



Atlantic France

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Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The authors, the RCC Pilotage Foundation and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position-fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

Author's Caution

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

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

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Nick Chavasse, March 2017

Pages 13 and 15 (plans) Ile Vierge Lt
Delete fog signal.

Page 16 L'Aberwrac'h

The outside of the marina wavebreaker is untenable in strong north and north-westerly winds. Bus connection to Brest. The shuttle bus to Landéda operates only in July and August.

Page 19 (plan)

Chenal de la Helle Luronne WCM

Delete Bell fog signal.

Chenal du Four

Delete Le Tendoc PHM buoy and Taboga IDM
Amend Tournant et Lochrist PHM lightbuoy to Fl.(2)R6s.
Amend La Lieu PHM Bn Tr is newly lit at L'Aber-Ildut.
Fl.R.2.5s4M
Amend La Valbelle PHM lightbuoy to Fl.R.2.5s
Amend Sainte Paul PHM lightbuoy to Fl.2.R.6s
Amend Le Conquet South pierhead to Fl.G.2.5s
Amend Le Grande Vinotière PHM Tr Bn to Fl.R.4s12m5M
Amend Roche de la Fourmi SHM buoy is newly lit. Fl.G.4s

Page 23 Anse de Bertheaume

Bay taken up by a plethora of moorings but more importantly outside of these there are literally dozens of pots which would make entering at night unwise. These stretch, though are not restricted to, between Les Chat cardinal mark and Roche du Pecheur.

Page 24 Goulet de Brest Tidal Streams

The maximum current of 6.4/3.1 knots 3 hours after HW Brest shown in the Rade de Brest should refer to a position just north of the Pte des Espagnols, (the most northerly point on Presqu'île de Quélern) and NOT to the bay on the east side of Presqu'île de Quélern. Similarly the 4.3/2.2 current shown for the same time in the Goulet de Brest should refer to a position further to the southeast.

Page 29 Brest

Marina du Château There are no longer visitors' berths on the S side of the fuel pontoon. All the visitors' berths are now on the pontoon along the South Breakwater. Rafting may be necessary. Restaurants, bars and a chandlery have been opened.

Page 35 (plan) River Aulne

There are new power lines across the river just above the Pont de Térénez. Clearance 33m.

Page 37 Port Launay

The toilets are reported as being very basic.

Page 37 River Aulne. Châteaulin to Port Launay

In June 2012 a yacht drawing 1.92m hit an unmarked obstruction in mid river at 48°12'·262N 4°04'·938W just after the Kayak Centre heading towards Port Launay. Considerable damage was sustained. The best water is said to be on the SE side of the river in this area.

The caption to the photo at top right is wrong. It should be Guily Glaz lock looking upstream.

Page 38 Ile de Térénez to Pont de Térénez

The landing at Port Styvel is no longer there and the path through the woods to Landevennec is non-existent. Also the anchorage is fully occupied by rusting naval hulks on moorings.

Page 39 (plan) Le Bouc WCM

Delete Bell fog signal.

Page 40-41 Camaret-sur-Mer

If available, the finger berths on pontoon A in Port Notic are much more convenient than Port Vauban, albeit with a slightly tiresome wave slapping in winds from E to S. Some of the visitors' mooring buoys in the bay are too close together for comfort. There are (baroque) concerts at 2100 on Monday nights during July and August in the Chapelle Rocamadour close to the Vauban tower.

It is reported that there is plenty of room to anchor inside and to the east of the western fishfarm.

Page 49 Douarnenez (plan)

The Passe de Guet dries 1.7m.

Port Rhu and Grande Passe

Delete Dir Fl(5)WRG.20s16m5/4M.

Ile Tristan and Entrance to Port Neuf and Port de Rosmeur

Amend Ile Tristan Lt to Fl(3)WR.12s35m16M

Amend entrance Lts on Port Neuf pierheads to

Fl(2)G.6s9m6M on N side and Fl(2)R.6s6m6M on S side.

Amend entrance Lt on N side of entrance to Port de Rosmeur to Fl(3)G.12s6m6M

Tréboul

The port office has moved 100m further into the town.

Page 50 Port Rhu

The bottom outside the Port Rhu lock dries 1.1m *not* 3m.

