

SECTOR 3

NORTH COAST OF FRANCE—ILE D'OUessant TO NEZ DE JOBOURG, INCLUDING PLATEAU DES MINQUIERS AND THE ILES CHAUSEY

Plan.—The coast described in this sector comprises the S shore of the English Channel from Ile D'Ouessant to Nez de Jobourg. The sector does not include the Channel Islands, but does include Plateau des Minquiers and the Iles Chausey.

The descriptive sequence is from W to E, then N along the W coast of the Cotentin Peninsula.

General Remarks

3.1 The NW coast of Brittany, which comprises the NW part of France, is encumbered with dangers. Ile d'Ouessant (48°28'N., 5°05'W.), in the N part, lies 10 miles offshore with numerous islands and dangers extending SE between it and the mainland. Chaussee de Sein, in the S part, is a dangerous reef that extends up to about 14 miles seaward.

L'Iroise, a wide expanse of sea, lies between these two dangers and fronts the W approaches to the Port of Brest and Baie de Douarnenez, both of which deeply indent the coast. Safe anchorage, sheltered from all weather, can be obtained in Rade de Brest by all classes of vessels.

However, along this stretch of coast between Ile d'Ouessant and Les Heaux de Brehat there are no harbors or anchorages suitable for large vessels.

Tides—Currents.—As the English Channel is entered, and the fairway narrows, the rotatory currents of the approach become gradually more and more rectilinear. The rates of the currents in the fairway vary with the width, and are greatest in the narrowest parts.

In the middle of the fairway, between Bill of Portland and Saint Catherine's Point, on the English coast, and Cap de la Hague and Pointe de Barfleur, on the French coast, currents attain rates up to about 3.5 knots at springs. In the widest parts, currents seldom attain rates exceeding 2.5 knots at springs.

Although the surface current has a dominant NE and E directional set, it is influenced significantly by the wind, which is variable in direction during all seasons, although W winds predominate.

The prevailing direction of the North Atlantic current is therefore likely to be most in evidence after strong and long continued SW or W winds.

The time of HW changes rapidly along the French coast, and is about 6 hours later at Le Havre than at Ile d'Ouessant. The time at which the tide turns usually differs considerably from the time of local HW. The flows, therefore, cannot be described as "flood" and "ebb", and are usually termed E and W. However, it must be understood that the E current is that which runs up the Channel, from the Atlantic towards Dover Strait, and the W current that which runs down the Channel, from Dover Strait towards the Atlantic.

The actual directions of the currents are reported to differ considerably from E or W, and, where this occurs, the directions are stated.

In the estuaries and rivers, currents are usually called the "incoming" and "outgoing" but may be referred to as flood and ebb.

Among the Channel Islands, the times and directions of the flow differ greatly from those in the fairway of the English Channel. Therefore, care is required when approaching the above localities. The tidal flows at locations to the W and NW of Ile d'Ouessant are significantly affected by current due to the prevailing wind.

Tidal currents in general run NE on the flood and SW on the ebb to the N Ile d'Ouessant; NNE on the flood and SSW on the ebb to the W of 5°10'W; and ENE on the flood and S on the ebb to the S of Ile d'Ouessant.

The currents near the N coast of France differ from those in the main fairway of the English Channel, especially off the W part of the coast between Ile d'Ouessant and Ile de Brehat.

In this locality, the time at which the current turns, at about 5 miles outside the islands and rocks that fringe the coast, may be as much as 3 hours later than inside them.

During inclement weather, when S of Ile d'Ouessant, it is essential to guard against being set towards the dangers SE of the island on the flood current, or towards Chaussee de Sein on the ebb current.

Regulations—Traffic Control.—An IMO-adopted Traffic Separation Scheme (TSS) lies NW of Ile d'Ouessant and may best be seen on the chart.

From NE of this TSS, the main traffic flow leads in a general ENE direction for about 110 miles to the vicinity of the TSS off Casquets.

Ouessant NE Lighted Buoy (48°59'N., 5°24'W.), equipped with a racon, is moored about 34 miles NNW of Creac'h Point Light (48°28'N., 5°08'W.) at the NE side of the TSS.

Ouessant SW Lanby (48°30'N., 5°45'W.), equipped with a racon, is moored about 25 miles WNW of Creac'h Point Light at the SW side of the TSS.

The TSS consists of the following:

1. An inshore traffic zone.
2. A two-way traffic route, 2 miles wide, centered 10.5 miles NW of Creac'h Point Light (48°28'N., 5°08'W.).
3. A northeastbound traffic lane, 5 miles wide, centered 26 miles NW of Creac'h Point Light.
4. A southwestbound traffic lane, 5 miles wide, centered 37 miles NW of Creac'h Point Light.

The above routes and traffic lanes are bordered by separation zones which may best be seen on the chart.

The two-way route may be used only by the following vessels:

1. Passenger ships operating on regular schedules to or from a Channel port situated W of the meridian 1°W.
2. Vessels sailing between ports situated between Cape de la Hague (49°44'N., 1°56'W.) and Cape Finisterre (42°53'N., 9°16'W.), except for the following:

a. Vessels transporting oils as listed in Annex I, Appendix I, of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).

b. Vessels carrying substances in bulk classed in categories A and B listed in Annex II, Appendices I and II, of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).

The IMO states that navigation in the Inshore Traffic Zone at the SE side of this TSS is subject to French national regulations. These regulations state that traffic movements are to be in accordance with Rule 10 (72 COLREGS).

The following regulations, promulgated by the French authorities, affect the Inshore Traffic Zone (ITZ) and certain inner channels lying off NW Bretagne:

1. Navigation is prohibited in Chenal du Four, Chenal de la Helle, Passage du Fromveur, and in Raz de Sein except to the following categories of vessels:

- a. French government vessels.
- b. Rescue craft and those giving assistance to others.
- c. Passenger vessels employed on local services.
- d. Fishing vessels with lengths less than 35m.
- e. Pleasure craft.

Exceptions are possible under certain circumstances for other types of vessels, notably vessels under 1,600 grt not carrying passengers or dangerous goods.

2. Vessels transiting the ITZ or the above channels must report to the CORSEN-OUESSANT Vessel Traffic Service (VTS) 2 hours before commencement of their passage.

Special regulations and reporting procedures apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approaches to the French coasts of the North Sea, the English Channel, and the Atlantic Ocean between the Belgian border and the Spanish border.

Such vessels preparing to pass through or stop within French territorial waters are required to send a message to the appropriate CROSS station 6 hours in advance giving their intended movements. In addition, such vessels must maintain a listening watch on VHF channel 16 and use the designated Mandatory Access Routes and Channels when approaching a port or roadstead.

Navigation at less than 7 miles from the French coast is forbidden for vessels over 1,600 grt carrying dangerous cargo in bulk, except in Dover Strait.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Regulations—Vessel Traffic Reporting Systems.—The CORSEN-OUESSANT Vessel Traffic Service (VTS) system, with full radar surveillance, is in operation in the vicinity of the TSS lying off Ile d'Ouessant. This VTS is mandatory under SOLAS regulations and covers a circular area, with a radius of 40 miles, centered on Ile d'Ouessant.

The VTS Traffic Center broadcasts bulletins in French and English on VHF channel 79, following an announcement on VHF channel 16, concerning marine traffic, urgent warnings, and weather information. These broadcasts are made at 10 and 40 minutes past every hour.

Regular weather bulletins are given every 3 hours from 0150 GMT (UT).

If required, the VTS Traffic Center is capable of providing individual information to vessels with regard to positioning and navigational assistance.

All vessels over 300 grt entering the area must report to Ouessant Traffic (Ushant Traffic) on VHF channel 13 or 79 and give the following information:

Designator	Information Required
A	Name, call sign, and IMO number.
C or D	Position.
E	Course.
F	Speed.
P	Cargo if presence on board of potentially dangerous cargo (for vessels in the northeastbound lane of TSS).
Q	Defects (if relevant).
R	Pollution/dangerous goods lost overboard.

The CORSEN-OUESSANT VTS operates the following shore stations:

1. Ouessant Traffic Control Center at CROSS Corsen (48°24.9'N., 4°47.2'W.)—VHF channels 13 and 79.
2. Le Stiff at Ile d'Ouessant radar tower (48°28.6'N., 5°03.1'W.)—VHF channel 16.
3. Saint-Mathieu Stiff at Vigie de Saint-Matheu (48°19.8'N., 4°46.2'W.)—VHF channel 16.
4. La Chevre at Cap de la Chevre (48°10.2'N., 4°33.0'W.)—VHF channel 16.
5. La Raz at Vigie du Raz (48°02.3'N., 4°43.8'W.)—VHF channel 16.

Station 2, Station 3, Station 4, and Station 5 can be used to relay radio communications to the Traffic Control Center.

The Ship Movement Reporting System (MAREP) is a voluntary reporting system operating in the English Channel and Dover Strait.

All merchant vessels over 300 grt are requested to report to the appropriate shore station when approaching the following:

1. The TSS off Ile d'Ouessant.
2. The TSS off Casquets.
3. The TSS within the Dover Strait.

For further details of MAREP, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Note.—Due to the CORSEN-OUESSANT Vessel Traffic Service (VTS) being mandatory in this area, vessels are advised that this system takes preference over the Ship Movement Report System (MAREP), which is only voluntary.

Caution.—Fish havens, which may best be seen on the chart, lie within the inshore waters of the coasts described in this sector and are usually marked by buoys.

Ile d'Ouessant

3.2 Ile d'Ouessant (48°28'N., 5°05'W.), also known as Ushant Island, lies about 10 miles W of the WNW extremity of

France. Viewed from N or NW, the E and NE coasts appear as high steep cliffs declining in a gentle slope towards the W and SW coasts.

Ile d'Ouessant is radar conspicuous and can easily be identified from SW by two headlands, which extend SW from the SW end of the island and portray the appearance of an open lobster claw when viewed on the screen.

Creac'h Light (48°28'N., 5°08'W.) is shown from a conspicuous tower, 55m high, standing on Pointe de Creac'h, near the W end of the island. A racon is situated at this light, but it can only be used by vessels passing NW of the island.



Creac'h Light

Le Stiff Light (48°29'N., 5°03'W.) is shown from a conspicuous structure formed by two adjoining towers, 32m high, standing near Pointe du Stiff, the NE extremity of the island. A prominent radar tower, 72m high, is situated 0.3 mile NE of this light.



Le Stiff Light

Nividic Light (48°27'N., 5°09'W.) is shown from a tower, 36m high, standing on the reef, about 1 mile WSW of Creac'h Light.



Nividic Light

La Jument Light (48°25'N., 5°08'W.) is shown from a conspicuous tower, 48m high, standing near the SW edge of the reefs, 2.3 miles S of Creac'h Light.



La Jument Light

Kereon Light (48°26'N., 5°01'W.) is shown from a conspicuous tower, 41m high, standing near the NE edge of the reefs fronting the mainland, about 2.6 miles SSE of Le Stiff Light.



Kereon Light

Vessels proceeding to the English Channel from the South Atlantic Ocean and Gibraltar generally head for Ile d'Ouessant. A vessel will pass well clear of the dangers surrounding the

island by keeping in depths exceeding 100m; see paragraph 3.1 for details of the TSS.

La Fosse d'Ouessant, a remarkable deep about 1 mile wide and with depths ranging from 118 to 192m, lies about 5 miles NW of Ile d'Ouessant.

The bottom of the W approaches to the English Channel appears mainly to consist of fine or coarse sand, a great deal of broken shell, occasional patches of pebbles, gravel, small stones, and now and then, mud. The sand is mostly white, though in many places it is yellow, with black specks.

