pleased to receive information, sketch charts or photographs for incorporation in future supplements or new editions.

Page references are made to *North Biscay*, 7th edition, 2005.

The last input of technical information was March 2009.

Jeremy Parkinson

This supplement is cumulative. Corrections added since Supplement No. 4 are highlighted in blue and marked with an asterisk *.

*Page iv Caution

Replace Caution with the wording at the end of this Supplement.

Page 17 Plan 1

Delete fog signal, Whis, and associated symbol, at light buoy La Valbelle in position 48°26'.42N 4°50'.02W.

Chenal du Four, Plan 1

Rouget light-buoy 48°22'.1N 4°48'.9W delete *Whis*.

Chenal du Four, Plan 1

Plâtresses sectored light tower has been removed. Plâtresses SE SHM has been lit and a new lit SHM Plâtresses N has been laid just north of the old tower.

Page 21 Goulet de Brest

Plan 2 Basse du Charles Martel buoy (port) 48°18'.9N 4°42'.2W delete *Whis*

Plan 2 Fillettes buoy WCM 48°19'.8N 4°35'.7W delete *Whis*

*Page 24 Visitors' Reports 2008.

Marina du Moulin Blanc, Brest

Plan 3a. Visitors are also allocated berths both inside and outside the floating breakwaters as well as on the visitors' pontoon which has been extended and an additional pontoon has been added northwards from the end of the central mole. This has to be rounded to access most of the visitors' berths and the fuel point which is now at the inshore end of the original visitors' pontoon.

*Page 25 Brest

A new marina is under construction between the Rade Abri and the Port de Commerce. Work is on-going but the date of completion is not known.

Page 27 Landernau

Recent report does not recommend drying out at Landernau due to increased silting against the wall, making it difficult to avoid leaning inwards uncomfortably.

*Page 28 Roscanvel, Rade de Brest

There is a misprint in the longitude of $\oplus 43$ Roscanvel 1 shown at the end of the paragraph. It should read 48°18'.81N 4°32'.62W

Page 35 Camaret-sur-Mer

Plan 7 does not show the fuel dock available at Port Vauban which is accessed from inside and outside of the N end of the wave breaker.

Page 37 Camaret to Morgat

Plan 8 Basse Vieille buoy IDM 48°8'.2N 4°35'.8W delete *Whis*

*Pointe de Dinan

There is a rock which dries 5.7m 100m west of the southern tip of the point at 48°13'.93N 4°34'.36W.

*Page 41 Morgat. Visitor's Report 2008

There are now mooring buoys N of the marina. Also the fuel berth is self-service with a plastic card.

*Page 44 Douarnenez. Visitor's Report 2008

The long visitors' pontoon can be uncomfortable in NW to N winds especially with a strong ebb tide.

*Page 53 St Evette. Visitor's Report 2008

The number of moorings has been increased and some are suitable for boats up to 12m.



***Page 55 Audierne. Visitor's Report 2008**

Beware that the 043° transit towards the fishmarket building leads too close to the end of the jetty particularly at low water. Better to take the line where weedy rocks meet the sand which can be clearly seen on the harbour bottom.

Page 47 Ile de Sein

Plan 11 Cornoc-an-ar-Braden buoy (starboard) 48°3'.2N 4°50'.9W delete *Whis*

Ile de Sein

Plan 11 Ile de Sein main light now has an additional direction light centred on 270°. The new characteristic is Fl(4)25s49m29M and Dir.Q.WRG.8/6M.

Page 50 Data box at top of page

(5.7kns) should be deleted from last line in first column and appended to the end of the first line of the second column so that it reads N – Brest HW +4¼ to -¾ (5.7kns).

Page 55 Audierne

Plan 14 New buoy PHM 48°00'.7N 4°32'.3W. Note that this is very close to waypoint 97.

Plan 14 Gamelle Ouest WCM 47°59'.5N 4°32'.9W delete *Whis*.

***Gamelle Est** SCM 47°59'.52N 4°31'.96W delete Bell.

Page 58

Plan II Ile aux Moutons light has been changed to Iso.WRG.2s15–11M

***Page 61 Plan 16. Le Guilvinec**

N.breakwater spur. Amend light to Fl(2)R.6s5m5M

Page 62 Lesconil

The main harbour has been dredged. The entrance now has a depth of 1.5m and much of the inner harbour has a depth of 3m.