Page 52 Ile de Sein (Box) Tidal Streams N approach

This should read

SE Brest HW -0300 to +0400

Slack Brest HW +0430

NW Brest HW +0500 to -0400

Page 56 The Raz de Sein from the north by night

The first paragraph should read as follows: Make good 180° in the white sector of *La Vieille*. When Le Chat turns from green to white, steer 215° until the flashing light on Tévennec opens. Then steer 150° past La Vieille and Le Chat.

Page 57 (plan)

Delete Fog Signal at La Vieille Lt.

Amend the light on La Plate WCM Tr Bn to

Q(9)15s.19m.8M

Baie de Trépassés. The WPT should be labelled 77-Trépassés-1

Page 61 Audierne (plan)

Amend lights.

Lervily Lt Amend to Fl.WR.4s20m14/11M

St Evette Jetty Lt Amend to Fl(2)R.6s2m4M

Kerkadec Lt Delete Fixed R (321 - 341)

Raoulic Jetty Lt Fl(3)RG.12s11m6M (shore-R-034 -G-085°-R-shore)

(NB The approach from the SE is no longer lit and is not advised at night)

Page 64 Pte de Penmarc'h (plan)

Eckmühl Lt. Delete Horn fog signal.

Pte de Trevignon (plan)

Amend light to Fl(2)WRG.6s14-11M

Page 68 Le Guilvinec

In May 2013 there was only a single Visitor's berth on the NW side of the inner harbour but in 2014 there was an additional pontoon on the SW side with room for 4 yachts of about 12m alongside and the possibility of rafting. Water and electricity on the pontoon.

Pages 69 & 70 Lesconil

Approach In 2014 a new SCM lightbuoy had been placed at 47°46'·69N 4°10'·94W but in 2015 it was moved further out to 47°46'·53N 4°10'·63W. This buoy replaces Les Bleds SCM Bn Tr which is partially destroyed 0.9M to the N.

Berthing There are now 18 berths for visiting yachts on finger pontoons on the W side of the harbour. Water and electricity on the pontoons.

This former fishing port is definitely now yacht friendly. The whole of the projecting wall on the W of the N harbour, Quai de Langoguen, is given over to 18 finger berths on a new pontoon with power and water. Boats larger than 14m should make prior arrangements with the helpful HM. Monday evening and Wednesday morning markets with various fish shops on Quai de la Criece.

Page 73 Loctudy. (plan)

No sectors should be shown for Perdrix Bn Tr as the Tower is unlit.

The drying wreck shown in the middle of the anchorage should be deleted. A line of 3 small green unlit buoys now marks the channel N of the marina.

Page 76 Bénodet (plan)

Amend rear Ldg Lt to Oc(3)12s48m14M

Amend front Ldg Lt to Dir.Oc(3)G.12s11m10M

Delete SHM buoy off Pte de Kergait

There is now a fishfarm SW of Pte de Combrit at 47°51'·50N 4°07'·32W

Page 81 Quimper

For crew changes a useful direct bus service runs to the Roscoff ferry terminal (unavailable in June 2014) and Quimper is well connected by bus with the Bénodet Bay ports.

Page 85 Iles de Glénan

By GPS. The Brilimec Channel from the south uses

⊕ Brilimec-1 which is wrongly numbered 136 and should be 139.

Page 96 Pointe de Trevignon (plan)

Amend light to Fl(2)WRG.6s14-11M

Page 101 River Belon

The six smaller moorings mentioned are now no longer reserved for visitors.

The three large visitors' buoys are linked by a lazy line joined in the centre by bowlines, however in the strong currents they do not necessarily make things any simpler.

The three large round buoys are as seen in the mid left of the bottom picture on page 101. Each is about 5' diameter. Because of lack of space and strong currents on the corner you should moor fore and aft to 1 and 2 or 2 and 3. It is certainly possible to put 3, and if not too large 4, boats between each pair.

Page 107 Doëlan

The large mooring buoy for visitors inside the breakwater has been replaced by 8 fore and aft visitors' moorings.

Page 113 Lorient (plan)

Basse de la Paix SHM buoy (west of La Paix BRB Tower Bn) in the approach has been moved 125m to the SW.