The greater proportion of yellow sand lies S of the parallel of 49°30'N, and that of black specks, N of that line. This distribution is very marked, especially between the meridians of 9°40'W and 7°30'W.

For details of the waters E and S of Ile d'Ouessant, see Pub. 143, *Sailing Directions (Enroute) West Coast of Europe and Northwest Africa*.

Caution.—The area lying between Ile d'Ouessant and the mainland to the SE is heavily encumbered with numerous small islands, reefs, and rocks. Passage du Fromveur leads between Ile d'Ouessant and the dangers lying SE. Chenal du Four and Chenal de la Helle lead between the dangers and the mainland. Vessels without local knowledge are advised not to approach this area.

Presqu'île de Saint-Laurent to Ile de Batz

3.3 The coast between Presqu'île de Saint-Laurent and Ile de Batz, about 32 miles ENE, is irregular, moderately high, and fringed with numerous dangerous reefs and shoals that extend up to 3 miles offshore.

Vessels should, in general, should give a berth of 5 or 6 miles to this section of the coast; at night this coast should not be approached within depths of 85m.

Several areas, within which fishing is restricted, front this section of the coast and may best be seen on the chart.

Presqu'île de Saint-Laurent (48°31'N., 4°46'W.), the NW extremity of France, is backed by moderately high cliffs and is bordered by numerous islets, rocks, and shoals.

Le Four Light (48°31'N., 4°48'W.) is shown from a round tower, 28m high, standing 1 mile W of Presqu'île de Saint-Laurent. This tower is reported to be radar conspicuous.



Le Four Light

Corn-Carhai Light is shown from a tower, 20m high, standing about 1.5 miles offshore, 5 miles NE of Le Four Light. It can be distinguished from Le Four Light in thick weather due to the fact that no rocks can be identified to the W of Le Four. Portsall Cove lies about 2.5 miles SSE of Corn-Carhai Light. A conspicuous water tower stands in the village of Tremazan at the SW side of this cove. The wreck of the "Amoco Cadiz" lies about 0.7 mile ENE of Corn-Carhai Light.

Grande Basse de Portsall, with a depth of 12m, lies about 1.5 miles NW of Corn-Carhai Light. It is marked by a lighted buoy and forms the outermost danger in this area.

Ile Vierge Light (48°38'N., 4°34'W.), radar conspicuous, is shown from a prominent tower, 83m high, standing 1 mile offshore, 12 miles NE of Le Four Light. The shorter tower of a disused light is situated close NNW of the light.



Ile Vierge Light

3.4 **Pointe de Beg-Pol** (48°41'N., 4°21'W.) is located 9.5 miles ENE of Ile Vierge Light. A main light (Pontusval Light) is shown from a tower on a white dwelling, 15m high, standing on the point. A church with a prominent belfry is situated at Plouescat, 6.7 miles E of the light. Conspicuous water towers stand 1 mile SE, 1.7 miles SW, and about 5.3 miles SE of the light.

Plateau de Lizenn Wenn, a rocky shoal area, fronts the coast 8.5 miles W of Pointe de Beg-Pol. It extends up to 2.5 miles N from the shore and is marked by a lighted buoy.

Plateau d'Aman ar Rouz, a rocky shoal area, fronts the coast 4.2 miles W of Pointe de Beg-Pol. It extends up to 2 miles N from the shore and is marked by a lighted buoy.

Qeyn-Cos, a detached rocky bank, lies 4 miles E of Pointe de Beg-Pol and about 3.5 miles offshore.

A number of small drying harbors lie along this stretch of the coast. They are used by local fishing vessels and pleasure craft. Mogueriec, a small drying harbor, lies 10.5 miles E of Pointe de Beg-Pol. Ile de Sec lies in the approach to the harbor and is connected to the mainland at its SE end by a causeway that covers. This island is 15m high and a ruined house stands near its center. A conspicuous water tower stands at Sibiril, about 1.4 miles S of the harbor.

Tides—Currents.—The tidal currents off this coast are strong, attaining velocities of 2.5 to 3 knots, generally flowing parallel to the coast. The flood current sets E and the ebb

current sets W; the velocity of the current increases closer inshore.

Caution.—A Prohibited Area surrounds the wreck of the “Amoco Cadiz” and may best be seen on the chart.

A former Mine Danger Area lies E of Ile Vierge Light. It extends up to about 3 miles from the coast and may best be seen on the chart.

3.5 Ile de Batz (Bas) (48°45'N., 4°01'W.), a low island, is separated from the mainland by a foul channel. The island is radar conspicuous and a conspicuous signal station stands on an old fort at its center.

Ile de Batz Light (48°45'N., 4°02'W.) is shown from a prominent grey tower, 43m high, situated on the island.



Ile de Batz Light

Canal de Ile de Batz is the channel separating the island from the mainland. It provides access to Port de Roscoff-Bloscon, a ro-ro ferry harbor, and Porz Kernok, a small drying fishing boat harbor. This channel is encumbered by numerous rocks and shoals. The fairway is marked by beacons.

Ile de Batz is surrounded by dangerous rocks. Grande Basse, with a least depth of 0.3m, lies about 0.8 mile offshore, 1 mile N of Ile de Batz. This rock forms the outermost danger to the N.

Porz Kernok (48°45'N., 4°01'W.), a small sheltered harbor, is located near the middle of the S side of Ile de Batz. It dries completely and is mainly used by local fishing vessels.

3.6 Roscoff (48°44'N., 03°59'W.), a small harbor, lies in the bight close W of Pointe de Bloscon and is used by small coasters, fishing vessels, and pleasure craft. The channel leading between Ile de Batz and the coast affords access to the port from the W. The main approach is from the NE through the controlled mandatory access channel. There are two quayed basins. The harbor dries up to 3 to 5m at LW. Local knowledge is required (see Baie de Morlaix in paragraph 3.8). Tides rise about 9.3m at springs and 7.6m at neaps.

Port de Roscoff-Bloscon (48°43'N., 3°58'W.) is situated 0.3 mile S of Pointe de Bloscon and used by ferries, fishing vessels, and coasters. The main approach is from the NE through the controlled mandatory access channel. The harbor is entered between the head of a breakwater and a lighted buoy moored 0.2 mile S. There are three quays and facilities for ro-

ro vessels. The breakwater quay is 240m long and has a depth of 7m alongside. The other quays are 120m and 90m long, with alongside depths of 5m and 3.5m, respectively. Ro-ro ferries run to Plymouth and Cork. Vessels up to 5,000 dwt and 6m draft can be accommodated. Cargo vessels are limited to a length of 120m and ferries to a length of 150m. Pilots are available and board about 1.2 miles NE of the harbor. (See Baie de Morlaix in paragraph 3.8.)

A mandatory access channel for tankers transporting hydrocarbons and vessels carrying dangerous substances over 1,600 grt has been established in the approaches to Roscoff.

This channel may best be seen on the chart. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information regarding French navigation regulations, as well as guidelines concerning hydrocarbons or dangerous substances.

3.7 The coast between Ile de Batz and Ile Grande, about 16.5 miles ENE, is indented by a wide bay. Plateau de Meloine extends across the center of the bay, and Baie de Morlaix and Baie de Lannion lie, respectively, in the W and E parts of the bay. The currents off this coast attain rates of 3 knots in either direction, and closer inshore the rates increase.

Plateau De Meloine (48°47'N., 3°47'W.), consisting of drying and sunken rocks, extends about 5 miles ENE from its drying SW extremity, which is located 2 miles N of Pointe de Primel. The center of the plateau consists of large rocks. Grande Roche, the tallest, is 23m high.

A prominent cathedral with twin spires, 86m high, stands on the W side of the bay at Saint Pol de Leon, 2.5 miles S of Pointe de Bloscon.

Baie de Morlaix

3.8 Baie de Morlaix (48°44'N., 3°54'W.) is entered between Point de Bloscon (48°44'N., 3°58'W.) and Pointe de Primel (48°43'N., 3°49'W.), 6 miles E. It is encumbered by numerous islets, rocks, and dangers.

Plateau des Duons (Roches Duon) (48°44'N., 3°55'W.), on the W side of the bay, is marked by a gray tower standing on the highest rock of the group.

A main light (La Lande) is shown from a prominent square tower, 19m high, standing 6.2 miles SE of Pointe de Bloscon.

The **Riviere de Morlaix** (48°40'N., 3°53'W.) is navigable by small vessels as far as Morlaix, about 6 miles within its entrance. Two approach channels, which should not be attempted without local knowledge, lead to the roadstead. Grand Chenal, with a least depth of 2m, is approached with La Lande Light and Ile Louet Light in range bearing 176°. Chenal de Treguier, with a patch drying 0.9m, is approached with La Lande Light and Ile Noire Light in range bearing 190°.

This channel can only be used at night if the weather is sufficiently clear for all landmarks to be identified.

Pilotage.—Pilotage is compulsory for all vessels over 50m in length entering Port de Roscoff and Port de Roscoff-Bloscon, and for all vessels over 45m in length entering Morlaix. All vessels should send an ETA and a request for pilotage to Roscoff-Morlaix pilot station at least 24 hours in advance with any amendments of more than 3 hours.

Vessels bound for Port de Roscoff-Bloscon should contact the pilot vessel 1 hour prior to arrival by VHF. Vessels using the mandatory controlled access channel should contact the signal station on Ile de Batz upon entering and maintain a listening watch on VHF channel 16.

Pilots for Port de Roscoff-Bloscon generally board about 1.2 miles NE of the harbor. Pilots for Morlaix board in the vicinity of Pot-de Fer Buoy (48°44.3'N., 3°53.9'W.).

Anchorage.—Anchorage can be taken, in 15 to 20m, sand and shells, good holding ground, between Plateau des Duons, Le Pot de Fer, and Le Rater, to NW and N, and La Vielle and Pierre Noire, to the S. This anchorage is sheltered from the SE, through S, to W winds.

3.9 Morlaix (48°35'N., 3°50'W.) (World Port Index No. 36360), comprising of an avant-port and a wet basin, formed by the damming of the river, can accommodate vessels up to 63m in length with drafts up to 4m at springs and 3m at neaps. It is used by coasters and pleasure craft.

The entrance channel is difficult to navigate for vessels more than 50m in length due to the bends. The river fairway, which dries up to 3.5m, is marked by beacons, buoys, and range marks.

The avant-port is 53m wide with drying quays on both sides of the river. The wet basin has depths of 3 to 4m alongside the quays. The lock has a usable length of 63m and is 16m wide. A marina is situated at the S end of the wet basin. The lock is operated from 1 hour 30 minutes before to 1 hour after HW.

Anchoring is prohibited in the river channel, and entry is prohibited at night unless the vessel is equipped with a searchlight capable of lighting a radius of about 200m.

A bridge with a vertical clearance of 30m spans the channel close seaward of the lock.

The **La Penze River** (48°39'N., 3°57'W.) flows into the SW side of Baie de Morlaix. It is narrow, shallow, and the approach is encumbered by numerous dangers. A bridge with a vertical clearance of 10m spans the river close above the mouth. The drying river channel is marked by beacons and used by pleasure craft.

Baie de Lannion

3.10 Baie de Lannion (48°44'N., 3°40'W.), entered between Point de Primel, and **Ile Grande** (48°48'N., 3°35'W.), about 10.5 miles ENE, is encumbered with numerous islands, rocks, and shoals. Chaises-de-Primel, a chain of above-water, drying, and submerged rocks, extends about 2 miles NE of Pointe de Primel.