Page 64 Loctudy. Visitors' Report 2007: Pilotage

Note that the shallow rocky patch between the Marina and Ile Tudy is not marked.

Page 65

Plan 18. Les Perdrix is no longer lit.

Ashore in Loctudy

Free bicycles are available at the marina during office hours.

Page 67 Sainte Marine

The harbourmaster has reported that visitors are not limited to a stay of one night and may stay as long as they wish.

Page 73 River Odet

Lanroz anchorage

The anchorage is on the W side of the river just S of Lanroz.

***Page 74 Iles de Glénans. Visitor's Comment 2008.**

If approaching La Pie from the North, the most conspicuous mark is the disused lighthouse (15m) on Le Huic (47°43'.9N 4°00'.69E).

***Page 76 Iles de Glenan. Visitor's Comment 2009.**

The photograph 21.3 is of Penfret and not of Ile de Bananec.

Page 82 Concarneau. Visitors' Report 2007

There is a marked line of pontoon berths for visiting yachts up to 42ft. Larger yachts are berthed inside the wave barrier.

Page 83 Concarneau

Plan 23 Le Cochon light now has an obscured sector from 207° to 230°.

Page 89 River Aven and Port Manec'h. Visitors' Report 2007

Visitors' buoys off harbour now laid in only 1m and I am informed by a local retired master mariner, poorly maintained. Some fore and aft moorings are occasionally available upstream from the bar although even here there is a maximum of 2m.

Page 91 Belon. Visitors' report 2007

Mooring: Mooring in the Bélon river is available in the trot of three large Visiteur buoys on the N side of the bend before Port Bélon. These buoys are joined by mooring lines and are white drum shaped buoys 6ft in diameter and riding 3ft out of the water. There is a rail around the circumference at the top to which mooring lines can be secured.

There are a further 7–8 standard white mooring buoys, rather close together, between the Chez Jacky restaurant on the N bank and the Bureau du Port on the S bank.

***Page 93 Plan 26A.**

Briqueau Buoy 47°46'.3N 3°40'.0W. Delete *Whis*.

Page 94 Doëlan approach and entrance

By day

Delete final sentence and replace with: This transit passes a red beacon PHM marking Basse le Croix and the SHM buoy that replaces Le Four tower, destroyed in 1996.

Page 95 Doëlan

Plan 27 Leading lights 014° Rear 47°46'.5N 3°36'.3W light characteristic changed to Oc(3)R.12s27m9M.

Page 96 Le Poldhu

The harbourmaster reports that in April 2007 the entrance channel was close to the bank on the W side through the first bay and then crossed to the Guidel Plage side. The E channel, shown by dotted lines on Plan 28, was not open. Apparently, there should be 'plenty of water' over the bar at high water on a tide with a coefficient of 85 or more for a boat drawing 1.5m.

The deep water on the E side of the river N of the Port de Plaisance is completely full of moorings but these may be available by application to the harbourmaster and can take boats up to 12m, although the official maximum length for visitors is 9.5m.

Page 100 Port Lorient. Visitors' Report 2007

Marina in the centre of town has excellent facilities and says that they usually have space for visitors even in high season. 45-ton travel lift.

***Passe de Sud.**

By night

Delete Q.R Ldg Lts 008.5° at 47°44'.10N 3°21'.60W (rear) and 60m further south.



Page 101 Lorient Plan 30

Les Truies Ouest SHM 47°41'.1N 3°23'.4W delete *Whis*.

***Passe de Sud.** Delete pecked Leading Line and Lights on 008.5° as above. This Ldg Line has been discontinued.

***Passe de Sud.** Delete SHM Fl(3)G.12s Goëland at 47°41'.59N 3°22'.09W and SHM Fl(2)G.2.5s at 47°41'.84N 3°21'.92W and insert SHM Fl(3)G.12s Locmalo at 47°41'.67N 3°22'.13W.

***Rade de Pen-mané.** Change light characteristics of two SHMs NE of Pengarne Lt Tower. No.9 has changed to Fl(2)G.6s and No.11 to Fl(3)G.12s.

