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NORTH BISCAIY
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Caution

Every effort has been made to ensure the accuracy of this supplement. It contains selected information and thus is not definitive and does not include all known information on the subject in hand; this is particularly relevant to the plans, which should not be used for navigation. The Author and Imray Laurie Norie and Wilson Ltd believe that its selection is a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him.

This supplement contains amendments and corrections sent in by cruising yachtsmen and women, in addition to those taken from official sources such as *Notices to Mariners*. The authors and publisher would like to thank users of the pilot who have kindly submitted information. In particular, we are grateful for the reports from Pierre Maillet, Mike and Pat Pocock and Michael Slater in 2006, and from Bill Roberts and Phil Batten in 2007.

The updating of pilot guides is an ongoing process and the publisher is always pleased to receive information, sketch charts or photographs for incorporation in future supplements or new editions.

Page references are made to *North Biscay*, 7th edition, 2005.

The last input of technical information was March, 2007.

Mike and Gill Barron
March 2007

This supplement is cumulative. Corrections added since Supplement No. 1 are marked with an asterisk *. Corrections added since Supplement No. 2 are highlighted in blue and marked by two asterisks **.

*Page 17 Plan 1

Delete fog signal, *Whis*, and associated symbol, at light-buoy La Valbelle in position 48°26'.42N 4°50'.02W.

**Page 17 Chenal du Four

Plan 1 **Rouget light-buoy** 48°22'.1N 4°48'.9W delete *Whis*.

**Page 21 Goulet de Brest

Plan 2 **Basse du Charles Martel buoy** (port) 48°18'.9N 4°42'.2W delete *Whis*

Plan 2 **Fillettes buoy** WCM 48°19'.8N 4°35'.7W delete *Whis*

**Page 25 Brest

A new marina is proposed between the Rade Abri and the Port de Commerce. Work is going on and is expected to be complete by July 2008.

Page 27 Landernau

Recent report does not recommend drying out at Landernau due to increased silting against the wall, making it difficult to avoid leaning inwards uncomfortably.

**Page 35 Camaret-sur-Mer

Plan 7 does not show the fuel dock available at Port Vauban which is accessed from inside and outside of the N end of the wave breaker.

**Page 37 Camaret to Morgat

Plan 8 **Basse Vieille buoy** IDM 48°8'.2N 4°35'.8W delete *Whis*

**Page 47 Ile de Sein

Plan 11 **Cornoc-an-ar-Braden buoy** (starboard) 48°3'.2N 4°50'.9W delete *Whis*

Page 50 Data box at top of page

(5.7kts) should be deleted from last line in first column and appended to the end of the first line of the second column so that it reads N – Brest HW +4¾ to -¾ (5.7kts).

*Page 54 Audierne

Major dredging work is currently in progress in the Marina and should be completed by summer 2006, giving improved facilities and will attract visitors from the overcrowded anchorage at Sainte Evette.

*Page 55 Plan 14

Delete fog signal, *Whis*, and associated symbol, fog signal, at **Gamelle Ouest** light buoy in position 47°59'.5N 4°32'.8W.

**Page 55 Audierne

Plan 14 New buoy PHM 48°00'.7N 4°32'.3W. Note that this is very close to waypoint 97.

Plan 14 **Gamelle Ouest** WCM 47°59'.5N 4°32'.9W delete *Whis*.

Page 62 Lesconil

The main harbour has been dredged. The entrance now has a depth of 1.5m and much of the inner harbour has a depth of 3m.

*Page 67 Sainte Marine

The harbourmaster has reported that visitors are not limited to a stay of one night and may stay as long as they wish.

Page 94 Doëlan approach and entrance

By day

Delete final sentence and replace with: This transit passes a red beacon PHM marking Basse le Croix and the SHM buoy that replaces Le Four tower, destroyed in 1996.

