



Channel Islands, Cherbourg Peninsula & North Brittany

1st edition 2015
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Supplement No.2
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This replaces all previous supplements



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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.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

Note where details have been modified in this text do please remember to alter them on the appropriate plan.

This Supplement is cumulative. The most recent information is printed in blue.

Author's Caution

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board.

In some places plotters can provide more detail than charts (depending on which chart series you are using). However it should not be forgotten that electronic components do fail and GPS satellites can be damaged by meteorites etc, or compromised by cyber interference. Thus the paperless navigator could be placing his vessel in danger in these complex rocky areas.

You will see many locals outside the marked channels but your insurance company may not be so impressed.

Page 3 Introduction

Insert new paragraph section:

AIS (Automatic Identification System)

AIS enables monitoring of other nearby AIS equipped vessels that may pose a collision risk. Increasingly lights, buoys and other navigation aids are fitted with AIS transmitters. This VHF system transmits and receives data on a vessel's position, course, speed, identity and status – under power or sail, constrained by draught, restricted, not under command.

I. Channel Islands

Page 8 Introduction Sources of weather information

CROSS JOBOURG 'For area Cap de la Hague to Pte de Penmarc'h' should read 'For area Cap d'Antifer to Mont St Michel.'

Add: CROSS CORSEN Ch 79 0815, 2015 (LT).
For area Mont St Michel to Pte de Penmarc'h

Page 10 Introduction Tidal Coefficients

Final Paragraph: missing text should read '...when it is less than 70'.

Page 11 Introduction Search and rescue

After section Channel Islands Air Search add:
FRENCH SAR is coordinated by CROSS centres (Centre Régionaux Opérationnels de Surveillance et de Sauvetage) with 24hr watch on VHF ch 16 and DSC.

The French lifeboat service is operated by SNSM (Société Nationale de Sauvetage en Mer).

Page 13 Introduction

Collision avoidance

Add: See AIS (Automatic Identification System) P3.
Amend lines 3,4, final para to: '...1,300 feet long and steaming at up to 20 knots in good visibility.'

Page 23 Alderney Local Information

Car and bike hire Add:

Braye Hire Cars ☎ 823881
Bicycle Hire: Cycle and Surf ☎ 822286

Page 27 Alderney Alderney Race

OVERFALLS

Middle line 1: 2.5m should read '2.5M' (miles not metres).

Page 71 Herm Local Information

SUPPLIES AND SERVICES

Restaurants Add:

The White House Hotel and Ship Restaurant ☎ 710075
The Boaters Restaurant ☎ 750050

Page 78 Herm Transit H16

Delete reference to H14.

Page 87 Sark Local Information

SUPPLIES AND SERVICES Add:

Sark Cycle Hire ☎ 07781 454375
Stocks Hotel ☎ 832001
La Sablonnerie Hotel ☎ 832061

Page 103 Jersey Local Information

USEFUL TELEPHONE NUMBERS

Add: Customs and Immigration ☎ 448000
Amend: Jersey Tourism ☎ 859000

Add: Yacht Clubs St Helier Yacht Club, South Pier St Helier
☎ 732229/721307

Royal Channel Islands Yacht Club, St Aubin
☎ 741023/747783
St Catherine's Sailing Club www.scsc.org.je

FUEL Add:
Elizabeth Marina, PC Boat Sales
☎ 737537/07797723090
Gorey Marine Fuel Supplies ☎ 07797 742384

Page 113 Jersey St Helier Harbour plan
Delete fuel point symbol on elbow of South Pier.

Page 114 Jersey St Helier Harbour
TRAFFIC CONTROL SIGNALS
IALA signal lights are now exhibited on Elizabeth Harbour
W wall in addition to VTS Port Control Tower.

Amber Fl discontinued.