Haut-Fond-du-Chenal (48°46'N., 3°44'W.), with a depth of 9.3m, lies centered about 4.5 miles NE of Pointe de Primel. Toul Tan Bras, the deep channel leading between Chaises de Primel and Plateau de la Meloine, can be used by vessels coming from Canal des Sept-Iles in order to proceed directly into Baie de Morlaix. This channel should only be used when the visibility is satisfactory.

Ile Grande, an island with a conspicuous hummock, has foul ground extending up to about 2 miles N of it. Ile Milliau lies close W of the mainland shore, 2 miles SSW of Ile Grande. This island has two summits. A conspicuous white house with a flat roof surmounts the northernmost summit. Port Trebeur-

den, an extensive marina, fronts the mainland E of Ile Milliau and is protected by a breakwater. Small craft can anchor, in a depth of 5m, mud, close N of Ile Milliau. The holding ground is good and the tidal currents are not felt here.

A conspicuous church belfry is situated at Trebeurden, 1.2 miles E of Ile Milliau. A prominent water tower stands at Penvern, 1 mile NNE of the belfry.

A very conspicuous aluminum radar dome stands about 2.1 miles SE of Ile Grande. When approaching the coast, this dome will probably be the first object sighted because the shore in this area is relatively low.

Locquirec (48°42'N., 3°39'W.), a small drying harbor, lies close S of Ponte de Locquirec and is used by small craft.

Plateau du Crapaud (48°47'N., 3°44'W.), an area of foul ground extending about 3 miles W of Ile Milliau (48°46'N., 3°36'W.) is marked on its W extremity by a buoy.

Bar ar Gall (48°50'N., 3°35'W.), a shoal lying 1.5 miles NNW of Ile Grande, is marked by a lighted buoy about 0.2 mile W.

3.11 Leguer (Riviere de Lannion) (48°44'N., 3°33'W.), a drying river, leads to the port of Lannion, about 4.5 miles within the river entrance. Navigation in the river is difficult and should not be attempted without local knowledge. A bar fronts the mouth of the river. With NW winds the sea breaks on this bar and prevents entry. The river dries up to 2.5m as far as Le Yaudet, a village standing on the S bank about 1 mile above the entrance. It then dries up to 5m as far as Lannion. Overhead cables with a vertical clearance of 35m span the river 2 miles above Le Yaudet.

Pilots are stationed at Le Yaudet and board about 0.8 mile NW of the river mouth. The pilot vessel is a motor fishing boat. Vessels should send advanced notice of their ETA to the port authority at Lannion.

Lannion (48°44'N., 3°28'W.) (World Port Index No. 36320) has quays, which dry up to 5m, on both sides of the river. Vessels up to 50m in length with drafts up to 4m at springs and 2.2m at neaps can be handled.

Anchorage can be taken, in depths of 5 to 13m, sand and shells, about 0.5 mile S of Pointe de Bihit (48°45'N., 3°35'W.). The anchorage has good holding ground and is sheltered from E winds.

Ile Grande to Les Heaux

3.12 Generally, the tidal currents off this stretch of coast alternate parallel to the shore and attain, in both directions, rates of 3 to 4 knots. The tidal range is large with rises of about 7.6m at springs and 3.6m at neaps.

Plateau des Triagoz (48°53'N., 3°40'W.), extending for about 4 miles, has a group of tall rocks in its E part and numerous isolated below-water rocks in its E part.

A main light (Les Triagoz) is shown from a prominent stone tower, 30m high, standing on Rocher Guen-Bras, an above-water rock lying at the SE end of the plateau.

Vessels should give this plateau a wide berth as the sea breaks heavily on the dangers W of Rocher Guen-Bras.

Les Sept-Iles (48°53'N., 3°29'W.) consists of four main islands and numerous islets and rocks. The four principal islands



Les Triagoz Light

are Ile aux Moines, Ile de Bono, Ile de Malban, and Ile Rouzic. They are reported to be radar conspicuous.

A main light (Les Sept-Iles) is shown from prominent grey tower and dwelling, 20m high, standing on Ile aux Moines, the southernmost island of the group.



Les Sept-Iles Light

The main islands are reported to be radar conspicuous. Numerous drying and submerged rocks and shoals surround the islands. Les Cochons, which dry, and Baro Prignou, with a depth of 2.1m, lie 2 miles NNE, and 3 miles NE, respectively, of Les Sept-Iles Light. Le Bonnet, with a depth of 0.9m, lies about 1 mile ESE of Ile Rouzic.

Les Dervinis (48°52'N., 3°27'W.), which dries to 3m and is marked S by a buoy, lies about 1 mile ESE of Les Sept-Ile Light; Basse Melen, with a least depth of 3m, lies about 0.7 mile SW of the same light.

Canal des Sept-Iles (48°52'N., 3°27'W.) is the passage between Les Sept-Iles and the mainland. In bad weather, with the wind against the tidal currents, the sea in this passage becomes very rough.

The flood tidal currents flow SE near the W end of the islands, ENE in the middle of the canal, and E along the coast. The ebb currents flow in the opposite directions. The maxi-

mum velocity of the currents in the canal, in both directions, at springs is about 4.6 knots at the W end, 3.7 knots in the center, and 2.7 knots at the E end.

3.13 The coast from Ile Grande to **Les Heaux** (48°55'N., 3°05'W.), about 20 miles ENE, is bordered by many small islands, rocks, and shoals extending up to 3.5 miles offshore.

Mean Ruz Light (48°50'N., 3°29'W.) is shown from a square tower, 15m high, standing on Pointe de Mean Ruz. A prominent signal station is situated on top of a cliff, 1 mile SSE of the light. A conspicuous television mast stands on a headland, 2 miles SE of the light.



Mean Ruz Light

Ploumanac'h, a small drying harbor, is situated on the E side of the bay lying close W of Pointe de Mean Ruz. It is used by local fishing vessels and yachts.

Ile Tome (48°50'N., 3°24'W.), 64m high, lies 3 miles E of the light. Foul ground and shallow rocks surround this rocky island and extend up to about 2.3 miles NE and 1 mile NW of it. Anchorage is available, sheltered from W winds, in depths of 6 to 16m, sand and shells with good holding ground, E of the N end of the island.

Anse de Perros, a drying bight, lies 3 miles SE of Pointe de Mean Ruz. Two channels, passing either E or W of Ile Tome, lead into the bight. The fairways are marked by range and directional lights. The S part of the bight provides good drying berths on a bottom of mud and weed. Local knowledge is advised.

Perros-Guirec (48°48'N., 3°27'W.), a small harbor, lies in the SW part of Anse de Perros. An extensive marina, enclosed by a sea wall, is situated in the N part of the harbor. The sea wall is 7m high and covers at HW. A jetty, which dries up to 4m, extends S from the N side of the harbor. It can be used by vessels up to 40m in length with drafts up to 4m at HWS and 3m at HWN. The harbor can be contacted by VHF.

Port Blank (48°50'N., 3°18'W.), a small harbor, lies 3 miles E of Ile Tome and is used by fishing vessels and pleasure craft. A directional sector light indicates the approach channel leading between the dangers fronting the shore in this vicinity.

3.14 Pointe du Chateau (48°52'N., 3°13'W.), located 4 miles NE of Port Blank, is fronted by foul ground, islets, and rocks extending up to about 2.3 miles N.

The Riviere de Treguier (Le Jaudy) flows into the sea between this point and another point, 2.3 miles ESE. The approach to the river entrance is encumbered by numerous dangers. Basse Crublent, a shoal area, lies in the outer approaches, about 3 miles NE of Pointe du Chateau and is marked by a lighted buoy.

The slim spire of the church at Plougrescant, 1.5 miles S of Pointe du Chateau, and the spire of the cathedral at Treguier, are conspicuous.

A main light (La Corne) is shown from a prominent tower, 23m high, standing on the E side of the river, 2 miles ESE of Pointe du Chateau.

3.15 Treguier (48°47'N., 3°14'W.) (World Port Index No. 36300), a port which dries, lies about 4.5 miles within the river entrance, at the confluence of the Jaudy River and the Guindy River.

There are three approach channels to the riviere de Treguier, which should not be used without local knowledge due to the foul ground and islands in the approach.

Grande-Passe, with a least depth of 4.4m, is the deepest and easiest to navigate by day or night; however, at night, passage should only be made when the beacons and buoys are clearly visible.

Passe du Nord-Est, with a depth of 1.4m, is approached from N, but is practicable only in good weather.

Passe de la Gaine, a foul channel, leads between Les Heaux and the rocks bordering the coast.

The fairways are marked by beacons, buoys, and ranges. Fishing structures, in certain places, may reduce the width of the channels. Vessels up to 110m in length can enter the port with drafts up to 6.7m at HWS and 3.7m at HWN.

A quay, with 400m of berthage, fronts the W bank of the river. There is a main berth, 75m long, with a dredged depth of 3m alongside. The remaining berths dry 0.5 to 4.2m. Tides in the river rise about 8.5m at springs and 4.2m at neaps. An extensive marina lies above the quay and close below a bridge, which spans the river.

Pilotage is compulsory for vessels over 45m in length. Pilots can be contacted by VHF and board in the vicinity of Basse Crublent Lighted Buoy (48°54.4'N., 3°11.1'W). Pilotage is provided by the station at Le Legue (Saint Briec) and vessels must send an ETA at least 48 hours in advance through the Agent. Vessels 100m in length and over may enter only during daylight.

Anchorage is available about 0.8 mile SW of La Corne Light, in depths of 8 to 10m, mud, good holding ground, sheltered from all winds except those from the N when the offshore banks are covered.

3.16 Les Heaux (48°55'N., 3°05'W.), a reef of above-water and sunken rocks, lies 6 miles NE of Pointe du Chateau. A main sector light (Les Heaux de Brehat) is shown from a prominent granite tower, 57m high, standing on the E part of the reef.

Sillon de Talber, a narrow shingle spit, extends about 1.5 miles NE from the mainland, 2 miles S of Les Heaux de Brehat Light. This spit is surrounded by reefs, which extend about 1.5 miles NE from its outer end. Ile Mondez, an islet, lies on the edge of the reef, about 2 miles SE of the outer end of the spit.

Queyn Enes Terch, with a depth of 5.8m, lies about 3.5 miles W of the light; La Jument, marked N by a lighted buoy, lies about 2 miles WNW of the same light.

3.17 Plateau des Roches-Douvres (49°06'N., 2°49'W.), the outermost of the off-lying dangers NE of Les Heaux, consists of above-water and sunken rocks and reefs.

Roches-Douvres Light (49°06'N., 2°49'W.) is shown from a prominent tower on a dwelling, 65m high, standing on the largest rock. Dangers extend about 1 mile N and S, and about 2 miles W and SE, of the light structure. Local magnetic anomalies have been reported in this area.



Roches-Douvres Light

Banc des Langoustiers (49°15'N., 3°21'W.), an off-lying bank, lies 23 miles WNW of Roches-Douvres Light and has a least depth of 26m. In fog, the soundings of less than 50m on this bank can be useful in ascertaining the position of a vessel.

Plateau de Barnouic (49°02'N., 2°48'W.), consisting of drying and submerged rocks, is separated from Plateau des Roches-Douvres by a channel with a navigable width of about 2 miles.

In this passage, the sea is very rough when the wind is against the tidal current. Roche Barnouic Light is shown from an octagonal tower beacon, 19m high, standing on a drying rock, about 5 miles S of Roches-Douvres Light.