**Page 95 Doëlan

Plan 27 **Leading lights** 014° *Rear* 47°46'.5N 3°36'.3W light characteristic changed to Oc(3)R.12s27m9M.

****Page 96 Le Poldhu**

The harbourmaster reports that in April 2007 the entrance channel was close to the bank on the W side through the first bay and then crossed to the Guidel Plage side. The E channel, shown by dotted lines on Plan 28, was not open. Apparently, there should be 'plenty of water' over the bar at high water on a tide with a coefficient of 85 or more for a boat drawing 1.5m.

The deep water on the E side of the river N of the Port de Plaisance is completely full of moorings but these may be available by application to the harbourmaster and can take boats up to 12m, although the official maximum length for visitors is 9.5m.

***Page 101 Approaches to Lorient**

Amend **Rade de Pen-mané** light, in position 47°44'.42N 3° 20'.96W, to Q.R. 7m2M.

****Page 101 Lorient**

Plan 30 **Les Truies Ouest SHM** 47°41'.1N 3°23'.4W delete *Whis*

***Page 102 Lorient – Locmiquélic (Ste-Catherine)**

The marina has been enlarged and can welcome 50 visitors on pontoons plus 16 on moorings.

****Page 102 Lorient – Locmiquelic (Ste-Catherine)**

The marina has been enlarged and enclosed and has a lit entrance. See www.locmiquelic.com for details and a good aerial photograph.

Lorient – Kernével

A new larger marina is now under construction (2005) and will have 300 berths.

***Page 102 Lorient – Kernével**

The marina has been enlarged. Visitors pontoon is at the S end of the N basin.

***Page 103**

Lorient – Pen-Mané

This marina is now open, with a new protecting heavy pontoon, and can receive up to 29 visitors. Reported depths are 1.5 to 3 metres.

Lorient – Blavet River

The Blavet river is now well marked all the way to Hennebont. The small pontoon close to the bridge was much used by local boats, particularly after work. There is a fore and aft mooring, marked visitors, at the top end of the trot. This is suitable for a maximum of two small boats.

***Page 111 Etel**

Approaching the Etel River it is necessary to call *Semaphore d'Etel*. Mme Pene does not answer to *Etel Pilot*. The marina is currently in the process of enlargement and reports suggest a doubling of capacity.

****Page 112 Etel**

Etel Marina has been extended northwards and enclosed. The tidal stream is much reduced inside the marina although we have had a report of turbulence making manoeuvring difficult. Take care when entering or leaving as you pass from the fast tide in the river to the slacker tide inside the marina or vice versa.

Page 117 Chart IVB

46 Port du Crouesty should be 45 Port du Crouesty
45 Golfe de Morbihan should be 46 Morbihan anchorages

Page 121 Le Palais – The wet basin and La Saline marina

In final paragraph, replace '0700 daily' with 'HW±½ on request'.

*The lifting bridge opens at HW±½hr, on request.

Page 129 Plan 39

Er Rouzès ECM shown as a buoy at 47°22'N 2°54'W is a temporary buoy marking the position of the damaged Er Rouzès ECM beacon.

Page 131 Ile Hoëdic – Argol via the Soeurs Passage
By day

Men Groise N beacon tower should be Men Groise ECM beacon tower.

Page 133 Plan 40

Er Rouzès ECM shown as a buoy at 47°22'N 3°54'W is a temporary buoy marking the position of the damaged Er Rouzès ECM beacon.

Er Palaise WCM shown as a buoy at 47°20'N 3°55'W is a temporary buoy marking the position of the damaged Er Palaise WCM beacon.

Page 140 Approach to the Morbihan

By day

In the last sentence of the first paragraph, 'starboard' should be changed to 'port' so the sentence reads:

Approach leaving Méaban SCM and Bagen Hir ECM to port.

Page 147

Port Navalo

The final sentence should read:

This spot is exposed to the W and disturbed by the wash from ferries.