Page 116 Jersey St Helier Harbour
Elizabeth Marina
Fuel PC Boat Sales ☎ 737537/07797723090

Page 131 Les Ecréhous and Plateau des Minquiers
Local Information
Add: Jersey Coastal National Park
All Jersey's offshore reefs are recognised as wetlands of
international importance and the main islands are part of
Jersey's Coastal National Park Area. Visitors are asked to
keep well away from nesting birds and to not interfere with
any local wildlife, including plants.

Page 132 Les Ecréhous St Helier Harbour
Add: State Mooring 49°17'·39N 001°55'·58W

Pages 138 & 139 Plateau de Minquiers Approaches to
Maîtresse Ile plan and text
Demie de Vascelin buoy is lit Fl.G.3s.

Sandbanks update 2015
The sandbank E of Grune Tar bn has moved E onto
approach line M3 where it dries approximately 3.5m. The
smaller Demies (Demics) bank S of Maitresse Ile on line M4
has moved SW and dries approximately 3·4m.

II. The Cherbourg Peninsula

Page 150 Barfleur Supplies and Services
Amend: Restaurant du Phare ☎ 02 33 54 0082

Page 155 Minor Harbours and Anchorages between
Barfleur and Cherbourg Transit T2
Change bearings from 285° to 281° and 106° to 101°.

Page 162 Cherbourg Approaches and Entry
From West By Night Head of Digue de Querqueville is
now Fl(2)G.6s6M.

From East Images should be reversed: top is a stern view
from line CHB1. Lower is transit CHB1 189° (marks not
visible).

Page 163 Cherbourg Port de Chantereyne
Moorings The moorings in the N part of the marina have
been removed.

Page 175 Carteret
CONTACTS
Yacht Club de Carteret ☎ 02 33 526073
Taxi: Taxi de la Côtes des Iles ☎ 02 33 04 61 02
Boatyard and chandlery: Carteret Marine ☎ 02 33 012001
(delete Acastillage Diffusion).

Page 177 Portbail Port de Chantereyne
First line of text should read '...a channel through the low
dunes.'

III. North Brittany

Page 201 Cancale to Trégastel-Ste Anne
Add '(80M)' to title.

The Coastline Final sentence should read 'To the South is
Ploumanac'h, showpiece of La Côte de Granit Rose with a
small deepwater basin, and the beach resort of Trégastel-
Ste-Anne.'

List of Ports Add: St Cast 229

Page 217 St Malo Berthing
Port Vauban Marina change of layout: Visitors are now
accommodated on new pontoon E at S end of marina.

Page 229 St Cast Berthing
SUPPLIES AND SERVICES
Marina:
Visitors moorings Pontoon D marked V. Carénage (drying
out) Pontoon F inner end.
Restaurants Le P'tit Mousse ☎ 02 96 41 96 31
Les Halles ☎ 02 96 41 65 01
La Marinière ☎ 02 96 41 86 14

Port du Châtelet, St Jacut-de-la-Mer
Third para, penultimate word should read 'exit', not 'exist'.

Page 234 Erquy From the W (S of Rohein)
Plateau des Portes d'Erquy is marked by N cardinal tower
l'Evette, not S cardinal as stated.

Page 235 Dabouët Photo
Lighthouse name should read 'La Petite Muette'.

Page 248 Paimpol Main approaches to Paimpol, Ile de
Brehat & Lezardrieux plan
Chenal de la Jument should be 262°.

Plan Chenal du Ferlas
Lel-ar-Skev S cardinal buoy should be spelt Lel-ar-Serve in
line with French SHOM publications. British Admiralty
publications refer to it as Lel ar Skrev

Waypoint latitude errors:
⊕ 107 should be 48°55'·55N 02°54'·92W
⊕ 108 should be 48°53'·55N 02°58'·28W

Page 249 Paimpol N about l'Ost Pic lighthouse
Alter course to 262° for Chenal de la Jument.

Add title: S of Gouayan Passage (By Day)

Line 4: 260° should be 262°

PL1 262° Final bullet point: page reference for Anse de
Paimpol should read 'page 252'.