Page 115 Lorient Marina (Port de Commerce)

Bicycles are available free of charge. The mainline railway station is 10 minutes away by taxi. (Incoming crews need to know that taxi drivers only understand 'Port de Plaisance' NOT 'Port de Commerce'). The tourist information office is adjacent to the marina office. The marina is particularly suitable for leaving boats under the watchful eye of the helpful marina staff.

Page 117 The River Blavet and Hennebont

There are now no power cables over the river. Just below the low bridge there are two pontoons on the east side of the river. The southern one is for visitors and can accommodate a 12.5m yacht. It has water and electricity. The depth alongside is less than 1m at springs but is in very soft mud.

Page 121 Port Tudy (plan)

Amend light on northern pierhead to Fl(2)G.6s12m7M.

Port-Lay

In 2012 there were 12 white visitors' buoys outside the harbour.

Page 123 Locmaria

The cottage formerly used as a back leading mark for the LL on 350° is now almost totally obscured by a large bush so that the approach has to be on the bearing of the small white beacon on the cliff edge. In 2014 there were only 8 or 9 visitors' buoys in the anchorage outside the harbour.

Page 124 East end of Ile de Groix

47°37'.99N 3°25'W

Useful anchorage for those looking for shelter from westerly winds (without visiting Port Tudy) on the east coast of Ile de Groix at Les Sables Rouge, just south of Pte de la Croix.

Page 128 Etel

Berthing In 2013 it was reported that there is now a long Visitors Pontoon moored in the river alongside the southern breakwater. It is subject to strong currents particularly on the flood.

Page 133 Sauzon

Inner Harbour In 2013 a yachtsman sailing a bilge-keeler reported that the bottom is not only firm and sandy but also flat for drying-out.

Page 135 Le Palais

The Wet Basin and La Saline marina There are showers available in a building on the right side of the Sauzon road up the hill from the lifting bridge by the fork to the Citadel. Entry by magnetic card obtainable from the HM. Rubbish bins are on the N side of La Saline marina.

The times of opening of the gate to the Wet Basin are wrong as printed and should read local HW -0045 at neaps and -0200 at springs but the times of opening and closing vary according to the tidal co-efficient. A timetable is available from the HM. The gate is operated only between the hours of 0600 and 2200.

Page 137 Stêr-Wenn

The west side of the anchorage is now a bird sanctuary with access prohibited. And there are now no mooring rings on that side.

Page 139 ⊕ 226-Herlin is wrongly printed in Col 1. It should be 47°17'.94N 3°10'.39W

Page 146 Ile Hoëdic

Argol via the Chevaux Passage by day. The first and second lines should refer to Ile aux Chevaux NOT Châteaux.

Port de la Croix It has been pointed out that the later stage of the approach between ⊕ 268 and ⊕ 269 passes over a rocky spur with less than 2m over it. At LW springs it might be necessary to divert to the West from ⊕ 268 on about 280° for 0.75 M before changing to 020° and only heading for ⊕ 269 when it bears West.

Page 147 (Plan)

Grand Mulon Bay

47°20'.38N 2°51'.55W

Rock shown as Beg er Lannegi on the northern side of Grand Mulon Bay, on the eastern side of Hoëdic, uncovers earlier than shown on the chart. At 1.8m tide it is awash by a good 0.3-0.5m.

N of Grand Mulon

Uncharted rock: <2m

Position: 47° 20.340'N 002° 51.612'W

Depth: 0.8m.

An uncharted rocky shoal lies off the northern beach in the bay. The drying rocks to the north are correctly charted, but the reef exists further south, beyond that indicated by the contours. The Imray chart, the smaller scale coastal French chart and the Navionics charts all miss this.

Page 149 The museum in the fort now has an exhibition of the 1759 Battle of Quiberon Bay.

Page 154 The caption on the lower photo should refer to the Pointe de Kernevest NOT Kerbihan.

Page 155 Sainte-Philibert River and ⊕280 Philibert-1 spelt incorrectly.

Page 157 Port Navalo to Auray (plan)

Pte de Kerisper mis-spelt as are Petit Vezid and Anse du Talier.