***Port du Crouesty –Plan 45**

Amend the light on **North Jetty Head**, in position 47°32'.48N 2°54'.14W to read – Fl.R.4s9m7M (shown on Plan as Oc(2)R).

***Page 160 The Vilaine to Arzal**

A recent report suggests that the outer approach to the Vilaine appears to be silting and the depths were 'marginal'.

****Page 160 The Vilaine to Arzal**

Depth restrictions. The outer approach to the Vilaine is silting and the depths are 'marginal'. It is best to assume 0.5m over the bar.

Page 161 Plan 48A

The transit of Billiers church in line with Penlan lighthouse should be 025° (not 023°)

The W Varlingue passage

Second sentence should read:

The transit is Billiers church in line with Penlan lighthouse on 025° (not 026°).

****Page 161 The Vilaine to Arzal**

Plan 48A. The transit of Billiers church in line with Penlan lighthouse should be 025° (not 023°)

The W Varlingue passage – by day

The transit is Billiers church in line with Penlan lighthouse on 025° (not 026°).

****Page 162 The Vilaine to Arzal**

Facilities at Arzal. Fuel has been moved away from the quay to a dedicated pontoon.

****Page 165 La Roche Bernard – Port Neuf**

The visitors' pontoon has been replaced by a 60 berth marina. Visitors should look for a berth on the first finger of the downstream side or call the marina office.

****Page 165 La Roche Bernard – Ashore in La Roche Bernard**

It is incorrectly stated that there is no chandlery in La Roche Bernard. In fact, there is a good chandlery in the boatyard at the upstream end of the marina.

****Page 166 Redon – Cran Bridge**

Cran bridge has clearance of 5.8m. Its opening times have changed and are now 0900, 1000, 1100, 1430, 1630, 1830 and 1930 in summer.

***Page 167 Redon – Berths and anchorages**

Visitors' pontoons are on the port side just through the lock. However, other empty berths can still be used with the harbourmaster's permission.

****Page 167 Redon – Berths**

Visitors' pontoons are on the port side just through the lock. However other empty berths can still be used with the harbourmaster's permission.

****Page 167 Ashore in Redon**

The excellent covered market is open Mondays, Fridays and Saturday mornings. Also there is a large Leclerc hypermarket within a mile along the road to Nantes.

***Page 168 Piriac-sur-Mer – Marina**

The Marina is reported to have been enlarged to take more than 800 boats. There are only some 20 berths reserved for visitors but many more may be available during the season.

Page 174 Le Croisic approach and entrance

By day

Amend the final sentence to read:

For an anchorage or mooring, when the fish market is abeam, turn to port to enter Le Pool or to starboard to go up to the drying harbour.

****Page 177 Le Pouliguen**

Visitor's report

This port has smartened up even more with a new Capitainerie, marina toilets and showers in the old Yacht Club building at the entrance on the Eastern bank. The old toilets and showers are still available above the bridge, but the old Harbour Office has now closed down. There are many new pontoons and Le Pouliguen is now as smart as Pornichet. The Yacht Club appears closed mid-week even in July. A very welcoming marina.

***Page 189 L'Herbaudière –Berths**

The visitors' pontoon is reported to have been redeveloped, to give more visitor space and better protection from the NW swell.

****Page 189 L'Herbaudière – Berths**

The visitors' pontoon has been redeveloped to give more visitor space and better protection from the NW swell. The new visitors' berth is the first pontoon on the port side but in season there is usually a harbourmaster's dory to meet visitors' boats.

***Page 190 Noirmoutier Anchorages**

At Bois de la Chaise a great many moorings have been laid occupying all the best water. Except at neaps, it may be difficult to find enough depth to anchor, sheltered from the SW.

****Page 191 Port de Morin**

Extensive work has been undertaken to improve the marina. It has been dredged and a new sea wall has been built. This provides much improved protection. There will ultimately be 900 berths on pontoons. However, the marina still dries at spring tides.

