



RCC Pilotage Foundation

NORTH BRITANNY & THE CHANNEL ISLANDS

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Corrections added since Supplement 3 are highlighted in Blue and marked with an Asterisk *.

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Caution

Every effort has been made to ensure the accuracy of this supplement. 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 and Imray Laurie Norie & Wilson Ltd believe that its selection is 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him.

This supplement contains amendments and corrections sent in by cruising yachtsmen and women, in addition to those taken from official sources such as *Notices to Mariners*. The author and publisher would like to thank users of the pilot who have kindly submitted information.

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.

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* Grateful thanks are due to Andy Du Port for a number of minor but useful amendments this year.

Grateful thanks are due to Jeremy Burnett and Michael Oldridge for information provided particularly about Ile de Molène.

Page v

In the Channel Islands section add 'Alderney Race (Supplement), 28' between 'Longy Bay' and 'Guernsey'.

Page 2

Water 3rd sentence between 'not' and 'hoses' insert 'all have'.

Formalities To the end of the last sentence add '. . . until cleared. The Channel Islands are not part of the EU.'

Page 3 Chart datum and tidal heights

Second paragraph. Delete 'St-Malo' and after 'or Brest' insert; 'the same times for St-Malo are only referred to for ports between Cancale and Chenal d'Erquy including La Rance'.

Horizontal chart datum – satellite derived positions Delete second sentence and insert 'Current BA charts in this area are now all aligned to this datum but the French and some private charts may not be.'

Delete the third sentence and insert 'In order to use the high accuracy that DGPS or similar correction systems now give, note must be taken of the datum that the chart in use is constructed to. The GPS can then be set to this datum or the correction given on the chart applied. This caution applies to some electronic (but not to ARCS) as well as paper charts.'

Page 4

Weather forecasts Amend CROSS Jobourg to read '. . . on Ch 80 at 0715, 1545 and 1916LT in French and English'.

* **Navtex Amend** to read 'Navtex Corsen (A and E), Niton (E and K).'

Charts Delete the fourth, fifth and sixth sentences and insert after 'of purchase.', 'They may be corrected at no cost from the web site www.nmwebsearch.com or by buying the paper weekly *Notices to Mariners*'.

Page 5

Introduction

Delete last two sentences and insert 'Directions for transiting the Race are shown in the Alderney section. There are two anchorages sheltered from the W at Omonville and Anse de St. Martin in between Cherbourg and Cap de la Hague where a favourable stream in the Race can be awaited.'

Tidal Streams Amend the first paragraph to read 'The maximum spring rates are 3 knots. The rate lessens as the coast is approached and a W-going counter eddy starts close to the coast at about 1½ hours before HW Cherbourg. This is particularly useful when proceeding to the westward as the W-going stream runs for about 8 hours inshore.'

Cherbourg

Page 6 Lights

Digue de Querqueville

Amend characteristic to read 'Fl(4)G.15s8m4M, white column, green top', and delete the sectors.

At the end of **Buoys** add 'There are two buoys marking a fish farm lying parallel to the Digue Central between Fort de l'Ouest and Fort Central.'

Weather forecasts

Amend to read 'CROSS Jobourg on Ch 80 at 0715, 1545 and 1915 LT in French and English.'

Page 7 Approaches

By day from the N

Amend last sentence to read 'An E cardinal and a red beacon tower mark the N extent . . .'

Page 8

Plan Insert S cardinal pillar buoy Q(6)+LFl.15s in position 49°40'4N 01°38'6W.

Insert pillar light buoy Fl(2+1)Y.10s in position 49°40'4N 01°37'9W.

Insert symbol for fish farm to the N of the line joining these buoys.

Insert symbol for a mooring buoy in position 49°40'3N 01°37'3W.

*** Page 9 Anchorage**

After first paragraph add 'However there is good holding immediately N of the marina breakwater where yachts often lie to avoid the bustle of the marina or for an easy early departure'.

Leisure

After 'container port' add 'The Gare Maritime building has been converted into a major aquarium'.