Basse du Moulec (49°03'N., 2°15'W.), a detached rocky patch with a least depth of 3.9m, lies about 1.8 miles NW of Roche Barnouic Light. Shoal patches extend about 3 miles W and 1 mile S of the same light structure. A lighted buoy is moored about 3.3 miles WSW of the light.

Plateau des Roches-Douvres and Plateau de Barnouic rise abruptly from depths of 37 to 44m, and soundings give no accurate indication of approach to these dangers.

Basse Maurice (48°58'N., 2°56'W.), a detached rocky patch with a depth of 13m, lies about 6.5 miles SW of Roche Barnouic Light and should be avoided in bad weather.

Approaches to le Trieux and Anse de Paimpol

3.18 The approaches to **Le Trieux** (Riviere de Pontrieux) (48°50'N., 3°04'W.) and **Anse de Paimpol** (48°49'N., 2°56'W.), are encumbered with numerous islands, rocks, and shoals.

Carrec-Mingui (48°55'N., 3°00'W.), with a depth of 3.5m, and **Roch-ar-Bel**, with a least depth of 6.2m, lie about 3 and 4 miles, respectively, ENE of Les Heaux de Brehat Light, and are the outermost N dangers.

Vessels should give these dangers a wide berth as the tidal currents attain a velocity of 5 knots over them at springs, and the sea breaks heavily when the wind is against the current.

Plateau de la Horaine (48°54'N., 2°54'W.), the outermost NE danger, is marked on its SW side by La Horaine Lighted Beacon, which is formed by an octagonal tower, 20m high, standing on a black hut.

Basses du Nord, lying about 1 mile N of the lighted beacon, is the northernmost danger of this ledge and is marked by a buoy.

Basses du Sud-Est, with a depth of 2.6m, lies about 1.5 miles E of the lighted beacon. Plateau de Men Marc'h, a dangerous rocky area, lies close S of Basses du Sud-Est and is marked at its NE end by a buoy. Bancs de Sable, with depths of 4 to 16m, extends about 5 miles SE from the NE end of Plateau de Men Marc'h.

In fog, Plateau de la Horaine is dangerous as the flood current flows toward the reefs with great force.

Ile de Brehat (48°51'N., 3°00'W.) is the center of a group of islands and rocks to which it is connected by drying mudflats at LW. It appears at HW as two islands joined by a short bridge. The island is low and the sea breaks heavily around it during bad weather.

Le Paon Light (48°52'N., 2°59'W.) is shown from a prominent yellow tower, 12m high, standing close off the NE extremity of the island.

Rosedo Light (48°52'N., 3°00'W.) is shown from a prominent white tower with a green gallery, 13m high, standing in the NW part of the island.

A conspicuous signal station, formed by a white dwelling with a square tower, and a conspicuous chapel, with a red roof and belfry, stand near the center of the island.

Men Joliguet Lighted Beacon, 8m high, stands on the edge of the shoals fronting the S part of the island.

3.19 Le Trieux (Riviere de Pontrieux) (48°50'N., 3°04'W.) provides access to the drying ports of Lezardrieux and Pontrieux.

Grand-Chenal, NW of Ile de Brehat, is the principal approach, and is available for vessels with local knowledge, day or night. The secondary channels can be taken only with the aid of local knowledge.

Grand-Chenal has a least depth of 6m as far as Pointe Coatmer, 1 mile below Lezardrieux. It then has a least depth of 3.2m as far as Lezardrieux. Pontrieux is situated 6 miles above Lezardrieux. The river dries about 1 mile above the latter port. A suspension bridge, with a least vertical clearance of 17m, spans the river 0.5 mile above Lezardrieux.

Tides in the river in the vicinity of Lezardrieux rise about 9.1m at springs and 4.1m at neaps.

La Croix Light (48°50'N., 3°03'W.) is shown from two connected towers, 18m high, standing 2.2 miles SW of Rosedo Light. Bodic Light is shown from a house, 23m high, standing on the N shore of the river, 1.8 miles SW of La Croix Light. These two lights, which are intensified on their alignments, form the initial entrance range, bearing 224°45', of Grand Chenal.



La Croix Light

Pilotage.—The pilot station of Paimpol-Pontrieux has no regular pilots but relies on part-time pilots who are fishermen. Vessels should send an ETA off Paimpol or Ile de Brehat 48 hours in advance to the agent (l'Agence Maritime de l'Ouest a Paimpol-AMO) through Brest-le-Conquet (FFU). The ports of Lezardrieux and Paimpol can be contacted by VHF.

The pilot for Paimpol boards in the anchorage during good weather or midway between L'ost Pic (48°46.8'N., 2°56.3'W.) and Grand Lejon Light (48°45.0'N., 2°39.7'W.).

The pilot for Le Trieux river boards between Ile de Brehat and La Croix Light.

Caution.—Winds from the NE create strong overfalls during the ebb current in the approaches.

Numerous fishing structures and oyster beds may, in certain places, reduce the width of the channel.

3.20 Lezardrieux (48°47'N., 3°06'W.) (World Port Index No. 36280), used by coasters, is accessible to vessels up to 80m in length and 20m beam with drafts up to 8m at HWS and 6m at HWN. There is a quay, 80m long, which dries 0.8 to 2m, and an extensive marina.

The tidal currents above the port flow in the direction of the channel and attain rates of 2.5 knots.

Pontrieux (48°42'N., 3°09'W.) (World Port Index No. 36290), which consists of a wet dock about 1 mile long, is accessible to vessels up to 60m in length and 11m beam with drafts up to 4.5m at HWS and 3m at HWN.

The water level in the wet dock, formed by the river, is maintained at 3.9m by a weir. The dock is used by small coasters and pleasure craft. It is entered via a lock, 65m long and 12m wide, when the height of the tide is less than 10m. When the height of the tide exceeds 10m, entry is made directly through the lock. An overhead cable, with a vertical clearance of 25m, spans the port.

Anchorage.—The main anchorage in the approach is Mouillage de la Traverse (48°51.0'N., 3°02.5'W.), which lies W of the Grand-Chenal entrance range. It has depths of 11 to 15m, sand, shells, and rocks. The anchorage has moderately good holding ground and is located out of the main tidal currents.

3.21 Anse de Paimpol (48°49'N., 3°00'W.), between **Pointe de L'Arcouest** (48°49'N., 3°00'W.) and Pointe de Plouezec, 3.8 miles SE, dries throughout nearly its whole extent. The small port of Paimpol lies at the head of the bay.

This wide bay is encumbered by numerous rocks and shoals. Chenal du Denou, leading from N, and Chenal da la Jument, leading from E, are the main approach channels. The other minor channels should not be attempted without local knowledge.

A white tower stands on Pointe de l'Arcouest and forms an excellent landmark, as are the belfries of Ploubazlanec and Plouezec on the surrounding heights, about 1.5 miles SW and 4 miles SSE, respectively, of the point. Pointe de la Trinite, S of the latter point, is bordered about 0.8 mile ESE by Ile Saint-Rion, which has two summits, and is the most conspicuous of numerous islands in the vicinity. A conspicuous mast stands 0.7 mile W of Ploubazlanec Church.

Ile Mez de Goelo, located 0.5 mile N of Pointe de Plouezec, is covered with green vegetation. It is the largest and most prominent island lying off the S entrance point of the bay.

L'Ost-Pic Light is shown from two connected towers, 15m high, standing close E of Ile Mez de Goelo. Pointe de Porz-Don Light (48°48'N., 3°01'W.) is shown from a house, 8m high, standing on the mainland, 1.8 miles SSW of Pointe de L'Arcouest. A sector of this light, which may best be seen on the chart, indicates the approach from E.

3.22 Paimpol (48°47'N., 3°03'W.) (World Port Index No. 36260) comprises Avant-port and two wet basins. The channel leading to the harbor is 30m wide and dries up to 4.9m. Tides rise about 9.5m at springs and 4.4m at neaps.

When both lock gates are open, the wet basins are accessible to vessels up to 1,000 dwt, 80m in length, and 11m beam with drafts up to 4.6m at HWS and 3m at HWN. When the lock is used, vessels are limited to a length of 58m. The harbor is used by coasters, fishing vessels, and pleasure craft. There are extensive facilities for yachts.

The lock gates are open for 2 hours either side of HW, when the height of tide at Les Heaux does not exceed 10m. If the tide exceeds this height, the gates remain open for 2 hours 30 minutes.

The water level in the wet basins is maintained at 3.4 to 4.6m, depending on the tides. The Avant-port dries 5m. The wet basins are entered from Avant-port through a lock, 60m long and 12m wide. The two wet basins are connected by a passage, 45m long and 11.9m wide. When both gates are open, a current, with a rate of up to 2 knots, sometimes runs through the lock during the flood.

See Le Trieux (paragraph 3.19) for pilotage information. Vessels can anchor in Mouillage de la Rade de Paimpol (48°47.5'N., 2°58.0'W.). This anchorage has depths of 6 to 8m, sand and gravel, and is sheltered from most winds.

Baie de Saint-Brieuc

3.23 Baie de Saint-Brieuc (48°40'N., 2°50'W.) is entered between Pointe de Minard (48°45'N., 2°56'W.) and Cap Frehel, about 25 miles ESE. The shores of the bay consist of cliffs broken by sandy beaches.

The bay is obstructed by large rocky flats, through the middle of which a channel, about 3 miles wide in a N to S direction, lies between Roches de Saint-Quay and **Plateau du Rohein** (48°39'N., 2°37'W.).

Le Rohein (Rocher Rohein) (48°39'N., 2°38'W.), about 9m high, is the largest rock lying at the SW end of a group of dangers, which extend up to about 2.5 miles E. A lighted beacon tower, 15m high, stands on this rock. Les Comtesses (48°39'N., 2°34'W.), consisting of several rocks, lies at the E end of this group.

Grand-Lejon (48°45'N., 2°40'W.), the outermost danger in this area, is a rocky ledge surrounded by rocks. It lies about 10.5 miles E of Pointe de Minard and in the middle of the entrance to Baie de Saint-Brieuc. A main light (Grande Lejon) is shown from a prominent tower, 24m high, standing on the ledge.

Basses du Sud-Est, with a least depth of 4.8m, is a rocky shoal lying about 0.8 mile SSE of the light. Petit-Lejon, a drying shoal surrounded by dangers, lies about 3.7 miles SSE of the light and is marked close W by a buoy.

On the high land backing of the coast, the belfry (spire) of the church at Plouha and the helmet-shaped belfry of the church at Etables-sur-Mer are conspicuous standing 5 miles S and 8.5 miles SSE, respectively, of Pointe de Minard. Prominent church spires are also situated at Pordic, 12 miles SSE of Pointe de Minard, and Pleneuf-Val-Andre, 5.3 miles SSE of Le Rohein Lighted Beacon.

3.24 Bois de Bien-Assis (48°35'N., 2°30'W.), a conspicuous wooded hill, stands about 1 mile inland, 9 miles SW of Cap Frehel. It is sheer on the SW side.

Pilotage.—Pilotage is compulsory for vessels over 45m in length. Vessels should send an ETA at least 24 hours in advance, stating their draft and overall dimensions, through Brest-le-Conquet (FFU) or Boulogne (FFB).

Vessels obliged to use the mandatory access route should establish contact with "Legue Port" on VHF channel 16 and report their entry into the access channel.

All inbound vessels must maintain a continuous listening watch on VHF channel 16. All vessels anchoring in or transiting the bay should establish VHF contact with the signal station (Brehat).

