



# THE SHELL CHANNEL PILOT

Supplement No. 1, May 2006  
5th edition 2006 ISBN 0 85288 894 5

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

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 *The Shell Channel Pilot* 5th Edition.

### Page 273 St Vaast-la-Hougue

Delete text in Approach and insert:

#### Approach

While it is possible to wait at anchor in westerly weather for the lock, plans should be made around the lock times of HW -0215 to HW+0300. Note that if a modest tide is depressed by high pressure, or at small neaps, opening times may be nearer HW.

From the N, round Pointe de Barfleur with a 1½M clearance, being aware that if the wind is blowing hard against a spring tide this is one of the nastiest corners in the Channel. With the light abeam on a SSE heading, carry down the coast until Ile de Tatihou with its characteristic fort is well abaft the beam and Le Gavendest lit S cardinal buoy is on the starboard bow. Note that this is a full-sized buoy and not the spar shown on Admiralty charts. Leave it to starboard and steer about 290° until La Dent, an unlit S cardinal, comes abeam to starboard. Then shape up for the breakwater end on around 315°. A nasty plateau of rocks awaits those who risk cutting inside La Dent.

By night, pick up the transit of Fort de la Hougue (Oc.4s9m10M) and the white sector of Morsalines (Oc(3+1)WRG.12s90m11-8M) on 267°. This will take you well clear of the dangers and drop you nicely onto Le Gavendest. Once well into the white

sector of the Grande Jetée light (see plan) you are safe to steer so as to leave it close to port.

From the S, by day, spot the Ile de Tatihou and the small, fairy-tale Fort de la Hougue. Keep the latter to port, the former to starboard until you are close enough to spot La Dent (see above) and Le Manquet E cardinal buoy. This should be left to port, as must Le Bout du Roc, just under ½M NNE. From Le Bout du Roc you can steer for the pier head, giving Le Creux de Bas E cardinal daymark a healthy berth to port. By night, the white sector of the light on the breakwater clears all these dangers, as it does their opposite numbers around Tatihou.

Strangers are not advised to pass north-about round Ile de Tatihou, though at the right state of tide this is perfectly feasible with local knowledge.

### Page 290 Iles Chausey Approach

Delete first para and insert:

#### Approach

If coming from the N for the first time, leave the lit E cardinal Northeast Minquiers to starboard and shape a course across the strong streams to pass well clear of the western rocks of the Iles Chausey. The Cancaise S cardinal beacon near the SW corner is your only mark. When this bears 110° it is safe to alter to leave it to port by at least a cable to be sure of clearing a rock (dries 1m) WSW of it. A track of 095° until the square 19m Pointe de la Tour lighthouse bears 035° will clear all further dangers, after which you can track in towards the three E cardinal perches, all to be left to port, at the corner of the island. The first of these is 1½ cables south-southeast of the light. Bear in mind that you will cross a 2.3m shoal. If this is a problem, first open La Crabière, a lit tripod beacon in S cardinal livery but lacking a topmark (Oc.WRG). If you bring it 'on' with the black and white tower on L'Enseigne at 330°, you have a transit good for all states of tide, except that just past the green buoy in the entrance a shoal approaches its line from the W. Stay a touch to the 'right' of the transit, therefore, until you pass the Crabière beacon to starboard and enter the deep-water pool, with depths from 3-5m.

Tom Cunliffe  
May 2006

### ADDITIONAL CORRECTION

#### Page 279 Cherbourg berthing

This section in the *Shell Channel Pilot* refers to a good anchorage immediately outside the inner harbour wall protecting the marina at Chantereyne. This anchorage has always been close to a prohibited military zone. In the past, the zone has been ill-defined in practical terms and anchoring as indicated has not led to any problems. A series of yellow buoys is now established to delineate the prohibited area. Anchoring to the east of this line is permitted. To the west of it, yachts may be boarded and told to move.

Tom Cunliffe  
August 2006