Omonville-la-Rogue

Page 11 Approaches

Second sentence, for 'spire' read 'tower' and amend plan opposite.

Delete 5th sentence 'An unlit buoy . . . breakwater end.'

Facilities Delete all and insert 'Two small café/restaurants and a sailing school by the harbour. There is a small shop in the village and more at Beaumont Hague on the main road (5 km); showers at the camp site.'

Goury

Page 12

La Foraine buoy has now been removed and La Foraine beacon rebuilt. The beacon on the plan 1M to the W of Goury port is La Foraine and not La Forniec and is a W cardinal.

Tidal streams Delete 'buoy' in two places after 'La Foraine'.

Delete both references to HW St-Malo.

Amend the last line to read '. . . at +0430 HW St Helier'.

Lights After Goury leading lights add 'La Foraine VQ(9)10s12m6M, W cardinal white beacon tower'.

Buoys Delete paragraph.

Approach Delete 'buoy' after 'La Foraine'. Amend the plan at top of page 12 accordingly.

Page 13 Approach

Amend the second sentence to read 'This will leave La Foraine W cardinal beacon tower some 500m to the N and the following marks or beacons on the sides indicated – Diotret Rock (4.8m) to starboard, Hervieu starboard beacon close to starboard, Jet Aval starboard beacon close to starboard, Jet Amont port beacon to port and round the breakwater end.'

*** Goury Approach**

Add new paragraph at end 'There is a narrow but navigable passage inside Gros du Raz lighthouse and rocks for which SHOM chart 7133 is essential'

Dielette

General

Amend third sentence to read 'The least depth in the approach is 0.5m, there is 0.0m in the outer basin and between 1.5 and 2.5m in the Bassin de Commerce and the marina basin.' Amend last sentence to read 'There are few recreational facilities ashore.'

Page 14 Entrance

Second paragraph, amend second sentence to read 'The entrance at the W end of the submerged wall is marked by a red post which must be left to port, and the fuel berth to starboard.'

*** Facilities**

Showers and heads Delete and insert 'Clean and spacious facilities on two floors in a shower near the yacht club. Tokens available from the marina office.'

Washing machines Add 'Tokens from the marina office.'

Shops Delete and insert 'Small chandler and mini-market selling all essentials including wine, under the yacht club. More shops and a cash machine in Flamanville – a pleasant 15-minute walk.'

Pages 14, 15, 17, 19, 21, 77, 79, 83, 85, 88, 93 (twice)

Delete all references to times of HW St-Malo from the sections **Tidal streams** for each port.

Carteret

Page 15 Carteret entrance, superscription on picture at head of page, delete the word 'head' under the words 'Jetée ouest'.

Amend caption to read 'Carteret looking NE'.

*** Page 16 Carteret – Entrance**

At end of first paragraph add 'Keep well to the N side of the channel where the deepest water is and turn sharply in to the entrance'.

Facilities Fuel Delete and insert 'There was none available in 2004 but it may be restored'.

Showers and heads Delete and insert 'Under the yacht club; tokens from the marina office'.

Shops and restaurants Add 'There are some good shops and a supermarket in Barneville (30-minute walk)'.

Port Bail

Page 17 Top photo

Delete superscription 'La Callourie leading light (white pylon and red top)' and replace with 'Jetty'. Delete superscription 'Channel marker' and insert 'Training wall head'.

Buoys After Landfall insert ‘Channel 1 port and starboard pair to seaward of the training wall head.’

Page 18 **Entrance and berths**

Amend first sentence to read ‘Turn to port close round the end of the jetty into the basin where there is a pontoon along the NW side.’

Granville

Page 18 **Photo** Delete superscription ‘Le Loup beacon tower’ and arrow.

* The development of the Avant Port as another marina continues.

Page 19

Plan In Avant Port insert ‘Marina under construction’

Lights Hérél Marina Digue Principale head Amend characteristics to read Fl(2)R.6s12m5M Horn(2)40s. White round tower, red top.

Gate to Marina Amend light characteristics to Oc(2)R or Oc(2)G.6s.