Pilots board vessels intending to use the mandatory access channel about 2.3 miles NW of Rohein Lighted Beacon. Pilots board other vessels in the vicinity of No. 1 Buoy, 0.6 mile ENE of Pointe de L'Aigle. During bad weather, pilots will board all vessels near No. 1 Buoy. Due to the shallow water in the approach channel, the pilot vessel is unable to sail until about 2 hours prior to HW.

Regulations.—A mandatory access channel, indicated on the chart, for tankers transporting hydrocarbons and vessels carrying dangerous substances over 1,600 grt has been established in the approaches to Baie de Saint-Brieuc.

Anchorage.—Vessels waiting to enter Dahouet and Erquy should anchor about 2 miles S of Le Rohein. Vessels waiting to enter Saint Quay-Portrieux and Binic should anchor in the roads off these ports. Vessels waiting to enter Le Legue (Saint Brieuc) should anchor about 1.5 miles ENE of Pointe du Roselier, in a depth of 4m, sand, with good holding ground.

With strong NE winds, vessels should anchor S of Le Rohein. With strong NW winds, vessels should anchor in Mouillage de Binic, 4 miles NW of Pointe du Roselier.

Caution.—A temporary explosive dumping ground area, which may best be seen on the chart, lies 1.5 miles SSE of Grand Lejon Light.

Magnetic anomalies were reported to exist in the area between Le Rohein and Grand Lejon Light.

Numerous fishing structures and shell fish beds lie in the bay.

3.25 Anse de Brehac (48°44'N., 2°56'W.), a drying bay about 1.5 miles S of Pointe de Minard, is the best anchorage during W winds in Baie de Saint-Brieuc.

Pointe de Roselier (48°33'N., 2°43'W.), a bluff headland, is located 15 miles SE of Pointe de Minard. The coast between is cliffy and fronted by sandy beaches which dry up to about 0.8 mile offshore in places.

Roches de Saint-Quay (48°39'N., 2°46'W.), a rocky plateau, extends about 5 miles parallel to the coast, from which it is separated by a narrow channel. This channel, for which local knowledge is essential, provides access to the ports of Saint-Quay-Portrieux and Binic.

Ile Harbour (48°40'N., 2°48'W.), in the NW part of the plateau, is the largest rock. A light is shown from a prominent tower with a dwelling, 13m high, standing on this rock.

Plateau des Hors (48°39'N., 2°45'W.), a large rocky flat, extends E from Roches de Saint-Quay and is marked on its NE side by a buoy. Caffa, a rocky shoal, lies about 4 miles SE of Ile Harbour Light and is marked by a lighted buoy.

Anse d'Yffiniac (48°32'N., 2°42'W.), which completely dries, lies at the head of Baie de Saint-Brieuc and is entered SE of Pointe du Roselier.

The Riviere du Gouet flows into the W side of this inlet, 1 mile S of Pointe du Roselier, between Pointe de l'Aigle, marked by a light, and Pointe de Cesson, 0.3 mile S.

3.26 Saint-Quay-Portrieux (Portrieux) (48°39'N., 2°50'W.) (World Port Index No. 36240) and **Binic** (48°36'N., 2°49'W.) (World Port Index No. 36230), about 2.5 miles S, are small drying harbors.

Binic has an avant-port, protected by moles, and a wet dock. It is used by fishing vessels and pleasure craft. The avant-port dries 4 to 6m and has a quay, 105m long, used by fishing vessels. The wet dock is entered through a gate, 10m wide, and has facilities for pleasure craft in depths of 1.5 to 3m. A light is shown from a prominent structure, 12m high, standing on the head of the N mole.

Saint-Quay-Portrieux consists of a new harbor and marina, which are accessible at all stages of the tide, and an old drying harbor. It is used by small coasters, fishing vessels, and pleasure craft. The new harbor and marina, lying close NE of the old harbor, are protected by moles. A directional light shown from a tower, 12m high, standing on the elbow of the N mole indicates the entrance fairway. A quay, 120m long, and

three pontoons with depths of 3m alongside are situated in the N part of the new harbor for the use of fishing vessels. There are extensive facilities for pleasure craft up to 18m in length in the S part.

There are depths of less than 2m lying in the S approaches to the harbor. Tides rise about 10m at HWS and 4.5m at HWN.

The old harbor is used by small craft and is accessible to vessels up to 700 grt and 47m in length with drafts up to 3.5m at springs and 2.5m at neaps.

3.27 Le Legue (48°32'N., 2°45'W.) (World Port Index No. 36220), the port for Saint-Brieuc, is situated on the riviere du Gouet, about 1.3 miles within the entrance. It is used by fishing vessels, coasters, and pleasure craft. The port includes an outer harbor and two wet basins.

Depths—Limitations.—The approach channel is buoyed and dries about 5m. It has depths of 5.8m at MHWS and 3m at MHWN.

The outer basin dries. The two wet basins are entered via a lock and connected by a passage. The lock has a usable length of 85m and a width of 14m. The first basin has 605m of berthage and depths of 5.5 to 6m. The second basin has 1,330m of berthage and depths of 2.1 to 4.6m. The passage is 80m long and is spanned by a swing bridge, which, when open, provides an access 11m wide. The level of the water in the wet basins is constantly maintained, except during periods of drought, by a weir on the N side.

Vessels up to 83m in length and 13m beam can be accommodated with drafts up to 5m at springs and 3.5m at neaps. For safety reasons, it is reported that coastal tankers are restricted to a maximum length of 80m and a maximum beam of 12.3m. Such vessels must be equipped with either twin screws or a bow thruster.

Pilotage.—Pilotage is compulsory for vessels over 45m in length. Pilots may be contacted by VHF. See Baie de Saint Brieuc, paragraph 3.24, for further information.

Caution.—The height of the tide in the harbor is influenced by the wind and may vary by up to 0.7m.

3.28 Pointe de Pleneuf (48°36'N., 2°33'W.), 60m high, is bordered about 1.5 miles NW by drying Plateau des Jaunes. Ilot le Verdelet, a conical islet, fronts the point. The resort of Val-Andre extends along a beach to the S of the point and is dominated by two water towers.

Dahouet (48°35'N., 2°34'W.), a small drying harbor, is located 1 mile SW of the point. It is used by fishing vessels and pleasure craft. The harbor is accessible to vessels up to 70m in length with drafts up to 4.5m at springs. Local knowledge is required. Petite Mulette Lighted Beacon marks a cut in the cliff which is the entrance to the harbor.

Planeuf-Val-Andre, an extensive yachting marine, is located close S of Pointe de Pleneuf.

Cap d'Erquy is located 4 miles NE of Pointe de Pleneuf. The coast between is fronted by a prominent stretch of sand and bordered by rocky ledges which extend up to 1 mile offshore in places.

Erquy (48°38'N., 2°28'W.), a small harbor, is located 0.7 mile SE of Cap d'Erquy. It is accessible to small craft with drafts up to 2.5m.

Rade d'Erquy (48°38'N., 2°28'W.), the best anchorage on this coast in E winds, should be used only in good weather or with offshore winds.

Anchorage can be taken, in depths of 5 to 10m, mud and sand, good holding ground, S and SW of the N entrance point of Erquy.

Dangers extend up to about 3 miles offshore between Pointe de Pleneuf and Cap Frehel (48°41'N., 2°19'W.). Rohinet, 11m high, lies about 2 miles N of Cap d'Erquy and is the highest of the rocky ledges located N of Cap d'Erquy.

Pierre du Banc, a shoal patch with rocks awash, lies 8.7 miles W of Cap Frehel and is marked by a lighted buoy. Grande Liviere, a shoal with a depth of 4.6m, lie about 3 miles WNW and of Cap Frehel. These shoals form the outermost dangers in this vicinity.

Cap Frehel to Pointe du Decolle

3.29 Cap Frehel (48°41'N., 2°19'W.), the N extremity of a high promontory, is bordered by nearly perpendicular cliffs. A main light is shown from a conspicuous brown square tower with a green lantern, 33m high, standing 0.3 mile S of the cape. An old disused lighthouse is situated near the light and a fog signal hut stands on the extremity of the cape.



Cap Frehel



Cap Frehel Light

Amas du Cap, a large wedge-shaped rock, lies 0.5 mile W of the cape and is prominent.

Bank de l'Etendree, drying at its W end, extends about 1 mile ESE from the cape.

A dangerous wreck, position doubtful, lies about 1 mile NNE of Cap Frehel.

Tides—Currents.—Currents attain a velocity of 3.7 knots at springs about 1.5 miles N of Cap Frehel.

Pointe de la Latte (48°40'N., 2°17'W.), about 1.8 miles SE of Cap Frehel, has a conspicuous fort at its extremity. Pointe de Saint-Cast, located 2 miles SE of Pointe de la Latte, is surmounted by a signal station. Les Bourdinots, a small group of rocks which dries up to 2m, lies about 0.8 mile ENE of this point and is marked at the N end by a buoy.

Pointe du Decolle (48°38'N., 2°08'W.), located 8.5 miles ESE of Cap Frehel, is surmounted by a disused signal station and fronted by rocks.

Ile Argot (48°38'N., 2°10'W.), a grass-covered island, lies about 0.5 mile offshore, 1.3 miles W of Pointe du Decolle. It is 36m high, sheer on the SW side, and easily identified from seaward.

Between Cap Frehel and Pointe du Decolle the coast is deeply indented by several drying bays. The small harbors within these bays are only used by small craft and yachts. Many places within the bays are obstructed by shellfish beds. Local knowledge is required for entry into this area.

Le Vieux Banc (48°42'N., 2°10'W.) is a ledge lying about 4 miles NNW of Pointe du Decolle. It has a least depth of 1.2m and is marked by a lighted buoy at the SW extremity. Basse Nord-est du Vieux Banc, the NE part of the ledge, has a least depth of 5.6m and is marked close N by a lighted buoy.

Banchenou (48°40'N., 2°11'W.), with a least depth of 3.5m, lies about 3.5 miles WNW of Pointe du Decolle and is marked close N by a lighted buoy.

La Catis (48°43'N., 2°15'W.), a rock with a depth of 6.9m, lies about 3 miles ENE of Cap Frehel.

Basse des Sauvages (48°45'N., 2°12'W.), an isolated rock with a depth of 8.2m, lies about 6 miles NE of Cap Frehel.

Basse Trouvee (48°49'N., 2°05'W.), with a depth of 4.2m, lies about 5.5 miles NE of Basse des Sauvages.

Approaches to Saint-Malo

3.30 Between Pointe du Decolle and Dinard, about 2.5 miles E, the coast consists of several resorts fringed by sandy beaches separated by rocky points. A plateau formed by numerous rocks and dangers fronts the shore and extends up to about 1.5 miles seaward.

Baie de Saint-Malo (48°40'N., 2°02'W.) lies between Pointe du Decolle and **Pointe de Meinga** (48°42'N., 1°56'W.), 8 miles NE. The bay is encumbered with numerous islands, islets, rocks, and shoals through which several passages provide access to Saint-Malo.

Grand-Jardin (48°40'N., 2°05'W.), a reef which dries 11m, lies 1.9 miles NE of Pointe du Decolle. A main light (Grand-Jardin) is shown from a prominent tower, 38m high, standing on the SW extremity of this reef.

Ile de Cezembre (48°41'N., 2°04'W.), a conspicuous island, lies about 0.5 mile NE of Grand-Jardin Light and has two summits.

Grande-Conchee (48°41'N., 2°03'W.), a rock surmounted by the conspicuous ruins of a fort, lies about 1 mile ENE of Ile de Cezembre.