***Kernével Marina.** Delete No.2 and No.4 PHMs to E of breakwater.

***Ile Saint-Michel.** Change Light characteristics of two SHMs to NW of the island. No.5 has changed to Fl(2)G.6s and No.7 to Fl(3)G.12s.

The two green Leading Lights just W of Ile Saint-Michel have both had their light characteristics changed to Dir.Q.G.

Page 102 Lorient – Locmiquelic (Ste-Catherine)

The marina has been enlarged and enclosed and has a lit entrance. See www.locmiquelic.com for details and a good aerial photograph.

Lorient – Kernével

The marina has been enlarged. Visitors' pontoon is at the S end of the N basin.

Page 103 Lorient – Blavet River

The Blavet river is now well marked all the way to Hennebont. The small pontoon close to the bridge was much used by local boats, particularly after work. There is a fore and aft mooring, marked visitors, at the top end of the trot. This is suitable for a maximum of two small boats.

Page 104 Port Louis and Locmalo. Visitor's Report 2007

Excellent shelter and a regular ferry service in to Lorient. Berths limited to a maximum of 15m L.O.A. and a draft of 2.5m. Magnificent Citadel (built by the Spanish!) well worth a visit – also houses an excellent SNSM (Lifeboats) museum.

Page 108 Locmaria. Visitor's Report 2007: Pilotage

The cottage that is the back transit of the leading line is mainly obscured by a hedge.

***Page 110 Plan 33C. Ile de Groix.**

Delete BW Beacons at 47°37'.9N 3°27'.8W and 47°38'.5N 3°27'.9W

Page 112 Etel

Etel Marina has been extended northwards and enclosed. The tidal stream is much reduced inside the marina although we have had a report of turbulence making manoeuvring difficult. Take care when entering or leaving as you pass from the fast tide in the river to the slacker tide inside the marina or vice versa.

Page 117 Chart IVB

46 Port du Crouesty should be 45 Port du Crouesty
45 Golfe de Morbihan should be 46 Morbihan anchorages.

Quiberon Bay

Chart IVB Delete *Whis* at Ouest Basse Capella light buoy.

Page 118 Sauzon. Visitors' Report 2007

There are 30 visitors' mooring buoys outside harbour – close but fine up to about 45ft. With the harbourmaster's consent the ferry buoys outside the harbour may be used overnight after the last ferry has left. Harbour buoys are reserved for yachts up to 12m. There is plenty of space in the inner harbour for yachts that can take the ground. Water is available on the quay in the inner harbour.

***Page 118 Sauzon. Visitor's Report 2008.**

There are now about 30 visitors' moorings suitable for boats up to 45ft on the east side of the entrance channel. With the Harbourmaster's consent the ferry buoys outside the harbour may be used overnight after the last ferry has departed. Buoys inside the harbour are reserved for boats less than 12m OA.

Page 120 Le Palais. Visitors' Report 2007

Visitors' buoys now laid outside the harbour.

Page 121 Le Palais

The wet basin and La Saline marina... In final paragraph, replace '0700 daily' with 'HW±½ on request'.

The lifting bridge opens at HW±½hr, on request.

Plan 36 The harbour entrance lights have been changed to QR and QG.

***Page 121 Visitor's Report 2008**

There are now a number of visitors' mooring buoys outside Le Palais Harbour on both sides of the entrance channel.

***Page 128 St Gildas, Houat. Visitors' Reports 2008.**

The small harbour is subject to ferry movements.
The 16 visitors' buoys outside the harbour are quite close and are not recommended for boats over 12m. Also they are subject to swell from the NW.

A large part of the island is a well-managed nature reserve.

Page 129 Plan 39

Er Rouzés ECM shown as a buoy at 47°22'N 2°54'W is a temporary buoy marking the position of the damaged Er Rouzés ECM beacon.

Page 131 Ile Hoëdic – Argol via the Socurs Passage
By day

Men Groise N beacon tower should be Men Groise ECM beacon tower.

***Page 132 Ashore on Hoedic. Visitor's Report 2008.**

The museum in the 1850 Fort provides an interesting insight into past life on the island.