Lights Amend light characteristics as follows:
Jetée ouest head Fl.R.2.5s12m4M, red pylon.
Jetée est head Fl.G.2.5s11m4M, white pylon green top on hut.

Weather forecasts are in French and English.

Plan La Fourchie Beacon Tower, change to W cardinal beacon tower.

Page 20

Communications For ‘Ch 9’ read ‘Ch12’.

Entrance to Le Hérél Marina Amend the sill depth to drying 5.25m.

Port de Commerce At end add ‘The completion of a marina in the Avant Port will no doubt change the situation.’

Cancale

Page 22 **Approaches From the N and W**

Left hand column, second paragraph starting ‘Cancale may now . . .’ after ‘narrow channel’ insert ‘(200m wide, least depth 0m)’.

From the E or NE Delete last line and insert ‘If going to Port Mer approach it on a track of 270° or less to avoid the shallow part of Banc de Chatry (0.4m).’

The Channel Islands

Page 24 **Fuel**

At end of paragraph add ‘Petrol is much cheaper than in France or the UK.’

Alderney

At end of **Warning** add ‘See page 28 – The Alderney Race’.

Page 25 **Tidal streams**

At end of section add ‘See also page 28 – The Alderney Race’.

Buoys Amend first line to read ‘There are two port and three starboard-hand buoys . . .’

Customs At end of paragraph add ‘Customs forms are available from the Harbour Office and can be deposited in a box at the top of the steps from the landing in the inner harbour’.

Page 26 **Plan**

Delete the red can buoy Q.R just to the E of the head of the quay.

Page 27 **Facilities** *Water taxi*

May also be called on Ch 80.

Page 28 **Departures**

Add after last para:

The Alderney Race

The Alderney Race derives its name from the great rates of tidal streams flowing through it which reach over 9 knots at Springs. It lies in the 9M strait between the E end of Alderney and Cap de la Hague. It has a clear fairway 2½M wide of water undisturbed by rocks or shoals between Race Rock and the 16m rocky bank lying 4M S by W from Cap de la Hague.

The NE-going flood runs faster than the SW-going ebb but even the latter reaches 4 knots at Neaps so timing the passage is all important in low powered craft.

Wind over tidal stream conditions in the Race always cause steep and breaking seas even in the fairway. These break heavily and dangerously over the seven shoal areas or rocks in the Race. These should be avoided except in the calmest conditions near slack water. These areas from S to N are:

1. Banc de la Schôle 8M S of Alderney. While clear of the strongest streams has the least water (2.4m) over it and is constantly shifting. A N cardinal buoy VQ now marks a wreck with 3.2m over it 1M N of the northern limit of the 10m line on the Banc.
2. Milieu 3.75M SSE of Alderney with 14m over it.
3. Alderney South Banks running NE/SW 1M off the SE Alderney coast with 11m over them. (See page 25 ‘Tidal streams’ for details of the flow inshore of them).
4. Race Rock 1½M SE of Quenard Point with 5.5m.
5. Inner Race Rock hM NW of Race Rock with 5.5m.
6. 16m bank 4M WSW of Cap de la Hague; this has the most extensive overfalls.
7. 17m bank 2½M SW from Cap de la Hague; this is the least dangerous.

Transiting the Race

From the north Arrival in the vicinity of a point 4M ENE of Quenard Point should be timed for +0430 HW St Helier as the stream turns SW giving 5–6 hours fair to Guernsey or Jersey. A track in the

main fairway to pass between Race Rock and the 16m bank, Alderney South Banks and Milieu and clear of Bank de la Schôle should then be maintained southwards to Jersey and St Malo, or southwestwards to Guernsey and Sark.

From the east The inshore stream along the N side of the Cotentin peninsular starts at -0130 HW Cherbourg (+0100 HW St Helier) and continues for 8 hours. The stream to the W of Cap de la Hague turns to the S at +0430 St Helier so there is plenty of time to carry a fair stream from Cherbourg 12M to the E, and thence S. An earlier arrival off Cap de la Hague at +0200 St Helier may be worth it to find the early S-going inshore eddy close W of La Foraine beacon off Goury. The penalty for not picking up this eddy, however is to face another 2½ hours foul stream at just past the maximum flow, but easing off.