Grande-Jardin Light

Grande-Hupee (48°41'N., 2°06'W.), a rock with a depth of 1.3m, lies on a shoal about 1 mile NW of Grand-Jardin Light. It is one of the outermost dangers in this area. Le Bunel, a drying rock, lies about 0.5 mile E of Grande-Hupee and is marked close W by a lighted buoy.

3.31 Les Bucharats (48°40'N., 2°07'W.), a shoal with a least depth of 3.5m, lies about 1.5 miles W of Grand-Jardin Light and is one of the outermost dangers in this area.

Basse NE des Portes, a shoal with a least depth of 2.2m, lies about 0.5 mile WNW of Grande-Jardin Light. Les Courtis Lighted Beacon, 21m high, stands close WSW of this shoal.

La Nouvelle Decouverte, a shoal with a least depth of 3.6m, lies about 0.3 mile WNW of this lighted beacon.

Les Cheminees (48°40'N., 2°07'W.), lying about 1 mile NNE of Pointe du Decolle, is the tallest and most conspicuous of the numerous above-water and drying rocks extending offshore in this vicinity.

Regulations.—A mandatory access channel for tankers transporting hydrocarbons and vessels transporting dangerous substances over 1,600 grt has been established in the approaches to Saint Malo. This access channel, which may best be seen on the chart, leads SE and may be entered about 7.8 miles WNW of Cap Frehel.

See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for rules pertaining to vessels in French waters.

Directions.—Vessels approaching from the E should pass at least 4 miles N of the coast before steering in a S direction for the pilot boarding place. Vessels approaching from the W should pass at least 2 miles N of Cap Frehel and N of La Catis. They should then steer in a SE direction and pass between Le Vieux Banc and Banchenou, about 2 miles SSW.

Chenal de la Grande-Porte and Chenal de la Petite-Porte, the main approach channels, can be used day or night; the three other approach channels, E of the main channels, are only practicable by day and with a rising tide.

Vessels using the mandatory access channel must then transit Chenal de la Petite-Porte.

Chenal de la Petite-Porte (48°41'N., 2°06'W.) leads close NE of the N part of Le Vieux Banc (Basse Nord-est du Vieux

Banc) and then between Grande-Hupee and La Nouvelle Decouverte. The fairway is indicated by a lighted range formed by Grand-Jardin Light and La Balue Light, 4 miles SE. The tidal currents set obliquely across the fairway and attain rates up to 3 knots at springs.

Chenal de la Grande-Porte (48°40'N., 2°08'W.) leads close S of Les Bucharats. The fairway is indicated by a lighted range formed by Grand-Jardin Light and Rochebonne Light, 4.2 miles E. The tidal currents in the outer part of the fairway, as far as Le Grand Jardin (48°40'N., 2°05'W.), set in the direction of the channel. In the inner part the currents set across the channel. The currents attain rates up to 3.2 knots at springs.

Saint-Malo (48°39'N., 2°01'W.)

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3.32 The port of Saint-Malo, located on the E side of the mouth of La Rance, lies near the center of Baie de Saint-Malo and adjoins the town of the same name. The port consists of an avant-port and a wet dock comprising four interconnected basins. The harbor has extensive facilities for pleasure craft, fishing vessels, and ferries, which operate to the Channel Islands and the United Kingdom.

Tides—Currents.—Tides rise about 12.2m at springs and 9.3m at neaps.

The flood tidal current sets toward Fort de la Cite (48°38'N., 2°02'W.) and then N toward the entrance channel and SW along Mole des Noires. The ebb tidal current sets WSW from the lock along the approach channel to join the outgoing current from La Rance. The currents attain rates of 2 to 2.5 knots.

Depths—Limitations.—Chenal de la Grande-Porte has a least depth of 6.4m in the fairway. Chenal de la Petite-Porte has a least depth of 10.5m in the fairway.

The avant-port, the N portion of which dries in places, provides an extensive yacht harbor in its S part. A hydrofoil ferry terminal is situated close N of the lock entrance. A ro-ro ferry terminal is situated close S of the lock entrance. It has a dredged depth of 7m and can handle vessels up to 22m beam. The entrance channel leading to this terminal has a dredged depth of 4m.

The entrance channel leading to the wet dock lock has a dredged depth of 2m. The lock is 154m long, 24m wide, and has a depth of 1.7m over the sill.

Vauban Basin, at the inner end of the lock, provides facilities for passenger and tanker vessels. It has 840m of berthage and depths of 5 to 9.5m. A marina is situated at the N end of this basin.

Duguay-Trovin Basin is entered through a passage, 17.5m wide. Vessels are limited to a length of 120m and a beam of 16.5m. It has 1,868m of berthage and depths of 4.6 to 7.2m. This basin provides facilities for fishing vessels.

Bouvet Basin is entered through a passage, 16.5m wide. It has 1,180m of berthage and depths of 4.4 to 7.7m.

Jacques Cartier Basin is entered through a passage, 30m wide. It has 560m of berthage and depths of 8 to 9.5m.

The lock is worked normally for 2 hours either side of HW. However, the times of lock operation will vary according to the range of tide and the volume of expected traffic. The water

level in the wet dock can be maintained at the desired level by a pumping station.

Vessels up to 16,000 dwt, 150m in length (147m in length for tankers), 22m beam, and 9m draft can be accommodated in the port.



Saint-Malo (walled town)



Saint-Malo (harbor)

Aspect.—An outer fairway lighted buoy (safe water) is moored about 2 miles NW of Grande-Jardin Light.

La Balue Light (rear range) is shown from a prominent tower, 37m high, standing 1.3 miles SE of the entrance lock.

Rochebonne Light (rear range) is shown from a prominent tower, 20m high, standing near the coast, 2.5 miles NE of the entrance lock. A conspicuous radio mast is situated 0.7 mile SE of this light.

Avant-port is protected by Mole des Noires, a breakwater, which extends about 0.3 mile SW from the SW corner of the town. The town is surrounded by ramparts and dominated by a cathedral with a conspicuous spire.

The estuary of La Rance is crossed by a barrage dam about 1.5 miles S of Mole des Noires. A hydro-electric power station stands at the center of the dam and is operated by the tides. The sluices from which the station derives its power are situated between it and the E end of the dam. A lock, situated on the W side of the dam, provides access for small craft to the river and the inland canal system. It is 65m long, 13m wide, and has a depth of 2m on the sill.

See Approaches to Saint-Malo in paragraph 3.30 for additional information.

Pilotage.—Pilotage is compulsory for all vessels over 45m in length and all vessels carrying dangerous cargo.

Vessels should send a request for pilotage, with their ETA and draft, through Brest-le Conquet or Boulogne at least 6 hours in advance. Vessels should then confirm the ETA 2 hours prior to arrival, reporting immediately any change over 1 hour.

Pilots can be contacted by VHF and board from a vessel, with a black hull and white upperworks, about 1 mile N of the outer fairway lighted buoy.

During bad weather, particularly in N gales, boarding may be impractical and the pilot will lead the vessel into port, communicating by VHF.

Regulations.—All vessels required to use the mandatory access channel should establish contact with the port captain on entering the channel and maintain a listening watch on VHF channel 12. All other vessels desiring to use this fairway should establish a listening watch on VHF channel 12.

Vessels carrying hydrocarbons or dangerous cargo are required to be assisted by tugs after passing Le Buron Lighted Beacon (48°39'N., 2°04'W.). Tugs are required for all other vessels over 100m in length. Vessels equipped with bow thrusters are exempt.

Signals.—International port traffic signals regulating the entry and departure of vessels from the lock are displayed by day and night from a signal mast near the lock entrance.

Whistle signals are used by vessels proceeding from one basin to another. The signals request that the bridges spanning the passages between the basins be opened. One long blast for Pertuis de Saint-Servan, the passage leading to Bouvet Basin; two long blasts for Pertuis de Saint Malo, the passage leading to Duguay-Trouin Basin; and three long blasts for Pertuis de Corsaires, the passage leading to Jacques Cartier Basin.

Anchorage.—Vessels awaiting the pilot should anchor in the vicinity of the outer fairway lighted buoy (48°41'N., 2°07'W.). The area has depths of 13 to 20m, of mud and gravel, bottom quality unknown.

Rade de Saint-Malo, in the mouth of La Rance, is used only by vessels waiting to enter port. The roadstead is open NW, and the tidal currents are strong. The anchorage has about 250m of swinging room and can be used by large vessels at neap tides only. There are depths of 7 to 8m and the holding ground is reported to be mediocre.

Caution.—The approach to Baie de Saint-Malo is encumbered by numerous islets, rocks, and shoals. The main channels are well marked; however, entry is still dangerous in low visibility. Shoaler depths than charted occasionally exist in Chenal de la Grande-Porte, Chenal de la Petite-Porte, and Rade de Saint-Malo. Therefore local knowledge is required.

A Prohibited Area extends up to 100m around Ile de Cezembre due to the existence of underwater explosives.

Baie de Saint-Malo to Pointe du Roc

3.33 Pointe du Nid (48°42'N., 1°53'W.), about 2 miles E of Pointe du Meinga, is bordered about 0.3 mile WSW by old Fort Duguesclin on an islet close offshore.

Between Pointe du Meinga and Pointe du Grouin, about 3.8 miles E, the coast is high, with beautiful beaches lying between rocky points.

Pointe du Grouin (48°43'N., 1°51'W.), high, rocky, steep, and sloping NE, is conspicuous. The white house of the signal station (disused) standing 0.2 mile S of the extremity of the point is prominent.

The Iles des Landes, a narrow and rocky islet, lies close E of the point. It is 38m high but does not stand out from the land.

Pierre de Herpin (48°44'N., 1°49'W.), a rock, lies 1.5 miles NE of the extremity of Pointe du Grouin. A main light is shown from a prominent tower, 28m high, standing on this rock.

La Fille, a drying rock, lies about 0.5 mile NE of Pierre de Herpin Light and is marked close N by a buoy. This rock is the outermost of the dangers extending up to about 2 miles NE of Pointe du Grouin.

Grand-Ruet, a passage about 0.3 mile wide, leads between the dangers extending NE from Pointe du Grouin, 0.5 mile SW of Pierre de Herpin Light. The passage has a least depth of 11m in the fairway, but strong tidal currents often cause overfalls in its vicinity.

Currents in the vicinity of the buoy marking La Fille run SE and NW, attaining velocities of up to 5 knots.

Basse Rault (48°44'N., 1°56'W.), an isolated rock with a depth of 4.4m, lies about 1.5 miles N of Pointe de Meinga.

Basse du Nid (48°44'N., 1°54'W.), an isolated rock with a depth of 2.4m, lies about 2 miles NE of Pointe de Meinga.

Basse Grune (48°45'N., 1°54'W.), an isolated rock with a depth of 2m, lies about 3 miles NW of Pointe du Grouin.

3.34 Baie du Mont Saint-Michel (48°40'N., 1°40'W.), entered between Pointe du Grouin and Pointe de Champeaux, about 11 miles ENE, is encumbered with numerous sandbanks, which extend about 7 miles from its head.

Pointe de Champeaux is rocky when viewed from N or W, and terminates in a regular 45° slope.

Le Mont Saint-Michel (48°38'N., 1°31'W.), a precipitous rock, lies in the SE part of the bay, 7 miles SSE of Pointe de Champeaux. It is 128m high, surmounted by the spire of a conspicuous monastery, and connected to the shore by a causeway.



Le Mont Saint-Michel

Tombelaine, a large isolated rock, lies 1.5 miles N of Le Mont Saint-Michel and is about 40m high.