Page 133 Plan 40

Er Rouzés ECM shown as a buoy at 47°22'N 3°54'W is a temporary buoy marking the position of the damaged Er Rouzés ECM beacon.



Er Palaire WCM shown as a buoy at 47°20'N 3°55'W is a temporary buoy marking the position of the damaged Er Palaire WCM beacon.

***Page 137 Plan 42. La Trinité.**

Several changes in the buoyage have occurred in the Rivière de Creac'h SE of the town.

**Page 140 Approach to the Morbihan
By day**

In the last sentence of the first paragraph, 'starboard' should be changed to 'port' so the sentence reads: Approach leaving Méaban SCM and Bagen Hir ECM to port.

***Page 144 Vannes. Visitor's Report 2008.**

There is now a new Capitainerie on the east side of the marina with excellent facilities. Those on the west side are under construction, so it can be a long walk round. Organisation is good and there is usually a launch at the entrance to allocate a berth.

***Page 145 Pilotage in the Morbihan. Visitor's Comment 2008**

There are strong swirling tides in the Morbihan and GPS waypoints should be used with extreme caution. Visual pilotage is essential at all times.

***Page 147 Port de Crouesty. Visitor's Report 2008**

The supermarket is a very long walk from the visitors' berths and if stocking up it is easier to take the dinghy into the NW basin. There is no access to the supermarket from the fuel berth which is gated off from the boat maintenance area.

Page 147 Port Navalo

The final sentence should read:

This spot is exposed to the W and disturbed by the wash from ferries.

Port du Crouesty – Plan 45 Amend the light on North Jetty Head, in position 47°32'.48N 2°54'.14W to read – Fl.R.4s9m7M (shown on Plan as Oc(2)R).

***Page 151 Plan 46. Golfe du Morbihan**

Insert a Rock awash at LAT 300m W of the northern tip of Ile d'Iluric at 47°34'.00N 2°47'.85W.

Morbihan Anchorages

Plan 46 Several of the buoys between Pte de D'Arradon and the passage between Brouel SHM have been relaid in slightly different positions.

***Page 156 Chart V.**

LFM SN-1 at 47°00'.12N 2°39'.77W. Delete *Whis*.

Page 158 Pénerf. Visitors' Report 2007

Pénerf is not really organised for visitors and is a busy oyster and sea food river with processing facilities along the river bank at Pénerf. The nearest shop is at Damgan 4km away but apart from Le Café Pecheur restaurant (☎ 02 97 41 10 38) the only other facility is a bistro/bar. The Bureau du Port was shut but a plan of moorings outside suggested that there was only one mooring buoy for visitors. This had the words Visiteur marked rather illegibly on a white buoy that was the furthest upstream from Pénérf quay in the deepest water.

***Page 159 Pénerf, Plan 47. Visitor's Report 2008**

Pénerf now has two additional entrance marks for the eastern entrance. The first is a green starboardhand post on a drying rock (0.3) just before the first green post shown on the plan and an additional red porthand post just after the first red post shown on the plan.

Page 160 The Vilaine to Arzal

Depth restrictions. The outer approach to the Vilaine is silting and the depths are 'marginal'. It is best to assume 0.5m over the bar.

The Vilaine to Arzal

The phone number of Arzal-Camoel Marina is ☎ 02 97 45 02 97. The listed number is the fax number.

Page 161 Plan 48A

The transit of Billiers church in line with Penlan lighthouse should be 025° (not 023°)

The W Varlingue passage

Second sentence should read:

The transit is Billiers church in line with Penlan lighthouse on 025° (not 026°).

The Vilaine to Arzal

Plan 48A. The transit of Billiers church in line with Penlan lighthouse should be 025° (not 023°).

The W Varlingue passage – by day

The transit is Billiers church in line with Penlan lighthouse on 025° (not 026°).

Page 162 The Vilaine to Arzal

Facilities at Arzal. Fuel has been moved away from the quay to a dedicated pontoon.

Page 165 La Roche Bernard – Port Neuf

The visitors' pontoon has been replaced by a 60 berth marina. Visitors should look for a berth on the first finger of the downstream side or call the marina office.

Page 166 Redon – Cran Bridge

Cran bridge has clearance of 5.8m. Its opening times have changed and are now 0900, 1000, 1100, 1430, 1630, 1830 and 1930 in summer.