The *Admiralty Tidal Stream Atlas for the Channel Islands NP 264* should be consulted for this passage and for all other passage through the Race.

From the S or SW Leaving Guernsey at -0230 HW St Helier will pick up the first of the N-going stream there and carry nearly 7 hours fair. Similarly a departure from St Helier at -0300 HW will carry a stream for 7 hours E and then N to clear the Race before it turns foul. In both cases a track must be maintained to clear Banc de la Schôle. Milieu, Alderney South Banks, the Race Rocks, and the 16m bank. If proceeding up the coast from the E side of Jersey, the 17m bank should be avoided if possible.

From the W The same timings and track apply if passing to the N of Guernsey from the W except an option to pass through the Swinge will present itself. For the passage of the Swinge, or to proceed close along Alderney's SE shore see pages 24 and 25.

If passing through the Swinge from the W beware Pierre au Vriac rock 2M to the WSW which dries 1.2m.

The three Casquet Banks some 2M S of the Casquets with a least depth of 7.3m over them should also be avoided in strong wind and stream conditions.

Page 33 From the NW via Les Hanois and St Martins

Last line in left-hand column delete 'these times' and insert '5 and 2 hours before HW St Peter Port'.

*** Page 34 St Peter Port – Moorings**

Delete paragraph and insert 'There are several visitors pontoons N of the waiting pontoon which can become very crowded.'

Anchoring At end of paragraph add 'See Havelet Bay page 36.'

Facilities Yacht Club Delete 'but is seeking to move to a position near the marina entrance (2001)'.

Herm

Page 38 Lights

At end of paragraph add 'and the Herm quay end is marked by 2F.G lights.' Insert light symbol as indicated on the Plan on previous page.

*** Herm and Jethou – Anchorages**

At end of paragraph add 'On the E side of the island there are good beaches and pleasant anchorages sheltered from the W at Shell Bay and Belvoir Bay.'

Jersey

Page 41 Tidal information

Delete 'St Helier is on average 45 minutes earlier than St-Malo for time of HW and LW'.

Communications Amend telephone number for La Collette to 01534 885529.

General Second sentence amend 'upper' to read 'inner'.

Approaches – From the N After 'Moulière Rock' insert '(dries 0.6m)'.

St Helier

Page 43 From the SW and S

Sub paragraph c. Delete the first part of the second sentence and insert 'A day or night passage with the illuminated power station chimney (95m conspicuous) bearing 350° will clear Demi de Pas; otherwise . . .'

*** Page 46 Elizabeth Marina**

Second sentence, amend 'Small Road' to read 'No.4'.

Departures – To the NW

First sentence, for '2' read '3'.

Second sentence, amend to read 'The later the departure after HW, the greater the . . .'

*** St Helier**

After 'Departures' add '(Times relate to HW/LW St Helier)'

Page 48 Approaches From the S

Delete the second sentence and insert 'From here either pick up the transit 332° shown on chart 1138 to lead up the Outer Road, or stay outside the 10m line and use the 327° transit leaving the unlit Le Cochon port buoy to port, La Noire beacon (E cardinal) to port, Le Giffard port buoy to starboard and Horn Rock beacon (red, can topmark) to port to pick up the Gorey leading line 298° just beyond Horn Rock'.

St Malo

Page 51 Tides

Delete 'St-Malo times of HW and LW . . .' to ' . . . during DST'.

Tidal streams 4th line amend to read '-0400 St Helier (-0125 St-Malo) W'.

10th line amend to read '-0530 St Helier (-0615 St-Malo) SSE'.

Lights Amend characteristics of Les Courtis to 'Fl.G.4s14m7M'.

Amend light characteristic of La Platte to 'Fl.WRG.2s11m10-7M . . .'

Page 52 Plan

Add a light to La Saint Servantine buoy 'Fl.G.2-5s Bell'.