Page 197 Port de la Meule

In second paragraph, amend 'bear' to 'bears' and 'the lighthouse' to 'Les Chiens Perrins WCM beacon'.

Page 199 Saint-Gilles-Croix-de-vie – Caption to Photo 64.2

In line 3 'N jetty' should read 'Grand Môle'.

Page 200 Les Sables d'Olonne – Caption to Photo 65.2

Second sentence should read:

Visitors must secure to the pontoon and report to the office to be given a berth.

***Page 205 Jard-sur-mer. Pilotage and Plan 67**

The white beacons giving an approach transit of 038° have been slightly moved and the approach transit is now 036°.

***Page 209 Charante –Chart V11B – Les Baleineaux – Light**

Amend the light in position 46°16'N 1°35'W to read VQ.23m7M.

**Page 213 Marans – Plan 69*

A recent visitor reports that the Fairway Buoy (⊕403) has been moved to 46°16'.8N 01°10'.2W (⊕404 is unchanged). There was sufficient depth found to lie afloat over LW at a short distance above Le Corps de Garde (which is useful if locking out of Maranse in the late afternoon).

***Page 217 Ars-en-Ré*

Plan 70A Le Fier d'Ars leading lights 265.8° have been replaced by a directional light Dir Oc.WRG.4s10-7M.

**Page 219 Saint-Martin-de-Ré. Plan 71*

Amend the light on NE Point of Grand Môle to – Fl.G.2.5s10m5M (position 46°12'.49N 1°21'.92W).

**Page 221 La-Flotte-en-Ré. Plan 72*

The visitors' berth shown on the hammerhead in the outer harbour on Plan 72 is shown on some other charts as being dredged so that yachts may lie afloat. A recent visitor reports that, as of July 2005, it dried to very soft mud.

***Page 239 Boyardville*

By day and Caption 79.2. The fuelling structure illustrated in the photograph 79.2 has been removed.

Page 240 The Seudre River from the N

By day

In 2nd para, line 9, amend 'starboard' to read 'port'.

***Page 240 The Seudre River from the N*

By day

In Supplement No 2 it was incorrectly stated that 2nd para, line 9, should be amended 'starboard' to read 'port'. Passing Agnas to port is the correct route for the Chateau d'Oléron. For the Seudre River it is better to leave Agnas to starboard as stated in the 7th Edition.

***Page 241 Plan 80A*

Agnas ECM has been changed to Agnas SHM.

**Page 245 Approaches to La Gironde – Plan 81A*

Delete fog signal, Whis at G Buoy, in position 45°30'.4N 1°15'.4W.

**Page 249 Port Medoc – New Marina*

A recent report indicates that the ⊕446 is in position 45°33'.40N 01°03'.45W. The reception berth is now at the far end by the Capitainerie (not at the marina entrance).

***Page 257*

Le Rouget buoy (starboard) 48°22'.04N 4°48'.88W delete Whis

Fillettes buoy (WCM) 48°19'.8N 4°35'.7W delete Whis

Basse Vieille buoy (IDM) 48°8'.2N 4°35'.8W delete Whis

***Page 258*

Cornoc-an-ar-Braden buoy (starboard) 48°3'.2N 4°50'.9W delete Whis

Karreg Kreiz (ECM) 47°46'.0N 4°11'.4W delete Whis

***Page 259 Doëlan*

Leading lights 014° Rear 47°46'.5N 3°36'.3W light characteristic changed to Oc(3)R.12s27m9M

***Page 262*

Les Baleineaux 46°15'.8N 1°35'.2W light characteristic changed to VQ.23m7M

Le Fier d'Ars leading lights 265.8° have been replaced by a directional light Dir Oc.WRG.4s10-7M.

Saint-Martin-de-Ré

Mole head 46°12'.5N 1°21'.9W light characteristic changed to Fl.G.2.5s10m5M.