Page 167 Redon – Berths

Visitors' pontoons are on the port side just through the lock. However other empty berths can still be used with the harbourmaster's permission.

Ashore in Redon

The excellent covered market is open Mondays, Fridays and Saturday mornings. Also there is a large Leclerc hypermarket within a mile along the road to Nantes.

**Page 174 Le Croisic approach and entrance
By day**

Amend the final sentence to read:

For an anchorage or mooring, when the fish market is abeam, turn to port to enter Le Pool or to starboard to go up to the drying harbour.

Page 177 Le Pouliguen. Visitors' report

This port has smartened up even more with a new Capitainerie, marina toilets and showers in the old Yacht Club building at the entrance on the Eastern bank. The old toilets and showers are still available above the bridge, but the old Harbour Office has now closed down. There are many new pontoons and Le Pouliguen is now as smart as Pornichet. The Yacht Club appears closed mid-week even in July. A very welcoming marina.

Page 178 Pornichet. Visitors' Report 2007: Facilities
The pontoon to starboard as you enter the marina has been significantly extended.

Pilotage

The SW approach – the Passe des Troves – is now marked to the W by a red port hand buoy (Les Evens) with cylindrical top mark and to the E by a green starboard hand buoy (Les Troves) with conical top mark.

***Page 184 Pornic. Visitor's Report 2008**

Pornic is within easy reach of Nantes Airport.

Page 189 L'Herbaudière – Berths

The visitors' pontoon has been redeveloped to give more visitor space and better protection from the NW swell. The new visitors' berth is the first pontoon on the port side but in season there is usually a harbourmaster's dory to meet visitors' boats.

Page 197 Port de la Meule

In second paragraph, amend 'bear' to 'bears' and 'the lighthouse' to 'Les Chiens Perrins WCM beacon'.

Page 199 Saint-Gilles-Croix-de-vie – Caption to Photo 64.2

In line 3 'N jetty' should read 'Grand Môle'.

Page 200 Les Sables d'Olonne – Caption to Photo 65.2

Second sentence should read:

Visitors must secure to the pontoon and report to the office to be given a berth.

***Page 201 Les Sables d'Olonne. Visitor's Report 2008**

There is a new 119 berth marina in the first basin to starboard after entry.

Page 205 Jard-sur-mer. Pilotage and Plan 67

The white beacons giving an approach transit of 038° have been slightly moved and the approach transit is now 036°.

Page 209 Charante –Chart V11B – Les Baleineaux – Light

Amend the light in position 46°16'N 1°35'W to read VQ.23m7M.

Page 213 Marans – Plan 69

A recent visitor reports that the Fairway Buoy (⊕403) has been moved to 46°16'.8N 01°10'.2W (⊕404 is unchanged). There was sufficient depth found to lie afloat over LW at a short distance above Le Corps de Garde (which is useful if locking out of Maranse in the late afternoon).

Page 217 Ars-en-Ré

Plan 70A Le Fier d'Ars leading lights 265.8° have been replaced by a directional light Dir Oc.WRG.4s10-7M.

Ars-en-Ré

Plan 70A The green buoys, **Boucheron 1** and **Boucheron 3**, are now lit.

Page 219 Saint-Martin-de-Ré. Plan 71

Amend the light on NE Point of Grand Môle to – Fl.G.2.5s10m5M (position 46°12'.49N 1°21'.92W).

Page 221 La-Flotte-en-Ré. Plan 72

The visitors' berth shown on the hammerhead in the outer harbour on Plan 72 is shown on some other charts as being dredged so that yachts may lie afloat. A recent visitor reports that, as of July 2005, it dried to very soft mud.

Page 223 La Rochelle. Visitors' Report 2007: Port des Minimes

The marina was very full (end June 2007) and casual visitors were limited to rafted berths alongside pontoon No.15 in the SE corner of the Bassin de Lazaret. Large sections of this were occupied by new catamarans awaiting delivery.

Page 226 Ile d'Aix. Visitors' Report 2007:

Berths – SE of Pointe Sainte-Cathérine

There are four white mooring buoys (at 46°00'.29N 001°10'.11W) in approximately 2.4m. Additionally there are a number of drying visitors' buoys that are white with dayglo green bands closer inshore.