Pointe de la Chaîne (48°40'N., 1°50'W.) is located 2 miles S of Pointe du Grouin. A prominent water tower stands about 1 mile WSW of this point.

Ile des Rimains (48°41'N., 1°50'W.), surmounted by an old fort, lies about 0.4 mile E of Pointe de la Chaîne.

Cancale (48°41'N., 1°36'W.), a small drying harbor, fronts a town about 1 mile SW of Pointe de la Chaîne and is used by fishing vessels.

Banc de Chatry, with depths of 0.4 to 3m, extends about 1.3 miles N from Pointe de la Chaîne and lies almost parallel to the coast.

Banc des Corbieres lies with its S end located about 1 mile E of Pointe de la Chaîne. It has depths of 2.6 to 4m and extends about 1.2 miles N. Les Banchets, a group of gravel shoals with depths of 2 to 3.4m, lies centered about 1.2 miles E of Pointe du Grouin and about 0.5 mile N of the N end of Banc des Corbieres.

Grande Rade de Cancale (Rade de Cancale) (48°42'N., 1°49'W.) lies in the NW part of the bay with Banc de Chatry on its W side and Banc des Corbieres and Les Banchets on its E side.

Tidal currents in Grande Rade de Cancale attain velocities of 2 knots and flow in N and S directions.

Anchorage.—Anchorage can be taken in Grande Rade de Cancale between Banc de Chatry and Banc des Corbieres. There are depths of 11 to 13m, rock with a layer of clay mud less than 1m thick. The anchorage is sheltered from SW to NW winds, but the currents are strong.

Anchorage can also be taken between Banc de Chatry and the coast. There are depths of 7 to 9m, rock covered by a thin layer of mud with poor holding ground. This anchorage should be used only in neap tides, as the currents are strong.

Caution.—An area used for oyster-breeding lies in the entrance of Baie du Saint-Michel, with its NW corner about 2.3 miles ESE of Pierre de Herpin Light. This area is marked by buoys and all seabed activities are prohibited within it.

Shellfish beds (mussels), marked by beacons, extend over a wide area in the S part of the bay. Vessels are prohibited from taking the ground or anchoring in the vicinity of these beds.

3.35 Pointe du Roc (48°50'N., 1°37'W.) terminates W in a steep cliff, 5.7 miles NNW of Pointe de Champeaux. It forms the W extremity of a small peninsula. A conspicuous signal station (wooden structure surmounting a blockhouse) is situated on the point. A main light is shown from a prominent tower, 16m high, standing on the point.

The coast between Pointe de Champeaux and Pointe du Roc is fronted by a bank which extends up to 4.5 miles seaward in places. Several drying patches lie on this bank.

Le Videcoq (48°50'N., 1°42'W.), a rock which dries 0.8m, lies about 3 miles W of Pointe du Roc. It is the outermost danger at the edge of the coastal bank and is marked close SW by a lighted buoy.

Basse Parisienne, an isolated rock with a depth of 4.2m, and Banc Rondehaie, with a least depth of 3.5m over sand and shells, lie about 2.8 miles SW, and 2 miles S, respectively, of Le Videcoq.

3.36 Granville (48°50'N., 1°36'W.) (World Port Index No. 36110) is located about 1 mile E of Pointe du Roc and characterized by extreme ranges of tide. The commercial harbor consists of an avant-port, protected by two jetties, and a wet

basin. There are facilities for cargo vessels, fishing boats, ferries, and pleasure craft.

Tides—Currents.—The tides rise about 11.7m at springs and 5.3m at neaps. At equinoctial springs the tide rises about 13m. The height of tide is affected by the prevailing winds. Fresh W winds cause higher tides, and E winds lower the level of the water; differences may exceed 0.6m. The flood tidal current enters the avant-port with a rate of about 2 knots at the center of the channel and along the E jetty from about mid-tide until 30 minutes before HW; during this time a countercurrent flows out along the W jetty.

Depths—Limitations.—The avant-port dries 4.9 to 7m. It has a mud bottom, 1m thick, over rock. There are three ferry terminals in the SE part which can be used by vessels up to 50m in length and 6m beam. These ferries run to the Iles Chausey and, seasonally, to Jersey.

A channel, dredged to a drying height of 3.8m, leads from the port entrance to the wet basin gate. The passage is 19.8m wide and the sill of the gate has depths of 4.8 to 10.3m over it, depending on the tide. There are five berths, 94 to 255m long, in the wet basin, with depths alongside of 3.8 to 4.5m at HWN and 7.1 to 7.7m at HWS. Generally, vessels up to 120m in length and 19m beam can be accommodated, with drafts of 4 to 7m depending on the height of the tide.

The port can only be approached near HW and vessels with drafts over 4.6m should contact the local authorities prior to arrival.

An extensive marina, known as Port de Herel, is situated close E of the commercial harbor and is protected by breakwaters.

Aspect.—Le Loup Lighted Beacon (48°50'N., 1°36'W.), 24m high, stands 0.6 mile SE of Pointe du Roc and marks the approach channel giving access to the port. Banc de Tombelaine, parts of which dry, lies about 1 mile SW of this beacon.

A water tower, with a domed top, stands about 1.2 miles E of Pointe du Roc. It is the highest and only prominent landmark standing near the built up area of the town when viewed from seaward.

Pilotage.—Pilotage is compulsory for vessels over 45m in length and for all vessels carrying dangerous cargoes.

Vessels should send an ETA and request for pilotage 24 hours in advance or on departure from a previous port if the time is less. The message should state the draft, vessel dimensions, and type and tonnage of dangerous substance carried.

The port may be contacted on VHF channel 12, or through a coastal radio station, for 1 hour 30 minutes before and after HW. The marina may be contacted on VHF channel 9.

Pilots may be contacted by VHF and usually board in the vicinity of Le Videcoq Lighted Buoy (48°50'N., 1°42'W.). In bad weather pilots will board within 0.5 mile of Le Loup Lighted Beacon.

Regulations.—See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for rules pertaining to vessels in French waters.

When the passage gate is open, commercial traffic has the right-of-way over other vessels between the wet basin entrance and Le Loup Lighted Beacon.

Anchorage.—Vessels waiting to enter the port can anchor S of Le Videcoq Lighted Buoy in a depth of 7m. During W gales, vessels should anchor in Grande Rade de Cancale. During N gales, vessels should anchor in the lee of Ile Chausey (48°53'N., 1°49'W.).

Directions.—The best time for entering the port is 30 minutes before HW. After passing Le Loup Lighted Beacon, vessels should steer N and pass as close as possible to the E jetty. The countercurrent always runs out along the W jetty.

Once the bow is sheltered by the E jetty, the flood current, acting on the stern, assists the vessel in turning to starboard toward the entrance of the wet basin.

Caution.—A small explosives dumping area lies off the N side of Banc de Tombelain, 1.3 miles S of Pointe du Roc.

Entry to the port is difficult and local knowledge is required.

During strong W and NW winds, a choppy sea is formed in the entrance to the port. Vessels entering at this time should have a draft of at least 0.8m less than the depth in the channel.

Pointe du Roc to Nez de Jobourg

3.37 The W coast of the Cotentin Peninsula is one of the most inhospitable coasts of France. There are few prominent objects, and it is bordered by dangers which join with those of Jersey, the Iles Chausey, and Plateau des Minquiers. Fog is frequent and the tidal currents are strong.

This coast is exposed to W and N winds; there is no secure anchorage.

Passage de la Deroute and Deroute de Terre are the two main passages which lead from the Race of Alderney, and to the S of Plateau des Minquiers and the Iles Chausay. These channels are little used due to the currents, and the inadequacy of the navigation aids marking them. At night, Deroute de Terre is the only practical channel.

Vessels bound for Saint-Malo or Granville, from the Race of Alderney, normally proceed W of Jersey and Plateau des Minquiers. In clear weather, the reefs E of Jersey are not too difficult to negotiate.

Regulations.—The IMO has issued recommendations for navigation within the Race of Alderney. For further information, see paragraph 4.1.

An area encompassing most of the Channel Islands has been designated an Inshore Traffic Zone, and may best be seen on the chart. For further information, see paragraph 4.1.

See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for rules pertaining to vessels in French waters.

Caution.—Due to the very large range of tide in this area, islands, islets, and rocks have a marked difference in appearance at high and low water.

Local magnetic anomalies and abnormal variation can be expected within an area bounded by lines joining Cap de Carteret, Sark, and Cap de Flamanville.

Plateau des Minquiers

3.38 Plateau des Minquiers is a large mass of rocks and reef, some of which are always above water. The reefs are generally connected by extensive banks of shingle, gravel, and sand.

Near the center of the group parts of the banks dry, and the reefs are higher and closer together. The plateau encompasses about 130 square miles and its center lies about 12 miles S of Jersey. The principal dangers lying in the vicinity of the plateau are marked by lighted beacons and lighted buoys.

Maitresse Ile (48°58'N., 2°04'W.), 15m high, is the tallest rock of the group. Several stone cottages stand on this rock and a flagstaff is situated near the N end next to an emergency helicopter landing site. A beacon tower stands on a group of drying rocks close NE of this rock.

Les Maisons (48°59'N., 2°10'W.), lying about 4.5 miles W of Maitresse Ile, are three remarkable, steep, above-water rocks. A beacon tower stands on one of the rocks.

Brisants du Sud, with depths of less than 2m, lie about 6 miles SW of Les Maisons. Brisants du Nord-Ouest, with a least depth of 0.2m, lies 5 miles W of Les Maisons.

A wide berth should be given to the W side of the plateau as the sea breaks along the line between the lighted buoys marking this edge.

Le Four, a rock which dries 5.5m, lies about 5.5 miles SW of Maitresse Ile.

Les Sauvages (48°54'N., 2°01'W.), a detached rocky shoal, has a least depth of 1.8m. It lies close off the S side of the plateau and is marked by a lighted buoy moored close SE.

Basse Nord du Plomb (48°52'N., 2°02'W.), an isolated shoal with a depth of 9.7m, lies about 1.8 miles SSW of Les Sauvages and is the outermost danger in this vicinity.

Les Ardentes (48°58'N., 1°52'W.), forming the E extremity of Plateau des Minquiers, is a group of rocks, the highest of which dry 2.1m. A lighted buoy is moored close ESE of the easternmost rocks, about 7.5 miles E of Maitresse Ile.

Caux des Minquiers (49°00'N., 2°00'W.), a large group of drying and below-water rocks, forms the NE part of the plateau. Basse Nord-Est des Caux, with a depth of 1.2m, is the northeasternmost danger of this group. It is marked close NNE by NE Minquiers lighted buoy, moored about 6 miles ENE of Maitresse Ile. A shoal, with a depth of 5.9m, lies about 0.4 mile NE of the lighted buoy.

A rock, with a depth of 3m, the NW danger of Caux des Minquiers, lies about 3.5 miles NE of Maitresse Ile.

The Iles Chausey

3.39 The Iles Chausey, consisting of an extensive group of islets, rocks, and shoals, lies between Plateau des Minquiers and Pointe du Roc. The group extends about 7 miles E from Les Rondes de l'Ouest, its W extremity. The islets and rocks rise from a bank, much of which dries, that is steep-to on the N and W sides.

At LW, the E side is inaccessible to deep-draft vessels, as sandbanks close the channel between the Iles Chausey and the coast N of Pointe du Roc. Vessels should not approach closer than 0.5 mile to the islets and rocks on the S side of the Iles Chausey.