*** St-Malo – Plan**

Delete sound signals (Bell or Whis) from the following buoys – Le Sou, Les Letruns, No2, Bunel, Atterage St.Malo, St.Servantine.

Page 53 Lights

Amend light characteristics as follows:

'Le Buron Fl(4)G.15s5m7M, green tower'

'La Jument Fl.G.4s6m4M, green tower'

'Barrage entrance NW corner Fl(2)G.6s6m5M, green pylon'

*** Buoys** Delete 'Bell' from Basse NE du Vieux Blanc(No.2) and 'Whis' from Landfall(Atterage).

Buoys Amend characteristic of Landfall buoy to read 'Iso.4s'.

Amend the lights on the Plans on pages 52 and 58 accordingly.

Page 54 Chenal de la Petite Port – by night

2nd paragraph, amend light characteristics of Les Courtis to read 'Fl.G.4s', Le Buron to read 'Fl(4)G.15s' and No 12 buoy to read 'Fl(4)R.10s'.

Page 55 Les Courtis

Amend characteristics to read 'Fl.G.4s'

Chenal de la Grande Conchée – by night

3rd sentence, amend Les Roches aux Anglais buoy characteristics to 'Fl.G.6s'.

Page 56 Entry procedure

2nd line, for 'often' read 'sometimes'.

Page 60 Showers and heads

At St Servan amend to read ' . . pontoons A, B, E and F'.

Page 61

After Charts paragraph add 'Communications Ch 13 with the barrage and Plouër marina'.

St-Malo, Dinard and La Rance

Page 64 From Barrage to St-Suliac

Third paragraph second sentence. Delete ' . . to the SE of . . .' and insert 'by'.

Page 65 Anchorages

Paragraph 1. Amend 'St-Martin' to read 'Montmartin'. Delete paragraph 3. and insert 'In the bay to the SW of Ile Harteau.'

St-Briac-sur-Mer

*** Page 68 St-Briac – Approaches**

By day First sentence delete 'starboard Banchenou' and insert 'N cardinal V.Q Banchenou'.

Page 69 Plan

Insert W cardinal pillar buoy Les Platus in position 48°37'7N 02°10'5W.

Delete Les Platus beacon and insert close to Les Platus rock a drying height 5.5.

St Jacut

Approaches – By day only

Delete 'isolated danger beacon' and insert 'W cardinal buoy'.

Dahouët

Page 79

After **Buoys** paragraph insert

Communications Ch 16 during working hours'.

St Brieuc

Page 85 Approach – By day

3rd line, for 'No1' read 'No 9'.

By night 2nd sentence delete 'unlit' before 'No.1 starboard buoy' and after it add 'Fl.G.2.5s'.

Binic

General

Second sentence, amend 9.5m to 8.5m.

Page 87 Entrance

Second paragraph first line, amend 9.5m to 8.5m.

Approaches to Pimpol and Lézardrieux

Page 90 Plan

In position 48°52'9N 03°01'W amend '(2)' to read '2'.

*** Plan** Delete 'Whis' from Les Sirlots buoy.

Page 91 Plan

Amend the two lights on the Kerno leading line (Line K) to 'DirQR' and 'QR'. (on main plan and inset).

Delete the Valve beacon in Chenal du Denou (Line A)

St-Quay-Portrieux

Page 92 Anchorage

Second sentence, after 'which is rock.' insert ' and another of 0.2m, 200m to the SW of it.'

Paimpol

Page 93 Lights

Kenoa leading line amend Front to 'QR' and Rear to 'Dir QR'.

Buoys Delete all and insert 'There are a number of buoys in the Anse de Paimpol, all on the Kerno leading line and channel (Lines Z and K). There is one port-hand buoy approximately ½M E of La Jument beacon tower marking Roche Gueule. There are three pairs of lit port and starboard-hand buoys from El Bras westward with a number of unlit buoys and beacons inward thence to the pierhead'.

