

NORTH BRITTANY

Supplement No.2

February 2010

2nd Edition 2008

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Caution

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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.

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Page references are made to *North Brittany*, 2nd edition.

Page viii

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 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.

Page 80 St Cast

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

Replace **Shelter** with: Believed to be good from all directions following construction of new marina.

Replace **Depth Restrictions** 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.

Replace **Night Entry** with: Sector light on end of mole.

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

Under **Radio**, add: Harbour telephone

① 0296810443.

Delete **Facilities** 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 ten minutes walk away. Fine family beach at La Grande Plage.

Under **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 Channel 9 (0900-1300 and 1400-2100) and an attendant in a red rib will escort you in.

Delete **Moorings** 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.





St Cast

Peter Carnegie

Page 84 Chenal d'Erquy

Approaches

Final sentence, after 255° add: (Line L).

Page 85 Plan: Approaches to Erquy

Amend bearing from ⊕57 to ⊕58 (Line L) to read 255°

Amend name of ⊕58 to East Plateau des Jaunes.

Page 86 Plan: Le Legue to Dahouet

Re-number ⊕60 (NW of Dahouet) as ⊕99 and name West Plateau des Jaunes.

Page 87 Dahouet

Insert ⊕99 co-ordinates below chartlet as: ⊕99 West Plateau des Jaunes 48°37'·15N 02°36'·10W.

Approaches: amend text of first sentence to read ⊕99 in place of ⊕58.

Plan: ⊕59 and Dahouet 147 text should be moved 1cm to right and up. ⊕99 should be inserted to left of ⊕58.

Page 89 St Brieuc – Port Le Legue

Plan at top page

Binic WP should read ⊕61 in place of ⊕62. ⊕59 and Dahouet 147 text should be moved 1cm to right and up. ⊕99 should be inserted to left of ⊕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, 3–4 kms up hill from south end of bay.

Page 154 Porz Kernock

Delete: Bow and stern anchors may be needed.

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

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.

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.

Page 167 L'Aberbenoit

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

Page 185 Ile de Molene

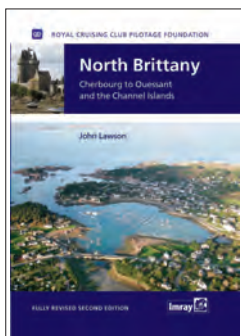
Fourth line replace: Men Real E cardinal beacon tower (unlit) and... with: Men Real port hand and Basse Real starboard hand buoys.

Page 197 List of Waypoints

Add ⊕99 W Plat. des Jaunes and co-ordinates 48°37'·15N 02°36'·10W

Amend ⊕58 name to read E Plat des Jaunes.

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Page iv Caution

Replace Caution with wording at end of this Supplement.

Page 31 Cancale

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

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.'

Page 80 St Cast

Replace description with: 'A sheltered harbour except from the SE, being developed (2008) into a marina. Completion scheduled for 2009, but berthing arrangements uncertain until then. We would welcome photographs or information from anyone visiting in 2009.'

Page 124 Perros Guirec

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

Plan

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Page 185 Ile de Molene

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

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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*).