Page 159 St Goustan

Yachts of moderate to deep draft can only stay afloat at LW during neap tides as the bottom is hard. Also the fore and aft moorings are fairly closely spaced and do not accommodate yachts of more than 36ft OA.

Page 160 Vannes

The HM's telephone number has changed to 0297 015520.

In 2014 a road tunnel was under construction to replace the swing bridge at the entrance to the Vannes canal. Depths were shallow at the waiting pontoon and it was inadvisable for deep-draught yachts to arrive before the first opening of the bridge.

Page 167 Ile Aux Moines, Les Rechauds (NW tip)

Beware an unmarked rock 50m south of Les Rechauds SCM. The rock is about 1m below low water springs; CD about 0.5m. It is approximately half way between the SCM and the ferry quay to the south. Suggested passage is to keep very close to the ferry quay before turning to port towards the visitors' pontoons.

Page 169 Golfe de Morbihan

Pte d'Arradon (plan) Amend the red Bn immediately NE of Truie d'Arradon red tower Bn from R to BY NCM.

Delete the port and starboard Logaden buoys and insert a new Logaden PHM buoy 200m southeastwards.

Page 165 Port du Crouesty

Facilities. 24-hour fuel available. Self-service with credit card.

Page 168 Golfe de Morbihan (plan)

The Ile de Geibzig is misnamed, it should be Ile de Creizig.

Page 175 Penerf (plan)

Only the East Channel is now marked and the beacons marking the West and Central channels including that on La Traverse have been removed. Not including Le Pignon PHM Tr Bn there are 3 PHM Bns and 5 SHM Bns marking the East Channel. There are 4 white visitors' buoys just NW of the IDM off the village of Penerf.

Page 177 The Villaine to Arzal (Plan)

In 2012 it was reported that there has been silting in the river below the lock and the depths shown on the plan are less than those shown but in 2015 depths were reported to be as shown.

Page 179 La Roche Bernard (inset plan)

In 2013 some of the southernmost moorings had been replaced by a long visitors' pontoon with no facilities but with access to the shore by a dinghy on a continuous loop.

In 2013 there was a small chandlery at Port Neuf.

Page 180 La Roche Bernard and Foleux (box)

In 2015 the HM was contactable on VHF Ch 09 during working hours.

Arzal to La Roche Bernard Overhead power cables – those with high masts may like to know that the HT cables between the lock at Arzal and Roches Bernard have a clearance of 26m.

Page 181 Foleux

Craning out is available at Trevelo Maritime Atlantic

Page 182 Redon

The swing bridge at Cran In 2014 the opening hours between 1st April and 30th September were 0930, 1030, 1130, 1400, 1600, 1800 and 1900.

Page 185 Piriac-sur-Mer (harbour plan)

The area within the lifting sill should not be shown as drying and coloured brown but should be coloured blue.

In 2014 the chandlery had closed down.

Page 187 La Turballe

The aluminium kiosk, on the starboard side as you enter the marina, is the fuel berth and on the aerial photo the island pontoon (obscured by a V on the plan) appears rather like another boat.

Page 188 Le Croisic

The outer LL on 156° is continuously lit with Q.Fl.Red lights which are almost in line with the large belfry in the middle of the town. The next LL on 174° is not continuously lit and the back mark is obscured by trees until one is on the LL. Many of the moorings in The Pool dry at LW springs. Deepest water at buoys on NW of area.

Le Croisic Leading marks not as described in pilot at 47° 17.934'N 002° 30.697'W.

Second pair of leading marks into Le Croisic



Third pair of leading marks into Le Croisic



Page 194 Pornichet Marina

In 2012 all the visitors' berths on the hammerheads had much less depth than 2.8m. The 4th hammerhead berth on the starboard side had only 0.7m at LAT and other hammerhead berths had less than 2m.

Page 196 Saint-Nazaire

Visitors now berth alongside the quay in the SW corner of the Bassin de Sainte-Nazaire in front of the redundant fish co-operative and ice factory. This quay is open to the public and has no facilities. The telephone number of the Bassin de Saint-Nazaire HM and East Lock-keeper is changed to 02 40 45 39 00.