Page 94 **Chenal de la Trinité by day only – Line D**

Amend the paragraph after ‘La Madelaine W cardinal beacon 200m to port’ to read:

‘At this point look to the WNW and when La Croix comes into line with the coast on the NW side of Pointe de l’Arcouest bearing 300° alter to 120° on this transit (Line D). This leaves Les Fillettes SCM 300m to port (not marked on plan on page 91, the unnamed beacon is Men Kreis). Keep on this track until Le Taureau . . .’

Page 96 **Entrance**

Delete the third sentence ‘At Neaps . . . HW’.

Ile de Bréhat

Page 99 **Tidal streams**

Amend first two paragraphs to read:

1. Near the Plateau de la Horaine at the NE corner of Bréhat the SE-going flood starts at +0610 HW St Helier and the NW-going ebb starts at +0005 HW St Helier. The streams . . . , in an uneven bottom.
2. In the Chenal du Ferlas on the S side, the flood runs E from Rivière de Trieux starting at +0610 HW St Helier and the ebb W starting at +0005 HW St Helier reaching 3¾ knots at Springs’.

Page 101 **Moorings**

Between ‘moorings are’ and ‘placed’ insert ‘sometimes’.

Page 102 **La Chambre**

At end of fourth paragraph add ‘. . . as depth allows to the buoyed swimming area’.

Page 103 **Tidal streams**

2nd paragraph, amend the times to read ‘+0610 HW St Helier’ and ‘+0005 HW St Helier’.

* **Buoys**

Delete ‘Whis’ from Les Sirlots buoy.

Lézardrieux

Page 106 **Approaches**

Amend sentence before Moguedhir to read ‘This line partly obscured by trees leaves . . .’

Page 107 **Moorings**

Para 2 after second sentence, add ‘There is at least one for yachts over 20m LOA’.

Berths Amend first sentence to read ‘The wet basin to the SW of the three main pontoons has access by a gate whose sill dries at –4.9m. Space may be allocated in here to visitors but entry and departure will be restricted to the top part of the tide’.

Facilities *Yacht club* Amend to read ‘. . . has a bar and restaurant . . .’

Shops Amend to read ‘There is a supermarché; 50m beyond the far side of the square’.

Pontrieux

Communications

Amend Port de Plaisance number to 02 96 95 60 70.

Page 112 **Introduction**

Add ‘A number of coastal paths have been opened up in this area which are well marked and used’.

* **Buoys**

Delete ‘Whis’ from Basse Crublent and ‘Bell’ from La Jument des Heaux buoys.

Tréguier

* *Page 114* **Plan**

Delete ‘Whis’ from Basse Crublent and ‘Bell’ from La Jument des Heaux buoys.

Page 116 **Passe de la Gaine (Line B)**

Amend the last two lines of the first paragraph to read ‘. . . 0.3m but there are rocks drying up to 2m in two places only 35m from the line’.

Page 117 **Moorings**

Delete the first sentence and insert ‘There is one mooring suitable for the larger yacht off the town quay and more are planned’.

Port Blanc

Page 120 **Approaches – By day**

At end of 2nd sentence add ‘(Reported opened up 2002)’.

Entrance After ‘. . . Roc’h Ruz port beacon 100m to port’ add ‘Run Glas starboard beacon 150m to starboard’.

Anchorage 2nd line, for ‘W’ read ‘E’.

Perros Guirec

Page 121 **General**

3rd line, the sill dries 3.5m not 2.5m.

Page 122 **Communications**

Amend *Capitainerie* number to 02 96 23 37 82.

Moorings

Amend first sentence to read ‘There are several white visitors buoys in 1.6m just to the E . . .’

Page 123 **Entrance and berths**

4th line for, ‘2.5m’ read ‘3.5m’. After ‘The gate is opened’ add ‘when the level reaches 7m which is approximately between . . .’

Page 124 **Showers and heads**

Delete ‘access card’ and insert ‘the code is’.

Morlaix

* *Page 149* **Rade de Morlaix and the upper river**

Delete last sentence of first paragraph and insert ‘From No.5 buoy it shallows progressively to drying 2m by Locquéolé and in general shoals gradually to the lock where it dries 4.3m outside.’