Page 254 Ile de Bréhat Plan
(see PAIMPOL page 248 Plan Chenal du Ferlas)

Page 253 Ile de Bréhat Berthing
TIDAL INFORMATION
Add tidal difference: St Helier – 0025

Page 256 Ile de Bréhat Photo
Via Entrée du R Trieux
Line 2: Vieille de Loguivy is a W cardinal beacon tower.
(Delete 'buoy').

Paimpol Via Entrée du R. Trieux
Vieille de Loguivy is a W cardinal beacon tower.

Page 259 *La Rivière du Trieux – Lézardrieux*

CONTACTS

Add: VHF Ch 09

Page 262 *Lézardrieux* Transit L2

First paragraph: replace 'Continue to follow marks up the river to Lézardrieux' with 'Return to a heading of 218° to follow marks up the river to Lézardrieux'.

Page 266 *Rivière du Tréguier*

Tidal Streams

Add: Inshore in vicinity of Basse Crublent buoy there is an early turn of the stream. E-going flood starts LW St Malo and W-going ebb starts HW St Malo.

CONTACTS

Harbourmaster ☎ 02 96 92 42 37 or +33 672707020

Delete: Yacht Club

SUPPLIES AND SERVICES

Electric bicycles available for hire from Harbour Office.

Restaurants Le Saint Bernard is now Ty Braise ☎ 02 96 92 20 77

Page 273 *Perros-Guirec*

TIDAL INFORMATION

HW differences: Roscoff +0130 should read Brest +0130

Tidal streams First sentence should read 'Outside the Bay N of Ile Tomé.'

Plan

Le Colombier Light characteristic should read Dir.Q.28m14M.

Page 274 *Perros-Guirec* Photo

Beacon Tr in foreground is Gomenénou.

Page 287 *Trébeurden* Caution (l/h column)

Line 2 should read 'A minor deviation to Port (E)', not starboard as stated.

Page 288 *Trébeurden* Ile Grande

Approach from Trébeurden

2nd para should read 'Leave the marina as soon as the gate opens and take up Chenal de Toull ar Men Melen.'

Page 297 *Morlaix* Chenal de Tréguier (r/h column)

Line 1 of penultimate paragraph should read 'Alter course to port on 207°', not starboard as stated.

Amend Note: '...Blanche is a port beacon tower.'

Page 299 *Morlaix* ML2 transit

4th bullet point: misspelling of Vieille.

Page 301 *Morlaix* Main image

Change caption to 'Morlaix Yacht Basin looking S'

Page 316 *Chenal de L'Ile de Batz* From E

Should read 'Follow Approaches to Roscoff from E, then pilotage from W in reverse sequence'

Page 327 *L'Aber Wrac'h* Upriver to Paluden

Final sentence, add: water and showers available at Le Passage.

Page 343 *Melon* Approaches cont.

Line 1 should read 'alter course SE', not SW as stated.

Page 344 *L'Aber-Ildut* plan

Add Le Lieu Fl.R.2.5s

Page 345 *L'Aber-Ildut* By night

Add Le Lieu Fl.R.2.5s

Page 346 *Le Conquet*

TRAVEL

Delete 'Train'.

Page 353 *Ile D'Ouessant* Entry

Tidal Streams

3rd para, line 3 should read: '...potential overfalls on Basse du Fromveur 700m SE of Men Korn' (not SW as stated).

Lower photo

Men ar Groas (G) Starboard beacon tr is not as indicated – this is Men ar Blank (R). It is the green tr visible to its right in the view.

Appendix

Page 365 Tidal Streams

2 hrs after HW Dover

The equivalent at St. Helier is -5 hrs (not +5 hrs as shown)

Page 365 Waypoints

II. Cherbourg Peninsula waypoints

Latitude error:

⊕ 74 should read 48°50'·02N 01°37'·60W

⊕ 75 should read 48°49'·30N 01°37'·20W

⊕ 107 should read 48°55'·55N 02°54'·92W

⊕ 108 should read 48°53'·55N 02°58'·28W

Peter Carnegie
June 2016