The lock gates which HMS *Campbeltown* rammed during WW II were those of the huge Louis Joubert *forme-écluse* which leads into the Bassin de Penhöt from seaward. This

was the only dry dock on the Atlantic coast of occupied Europe big enough to take the German battleship *Tirpitz*.

Page 199 Nantes

Ponton Anne de Bretagne and Ponton Belem have now been combined into one long Ponton Belem the west end of which is for visiting yachts. Trentemoult marina has been dredged and may be able to accommodate a visiting yacht up to 12m LOA. Ponton des Chantiers is on the Ile de Nantes and is for commercial vessels. Ile de Nantes is being developed into a leisure park.

The passage up the River Loire to Nantes is enlivened by the sight of various artistic follies including a large and apparently perfect house semi-submerged in the river and a yacht falling over the lock gate at the eastern end of the Ancien Canal.

Page 203 Pornic (plan)

There are now a pair of red and green lightbuoys Fl.R.4s and Fl.G.4s marking the approach channel and placed 250m SSW of the entrance and marking the approach channel. These replace the RW fairway buoy shown further in on the plan.

Page 208 L'Herbaudière

Night Approach from South 'When the breakwater head light turns from Green to White steer 188° and proceed as above'.

If approaching the harbour near LW keep to port when between the last pair of lateral buoys before entering the harbour as there is a reef with only about 1m over it extending into the channel for about 20m from the SHM. The channel is dredged to 1.3m and the LL leads clear of the reef but the marks are difficult to see in daylight.

L'Herbaudière will not accept any yacht over 14m from 15 July to 15 August due to space limitations. A good alternative is Pornichet which has expanded pontoon O (first on port side on entry) to accommodate large yachts.

Page 210 Port de Morin

In 2013 there was a small red buoy in the middle of the channel between the breakwaters. Leave it to port on entering. Also there were no red visitors' buoys and the visitors' berths are on the east side of the first pontoon to starboard when entering. The harbour dries to flat mud and with 1m draft the harbour should be entered above half-tide.

Page 215 Port Joinville

Ashore In 2012 a correspondent reported an excellent English-speaking computer accessories shop and internet café ('Océan Numerique') next to the Super-U supermarket just past the PO.

Page 219 Saint-Gilles-Croix-de-Vie (plan)

The sectors of the lights shown on this plan are wrong. Grosse-Terre Lt is sectored 290°-R-339°-W-125°-R-145°. And the Lts on the port and starboard pierheads are unsectored Fl.R.4s and Fl.G.4s respectively.

Caption bottom photo is wrong. The green-topped lighthouse is on the Grande Môle at the end of the buoyed channel and carries no light.

Page 221 Les Sables d'Olonne

The inner Ldg Lights (red panels by day) on 328 are halfway along Georges V quay on the port side of the entrance channel and NOT on the starboard side. The red panels are difficult to see against the background blocks of flats.

P229 Charente (plan)

Delete the RW LF buoy (PA) at 46°05'.59N 1°42'.51W

Page 234 Marans

The visitors' pontoon now has finger berths. In 2010 a yacht drawing 2.2 m negotiated the River Sèvre and the canal up to Marans without grounding.

Page 237 Ars-en-Ré

It has been reported that the 232.5 approach channel dries 3.0m NOT 3.4m at 46°13'.17N 01°29'.85W just before the final yellow pile on the starboard side on entry.

Page 239 Sainte-Martine-de-Ré

In August 2010 a fin-keeled yacht sank into the mud on a falling tide at the waiting pontoon along the Grande Môle and was unable to leave until half flood. She stayed upright but the toilet inlet pipe blocked. Do not start the engine!

There is no electricity on the pontoon in the outer harbour.

Page 243 La Rochelle

(Plan) Tour Richelieu. Amend light to Fl(2)R.6s.

(Inset plan) Both marked WCs have showers as well and the more northerly one has the Capitainerie on the first floor.

Port de Minimes The enlargement of this marina to provide an extra 1400 berths was completed in 2014. The approach channel on 059°T (as before) has been marked with new buoys and beacons (lit and unlit) but is straightforward. Arrangements for visiting yachts are as before but the fuel berth has been moved to the east of the visitors' pontoon.



(Image courtesy of Minimes Marina)

There are 3 good chandlers on the E side of Minimes Marina.