Rivière de Penzé

* *Page 151* **Rivière de Penzé – Approaches**

Move La Petite Vache sentence up to follow Le Cordonnier para.

In the para beginning ‘After passing Guerhéon.’ delete the last sentence beginning ‘These lines may be . . .’ and insert ‘These lines may be difficult to see at this distance and if not identified alter to pass

between Pointe Fourche starboard beacon tower and Trousten port beacon tower and head for Caspari isolated danger mark on 168°.

*** Page 152 From the E, or Morlaix to Figuer**

Delete all LH column and RH column as far as ‘..BRB beacon on 170° and proceed.’ and insert ‘**From the E, or Morlaix to Penzé**

By day only navigate to a position just to the N of La Vieille starboard beacon tower at the N end of Grand Chenal and Chenal Ouest de Ricard. From here there are two routes to follow neither of which are difficult.

1. *Between Les Grandes Fourches and Les Bizeyers (Line S)*

From 400m N of La Veille proceed along the transit Notre Dame de Bon Secours spire on Ile Batz and the white pyramid on Ile Pighet 294° (Line T) until Barzenn ar Forc’h Vihan starboard beacon bears 250° and turn down this track making adjustment for any cross set to hold the track (Line S). This will leave:

Les Cochons Noirs group of rocks drying 8·6m to port

Les Bizeyers group of rocks (3·1m) to starboard

Paradis white beacon tower to port

Les Grandes Fourches group of rocks (11m) to port

Petite Vache port beacon tower to starboard

Trousten red beacon tower to port

After passing Trousten and before reaching Barzen beacon identify the river leading line 168° (Line P) and turn down it. This track passes close to a drying 0·3m rock S of Les Bizeyers.

2. **N of Les Bizeyers (Line R)**

From N of La Veille proceed along the transit of Notre Dame de Bon Secours spire on Ile de Batz and the white pyramid on Ile Pighet 294° (Line T) until Guerhéon starboard beacon tower bears 250° and turn towards it to make good this track. Shortly before passing Le Cordonnier port beacon tower to starboard identify the river leading line 168° and turn down it. If this line cannot be identified head for Caspari BRB beacon on 168°.

Inwards from Le Figuer ..

*** Page 153 Pont de la Corde to Penzé town**
Amend the clearance below the bridge to 10m.

Chenal de L’île de Batz

Page 155 General

At end of section add ‘The *vedettes* plying between Roscoff and Ile de Batz stick rigidly to the transits and will force yachts off the line. Deep draft yachts should bear this in mind below half tide and in the narrower parts’.

Lights At end of paragraph add ‘Duslen S cardinal. Q’.

*** Page 156 Plan**

Amend Line W to read 075°.

Page 157 Plan

Add light symbol ‘Q’ to Duslen beacon.

Delete topmark from Men Guen Braz beacon tower.

*** Page 160 Chenal de l’île de Batz from the W**

Delete the paragraph starting ‘When about equidistant . . .’ and the next paragraph ending ‘. . . Charden lighthouse 30m to port.’ and insert ‘When Pen ar Cleguer is abeam to port alter to 115° to leave An Oan 80m to port and head for the purple beacon on the end of the long and spindly Roscoff/Batz ferry pier leaving it 50m to starboard.

Next make about 085° to leave Duslen white tower 110m to port. When Duslen is abeam continue on 085° towards Ar Charden S cardinal lighthouse leaving Roc’h Zu N cardinal beacon 100m to starboard, finally altering to 102° to leave Ar Charden lighthouse 30m to port.

*** Page 161 Left hand column**

Paragraph starting ‘When Duslen S cardinal . . .’ last sentence amend to read ‘Pass close to this beacon and alter course to 295° to leave An Oan S cardinal beacon 80m to port’.

Roscoff and Blosson

Page 163 Anchorage outside

Add to paragraph (d) ‘The fishing quay here and dredging has been completed and much of the area designated ‘Controlled anchorage’. Anchorage outside this may be found in 2m some 400m SW of the Ar Pourven buoy.’

Moguéric

*** Page 166 Moguéric – Lights**

Amend Front Ldg lt to ‘Iso.G.4s7M’ and delete the sectors.