Vessels arriving from foreign ports are prohibited from visiting the Iles Chausey without first obtaining clearance at Granville, or some other French port.

The individual rocks and islets of the Iles Chausey should not be used to fix the vessel's position. Because of the great range of tide, the appearance of these islets and rocks is

continually changing. Only those in possession of local knowledge can positively identify the individual features at all states of the tide.



Iles Chausey Light

Grande Ile Chausey (48°52'N., 1°49'W.), on the S side of the group, is the principal and largest islet. Numerous pleasure craft may be encountered in the vicinity of the islet during the summer. A main light is shown from a square tower, 19m high, standing on the SE end of this islet.

A conspicuous former signal station (white building with a black flagstaff) is situated on an elevation near the NW end of the islet.

Le Pignon Lighted Beacon, 20m high, stands on a drying rock, about 4 miles ENE of Iles Chausey Light.

Two channels, marked by beacons, lead through the archipelago and are available to small vessels having pilots with local knowledge.

Anchorage, sheltered from NW to N winds, can be taken off the SE side of the Iles Chausey, between Grande Ile Chausey and Le Founet, about 5 miles ENE. The bottom is sand and shells, good holding ground.

3.40 La Catheue (49°07'N., 1°47'W.), a drying rock, lies near the middle of Banc de le Catheue and is marked on the SE side by a lighted buoy. The bank consists of a chain of sandbanks extending about 5 miles NNW with its S end located about 5.7 miles NNW of Pointe du Roc.

Roche d'Agon, an extensive group of above-water and drying rocks, extends up to about 3 miles seaward from the coast.

Le Ronquet (49°00'N., 1°37'W.), the highest rock in the group, is surmounted by a lighted beacon tower.

Basse Le Marie (49°02'N., 1°48'W.), about 9.5 miles N of Grand Ile Chausey, is a rocky ledge which dries 1.5m. A lighted buoy is moored close SW of the ledge and a buoy (special) is moored about 0.6 mile ENE of it.

Chaussee des Boeufs (49°07'N., 1°47'W.) is a group of rocky ledges, some drying, lying 4.5 miles N of Basse Le Marie. Le Boeuf, the highest rock, is marked by a beacon tower. Dangerous wrecks (positions doubtful) have been reported to lie about 2.5 miles SW and 0.8 mile S of this beacon.

Basse Jourdan, a rock with a least depth of 0.2m, lies about 1.6 miles ENE of Le Boeuf at the E end of Chaussee des

Boeufs. A lighted buoy is moored about 0.5 mile E of this shoal.

Le Senequet (49°05'N., 1°40'W.), a drying rock, lies near the W edge of a rocky ledge which extends up to about 3.5 miles from the coast. A main light is shown from a tower, 26m high, standing on this rock.

Dangerous shoals extend up to about 1 mile W and NW of the light and are marked by a buoy.

Les Nattes, a group of drying rocks, lies 2.5 mile SW of Le Senequet Light and is marked by a buoy. The entire area between this group and the light is encumbered with rocks on which the sea breaks during strong W winds.

3.41 Les Dirouilles (49°18'N., 2°02'W.) lies 4 miles N of the NE end of Jersey. This area of foul ground consists of numerous detached rocks and, with the exception of four small rocks in the SW part, covers at HW. Les Burons, two conical rocks about 3m high, are the tallest rocks in the group.

Les Ecrehou (49°17'N., 1°56'W.), lying close E of Les Dirouilles, is an area of reefs with its central part composed of many islets and numerous rocks connected by drying sand banks.

Maitre Ile (49°17'N., 1°56'W.), 7m high, is the largest islet of the group and a beacon stands on its summit. Marmotier, a craggy islet, lies 0.4 mile N of Maitre Ile and is surmounted by a group of buildings. L'Ecreviere, a rock which dries 9m, lies about 0.8 mile E of Maitre Ile.

Ecreviere Bank extends about 2 miles SE from l'Ecreviere; the seas are very rough over this bank when the tidal current is against the wind. A lighted buoy is moored close SE of the SE end of the bank. Vessels can anchor, in a depth of 14m, gravel, about 1.5 miles SSE of Maitre Ile and W of the S end of the bank.

Basses de Taillepied and Bancs Feles lie about midway between Les Ecrehou and the French coast. Basses de Taillepied lies with its N end located 2.8 miles NE of Maitre Ile. This reef extends about 2.7 miles SE and in its N part has one rocky head which dries 0.7m.

Bancs Feles extends E from Basses de Taillepied and consists of ridges of sand and broken shells on which lie several rocks, one of which dries 0.9m.

Plateau des Trois-Grunes (49°22'N., 1°54'W.), a group of drying and below-water rocks, lies about 5 miles NNE of Maitre Ile and 3.5 miles W of Cap de Carteret. The group is marked on the W side by a lighted buoy. A small area lying close E of this lighted buoy is prohibited to navigation due to the deployment of measuring devices.

3.42 The coast between Pointe du Roc and Le Senequet, 15 miles N, is fringed by a bank, which dries up to 3.5 miles offshore in places, and is fronted by dangers extending up to about 6 miles seaward.

Pointe d'Agon (49°00'N., 1°35'W.) is located 10 miles N of Pointe du Roc. A light is shown from a tower on a dwelling, 12m high, standing on this point.

Havre de Regneville, a drying harbor, is entered close E of Pointe d'Argon and is used by small craft. Local knowledge is required for entry.

The spire of the belfry at Blainville, standing inland 4 miles N of Pointe d'Agon, is conspicuous.

Cap de Carteret (49°22'N., 1°48'W.) is a dark headland which terminates in a rocky cliff. A main light is shown from a prominent tower, 18m high, standing on this cape.

A signal station is situated near the light and a conspicuous house stands 0.7 mile E of it. A large conspicuous white building with a gray roof stands near the beach, 1.4 miles ESE of the light.

Havre de Carteret, a small harbor, lies 1 mile E of Cap de Carteret. It is used by local fishing vessels and pleasure craft.

Portbail, a small drying harbor, lies 4.7 miles SE of Cap de Carteret. It is used by small craft and yachts. A conspicuous water tower stands close N of the entrance.

3.43 Passage de la Deroute (49°15'N., 1°50'W.) and **Deroute de Terre** (48°54'N., 1°38'W.), two channels, lead from the Race of Alderney (Raz Blanchard) to S of Plateau des Minquiers and the Iles Chausey. At night, only Deroute de Terre is practicable. Passage de la Deroute is used, except for local traffic, only by vessels bound for or coming from, Saint-Malo and Granville.

Passage de la Deroute is frequently used by ferries. Other such vessels save little time by using these routes, and it is simpler to pass W of Plateau des Minquiers and Jersey, and E of Sark (49°26'N., 2°21'W.).

These channels are little used because they are situated outside the principal commercial routes, the tidal currents are strong, and landmarks are difficult to identify.

Because of the great range of tide, the passages between the reefs are not difficult to negotiate at HW. Local knowledge is essential for these channels.

Passage de la Deroute passes W of Plateau des Trois-Grunes, between Les Ecrehou and Basses de Taillepied, between Plateau de l'Arconie and Les Boeufs, and between Plateau des Minquiers and Les Ardentes to the NW and the Iles Chausey to the SE. There are depths of 4 to 10m between Les Ecrehou and Basses de Taillepied.

Deroute de Terre passes E of Plateau des Trois-Grunes, between Bancs Feles and Cap de Carteret, between Les Boeufs and Le Senequet, and between the Iles Chausey and Pointe du Roc. Deroute de Terre passes through depths of 2.5m between Plateau des Trois-Grunes and Basse le Marie, and 1m between Basse le Marie and Pointe du Roc.

Entree de la Deroute (48°54'N., 1°55'W.) separates the Iles Chausey from Plateau des Minquiers. The channel is 3.5 to 5 miles wide, but is not generally used due to the strong and erratic tidal currents. It leads into Passage de la Deroute.

Caution.—Several dangerous wrecks, which may best be seen on the chart, lie in the approaches to Entree de la Deroute, Passage de la Deroute, and Deroute de Terre.

3.44 The coast between Cap de Carteret and Cap de Flamenville, 9.5 miles NNW, consists of dunes and sandy beaches, separated by rocky points. Pointe du Rozel, located 6 miles NNW of Cap de Carteret, is the most notable.

Cap de Flamenville (49°31'N., 1°53'W.), surmounted by the ruins of a disused signal station, consists of a high, steep cliff.

Two towers of a nuclear power station stand 1 mile N of the cape and are very conspicuous from seaward. A small basin lies close W of these towers. The narrow entrance, which faces NW, is located at the S end.

Bancs de Surtainville, with a least depth of 3.5m, and Le Caillou, a reef with a least depth of 3.9m, extend about 2 miles offshore between Cap de Carteret and Cap de Flamanville.

Basse Bihard, with a least depth of 2m, lies about 2.6 miles offshore, 4.8 miles S of Cap de Flamanville.

Anse de Vauville (49°37'N., 1°55'W.), between Cap de Flamanville and Nez de Jobourg, about 9 miles NNW, is bordered E by a drying bank extending about 0.3 to 0.5 mile offshore. The E shore of the bay consists of a sandy beach backed by rounded hills covered with vegetation, except near the center where the sand dunes of Biville can be seen.

The bay provides shelter during winds from the N through E, to S. Anchorage can be taken in the SE part about 2.5 miles NNW of Dielette. The area has depths of 8 to 15m, sand and gravel, poor holding ground.

Dielette (49°33'N., 1°52'W.), a small drying harbor, lies in the S part of the bay, 2 miles NNE of Cap Flamanville. It is used by small craft and fishing vessels.

Caution.—A firing danger area lies within Anse de Vauville and extends up to 4 miles from the coast. The N limit lies 1.7 miles S of Nez de Jobourg and the S limit lies 3.4 miles N of Cap de Flamanville.

A prohibited anchorage area, in which navigation is restricted, lies adjacent to the entrance of the basin fronting the nuclear power station, N of Cap de Flamanville. This area extends up to 0.6 mile offshore and is marked by buoys.

Local magnetic anomalies may occur in the vicinity of Dielette.

3.45 Nez de Jobourg (49°41'N., 1°56'W.), a promontory 127m high, is fronted by a steep cliff and surmounted by the ruins of an old signal station.

A prominent radar surveillance station is situated 1.5 miles NE of this promontory.

A conspicuous chimney, 100m high, and several buildings of an atomic energy reprocessing plant stand on the summit of the high land, 2.5 miles E of Nez de Jobourg. It is reported that this chimney can be easily identified on radar when approaching from the W before the surrounding land appears above the horizon.

Basses de la Dossiere, a group of below-water and drying rocks, fronts Nez de Jobourg and extends up to about 1.2 miles NW. Basse du Rhin, the northwesternmost rock, has a depth of 2.2m.

Les Huquets de Jobourg (49°39'N., 1°57'W.), a reef with below-water and drying rocks, lies centered 1.5 miles S of Nez de Jobourg and is about 1 mile long. The highest rock of the group dries 5m and lies on the S side.

Basses Saint-Gilles, with a least depth of 2.3m, lies about 1.5 miles SSW of Nez de Jobourg and is separated from the W end of Les Huquets de Jobourg by a passage about 0.5 mile wide.

Huquets de Vauville, a small group of drying rocks, lies 2 miles SSE of Nez de Jobourg and about 0.3 mile E of the E end of Les Huquets de Jobourg. The highest rock dries 5.4m.

Caution.—An area within which diving, anchoring, or fishing are prohibited lies in the N part of Anse de Vauville and extends up to 2 miles S of Nez de Jobourg.