***Page 230 Plan 75B. La Charente. Port-des-Barques.** Delete G.Bn. at 45°57'.14N 1°04'.64W and substitute a Light Fl.G.2.5s5m4M at the north end of a new jetty built out from the southern shore of the river.

Page 235 St-Denis D'Oleron. Visitors' Report 2007

Plan 77 The chartlet in *REEDS Nautical Almanac* (2007) page 908 gives a better representation of the buoyed channel and also the relative position of the Waiting Buoys.

Berths

The visitors' pontoon (Pontoon A) is the first one to port on entry just beyond the fuel dock. Boats >10m berth alongside/rafted on the S side while those <10m berth on finger pontoons on the N side, but expect to be met by the harbourmaster's launch. There is a tide gauge on the mole to the W of the marina entrance marked with tabs at 0.5m intervals from the top of the sill. The top tab is at 5m. The gauge is frankly of no use on entering the marina because the entry channel shelves very gradually up to the 'sill' and it cannot be seen at any distance off. As the marina is reported to silt it is of more use in calculating the height of 'LW marina' at the chosen berth provided the height above the sill is noted on entry, or on exit to confirm that tidal calculations are correct!

There are three waiting buoys 1M ENE of the entrance.

Page 239 Boyardville

By day and Caption 79.2. The fuelling structure illustrated in the photograph 79.2 has been removed.



Boyardville. Visitors' Report 2007: Visitors' Moorings

About ½M NNW of La Perrotine SHM there are four white visitors' buoys (PL29, PL30, PL31, PL32) (45°58'.598N 01°13'.624W) and just further N a large number of small craft moorings. The visitors' buoys are about ½ mile NNW of La Perrotine SHM and 1.4 miles NNE of the mole head light at Boyardville. The visitors' buoys are also just NW of the transit between Fort Boyard to the NNE and the mole head at Boyardville to the SSW, both lit.

Page 241 Plan 80A

Agnas ECM has been changed to Agnas SHM.

*Substitute an ECM for the Chapus SHM at 45°51'.47N 1°10'.80W

Page 245 Approaches to La Gironde – Plan 81A

Delete fog signal, Whis at G Buoy, in position 45°30'.4N 1°15'.4W.

*No 10 PHM at 45°39'.61N 1°10'.74W Delete Whis.

*Grande Passe de l'Ouest. The outer buoyage of this channel has been moved slightly further south.

*Page 249 Plan 82A. Port Medoc – New Marina

⊕ 446 should now be in position 45°33'.40N 01°03'.35W because the entrance to the marina has been altered to face SE.

The reception berth is now at the far end by the Capitainerie (not at the marina entrance).

*Page 257

⊕ 446 Port Medoc. Change to 45°33'.40N 01°03'.35W.

Le Rouget buoy (starboard) 48°22'.04N 4°48'.88W delete Whis

Fillettes buoy (WCM) 48°19'.8N 4°35'.7W delete Whis

Basse Vieille buoy (IDM) 48°8'.2N 4°35'.8W delete Whis

Les Plâtresses has been removed.

Page 258

Cornoc-an-ar-Braden buoy (starboard) 48°3'.2N 4°50'.9W delete Whis

Karreg Kreiz (ECM) 47°46'.0N 4°11'.4W delete Whis

Page 259 Doëlan

Leading lights 014° Rear 47°46'.5N 3°36'.3W light characteristic changed to Oc(3)R.12s27m9M

*Lorient. Passe de la Sud. Delete both Ldg Lts. 008.5°. They have been discontinued.

Page 262

Les Baleineaux 46°15'.8N 1°35'.2W light characteristic changed to VQ.23m7M

Le Fier d'Ars leading lights 265.8° have been replaced by a directional light Dir Oc.WRG.4s10–7M.

Saint-Martin-de-Ré

Mole head 46°12'.5N 1°21'.9W light characteristic changed to Fl.G.2.5s10m5M.

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

Positions given in the text and on plans are intended purely as an aid to locating the place in question on the chart. 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 Biscay* 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. 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 or sail between adjacent waypoints. 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)*.