



Shell Channel Pilot

Revised 8th Edition 2021
ISBN 978 184623 700 3



Supplement No.6 July 2025

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.

Positions and waypoints

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

Bearings and lights

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

Note Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in **blue**.

Acknowledgements

Thanks are due to the following:
Roberta King 2025

Page 416 Perros-Guirec

There have been changes to the entrance to the marina: A new sill has been built left of the the old gate as you approach to enter. This is clearly marked by 2 red and 2 green post . The retaining wall is now marked with yellow posts.

The pontoons have had an upgrade and now have power.

Pages 404- 407 Lézardrieux

The marina and facilities have had a big upgrade such that all the issues that are in the current entry have been addressed (apart from the tide which is of course still brisk at mid tide).

The pontoons are new and have substantial cleats that will take most boats. There is a new enlarged hammerhead for larger vessels although some are reserved for commercial boats. There is power and water on the pontoons. A new marina office with wash block and excellent new facilities has been built at the top of the marina access ramp.

The commercial sand operation that used to be on the quayside has gone so no longer serves as an identifying feature and any concerns about blown sand are gone too.

Berths cost €3.45 a metre in peak season. Much better value than previously.

The weekly market is now on Friday not Wednesday.

Frontispiece chart

Channel light vessel is being replaced by buoy

Page 26 Sandwich

The downstream end of the wall is badly silted and forms a bank up to the edge.

Page 99 Newport

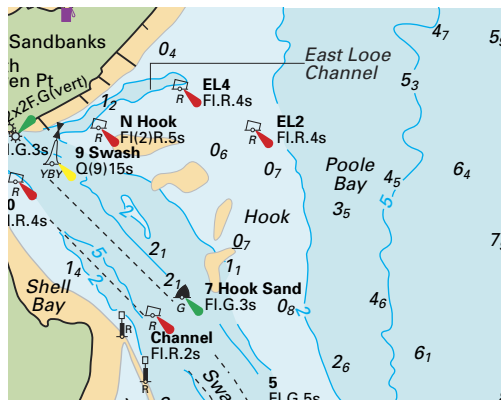
The upper reaches of the Medina have recently been dredged, but mariners are advised to be aware that the upstream end of the pontoon at Newport was unable to be reached. It is reported that some bilge keelers have had to lay a kedge and moor bows-in to avoid drying at a rather unpleasant angle.

Page 115 Beaulieu

There have been some changes to the anchoring restrictions and it is now allowed between piles 20 and 22 at all times of year.

Page 134 East Looe Channel Poole

Mariners are advised that due to shifting sand bars it has become necessary to re-position buoys EL2 and EL4 as per the chartlet below.



Page 155 Weymouth

The Sealife Tower has now been dismantled. Please erase from chart.

Rephrase end of first para under:

Approach

.....and a course shaped for the South Pier of Weymouth. This used to be easily sighted by the 53m Sealife Tower, but no longer, as it has been dismantled.



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Supplement No.4

March 2021

**This supplement refers to the original 8th edition only
(not the 2021 revised 8th edition)**



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Erratum

IMPORTANT

The captions for all Tidal stream diagrams for Portland Bill on pages 147–9 relate incorrectly to HW Dover. This should be corrected in all instances to **HW Plymouth**.

The diagrams themselves are otherwise correct.

The implications of this are critical and should not be ignored.

Please see following pages

Page 27 River Stour entrance plan

See amended plan below.

Page 43 Brighton

Depths

Reports are in (May 2019) that depths are now even more restricted. One metre draught 2 hours either side of LW is the official version.

Page 296 Honfleur

Lock access

Amend to HW+2 to HW. It is advisable to check with the lock keeper on VHF Ch17 prior to arrival.

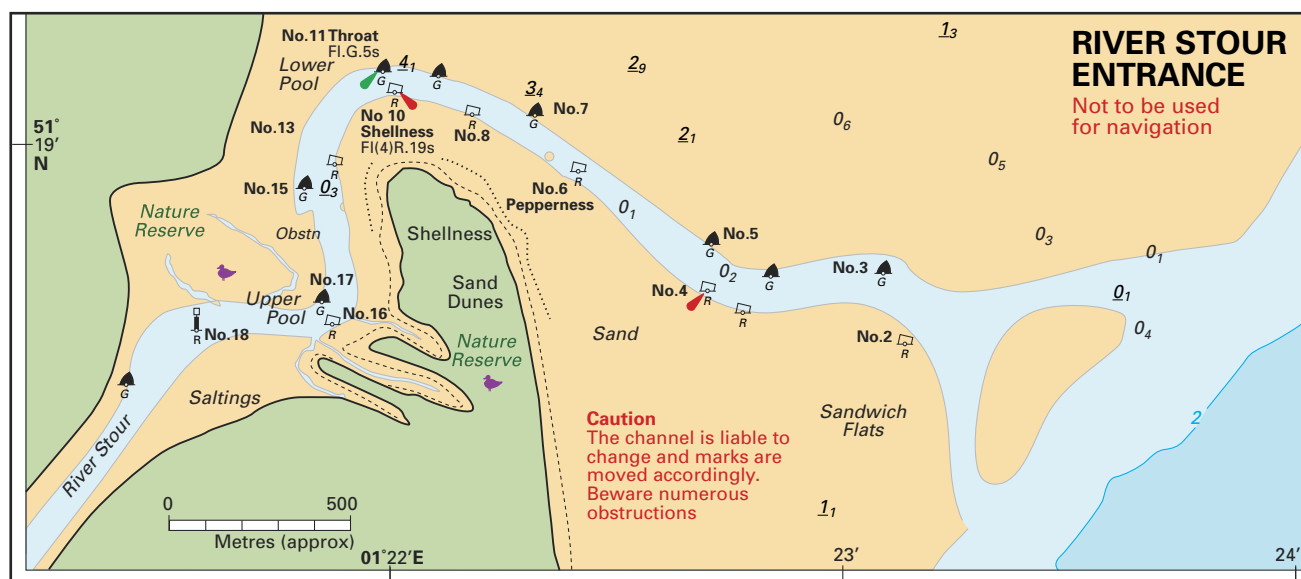
Bridge

The road bridge now opens at 1530 but no longer at 1930.

Page 413 Treguier

Berthing

Mid-stream pontoon at Treguier: Above the anchorage, a short way downstream of the marina, is a mid-river waiting pontoon which offers an option for an overnight stay, but has no power or water. However, this pontoon is notoriously free to swing close to shoal water on the bank opposite the town. This situation is reliably reported as having deteriorated in 2019, with even yachts moored on its town-side ending up with keels in the mud, so the pontoon might be best avoided if a stay involves the bottom of a big tide. Near the pontoon are a number of white visitors' moorings, also nudging up to the bank - perhaps too much so at LWS - so always reduce depths to soundings.



Note that this plan is issued in good faith from data given by local users. It is the best available at the time of publication but cannot be guaranteed. For latest information go to <http://sandwichphc.uk/estchart.html>