Page 167 Plan

Insert starboard-hand beacon with topmark in position 48°41’·5N 04°04’·4W.

*** Plan** Amend front ldg light to ‘Iso.G.4s7M’ and delete the white sector.

*** Page 168 Moguéric – Approaches**

By night Delete all after ‘, a northerly course can be steered ..’ and insert ‘for 200m when course can be altered to line up the leading lights on 342° until it is safe to turn W.’

Le Correjou

*** Page 172 Plan**

Delete ‘Whis’ on Lizen ven Ouest buoy.

L’Aberwrach

Page 175 General

3rd paragraph, second sentence, amend to read ‘The pontoon is removed at the end of September for the winter months’.

*** Page 175 L’Aber Wrac’h – Buoys**

Libenter Delete ‘Whis’.

Page 176 Plan

Petite Fourche buoy at left-hand edge of the plan should be a W cardinal.

* **Plan** Delete 'Whis' from Libenter buoy.

Page 180 **Shops**

At end of paragraph add 'A taxi service was introduced in 2001 to and from Landéda leaving at 0900, 1000, 1100, 1700 and 1800'.

Hotels, restaurants and crêperies At end of sentence add '. . . Angès where there is a Post Office'.

L'Aber Benoit

* **L'Aber Benoit – Western approach**

Delete second paragraph and insert 'Approach Rosven Ouest buoy on a track of 103°(Line X) and identify the line Landéda spire (69) – and just to the right of a water tower (79) – and Basse du Chenal red beacon on 103°. Leave Rusven Ouest buoy close to port, Rusven close on either side and when 200m short of Basse du Chenal beacon turn to 134° and proceed as for the Northern approach.'

* *Page 181* **Anchorage**

Add a further paragraph 'There are some further 3M of estuary above Stellac'h before navigation is terminated by a bridge where it dries 5.3m. See chart 1432.'

Portsall

* *Page 189* **Portsall**

Buoy Delete 'Whis'

L'Aber-Ildut

Page 197 **General**

Second sentence, after '. . . identified,' insert 'offers excellent shelter but it is crowded . . .'

Approaches and entrance

First sentence amend to read: '. . . have grown up so the spires are only distinguishable close to the line'.

Page 198 **Facilities**

Water and duty-free diesel are on the pontoon and not the quay. The showers and heads are in the Harbour Office building.

Page 199 **Restaurant**

Add 'and others near the leading light and in the village'.

Chenal du Four

* *Page 207* **Chenal du Four – Anchorages**

After 'Anse de Blancs Sablons' insert '(See page 200 General)'

Ile de Molene

After 'Lights' section insert '**Buoys** Roche Goulin VQ(9)10s W cardinal spar buoy'.

Page 208 **Plan**

In the main anchorage to the E of the N pier insert sounding 0.3m 180m S of the 0.9m sounding.

Roche Goulin W cardinal spar buoy, insert a light symbol and VQ(9)10s.

Delete the anchor symbol to the E of the gap between Lédénez Vihan and Lédénez Vaz.

Page 209

From the N by night Second sentence after 'Roche Goulin buoy' insert 'VQ(9)10s'.

Chenal de Laz

At end of the paragraph add 'See view at foot of page 210'.

Page 211

Above **Anchorage** insert new section:

Moorings There are 10 white visitors moorings in depths of between 0.9m and 0.3m to the SSW of the end of the N pier. Some can be seen to the SW of the lifeboat in the lower photograph opposite. The moorings for local boats to the SE of the main piers are in depths of drying 1.3m.'

Second sentence delete '. . .still clear of moorings' and insert 'between the two mooring areas in the paragraph above.'

Delete the last paragraph 'An anchorage is . . . from the W near HW'.

Below **Anchorage** insert new section:

Berths There are depths of between drying 0.9m and drying 1.1m alongside the outer end of the main piers; there is a slip on the S side of the S arm. It would be possible to secure temporarily alongside these piers over HW if not occupied by fishing boats.'

John Lawson
March 2005