The visitors' berths on the pontoons in the Vieux Port were dredged to 2m in 2012.

All the marinas are closed to visitors in late September because of La Rochelle Boat Show.

Pages 250 & 251 La Charente (plans)

The three green SHM buoys which were previously unlit at the entrance to the river are now lit as follows: Sablière Fl.G.2.5s, Fontenelles Fl(2)G.6s and Moulière Fl(3)G.12s.

The visitors' buoys are reported to be further E than shown and are off Fort Lupin.

Page 253 Rochefort

There is a 16-tonne crane in the marina and a bigger one in the Commercial Dock where larger yachts can be lifted out. The replica 18th-century frigate *L'Hermione* was completed and sailed for America in the spring of 2015. She has now returned from that inaugural trip and is based at Rochefort but she does go out on passage from time to time. She is not always at home.

Page 254 St-Denis-d'Oléron

At the entrance to the harbour the deepest water is reported to be on the starboard side and in the approach the shallowest water is by the second port-hand buoy.

The tide gauge, which can be seen on the W side of the harbour entrance against the background of the middle of the pontoon gangway, is reported as showing 40cms less depth than is correct.

Lift-out and storage is now available.

Page 263 La Seudre (plan)

There is a wreck drying 1.1m just N of a line joining La Palette and Trompe de Sot PHMs in the Coureau d' Oléron at 45°49'·73N 1°10'·73W

Delete Pte du Mus de Loup Lt Oc.G.4s8m6M at the SW end of the road bridge at the entrance to the River Seudre.

Page 264 Château d'Oléron

The plan on page 261 shows the approach marked by beacons but apart from the outermost SCM beacon the others are withies.

A visitor to this harbour (dries to flat mud) in 2013 says that because of crowding it is essential to get permission to enter by telephoning the Mairie (☎ 067950490) before entering.

Page 267 Approach to Basin d'Arcachon (plan)

There is an obstruction at 44°32'·50N 1°17'·55W marked by a BRB IDM just to the west of it.

Pages 267 & 271 Entrance to La Gironde (plans and waypoint insets)

In 2014 the entrance channel moved southward and the BXA LF buoy has been moved to 45°34'·11N 1°26'·63W. No 6 SCM stays where it was but the other lateral marks up to No 7 have been moved as appropriate.

Page 271 Approaches to La Gironde (plan)

There is a wreck on the Plateau de Colruan westwards at 45°35'·56N 1°12'·30W

Page 272 Tidal Strategy

It has been suggested that when exiting the Gironde by the Grande Passe de l'Ouest, Royan or Port Medoc should be left well before LW so as to be in the narrow part of the channel between No.9 and No.3 buoys when the stream is changing and just starting to flood.

Page 274 Bonne Anse

(Box) The location of Bonne Anse should be 45°42'N 1°12'W.

The approach described is now obstructed by a sandbank. A winding entrance channel through the sandbanks is re-buoyed at the commencement of each summer season. In 2014 instructions from the HM at La Palmyre were to leave the main channel between buoys 9 and 10 and steer towards the water tower until the lateral buoyage of the harbour approach can be seen.

Pages 270 & 295 Arcachon Marina

The telephone number is ☎ +33 (0)890 711 733, not +33 (0)55223 675.

Page 279 Port de Meschers (Plan and text)

The fixed blue leading lights are changed to Q.G.3M

Pages 281 & 293 Bordeaux (plans and text)

Pont d'Aquitaine. Amend clearance to 49m.

Also, there is a new bridge under construction at 44°51'·46N 0° 33'·13W between the entrance to Basin No1 and Pont de Pierre. It will have a central lifting section with a clearance of 5.4m when closed. Navigate with care.

Warning

Bordeaux port area is undergoing a major redevelopment programme which started in Nov 2016 and is expected to go on for several years. www.bordeaux-port.fr/en/marina gives some detail and explains that Bassin No 2 is closed. Consequently, cruising yachtsmen are not made welcome and there are effectively no facilities for the time being. There are some elaborate plans and in time, Bordeaux port will become an attractive port for yachtsmen.

However, if you are prepared to make the best of an inhospitable commercial dock under redevelopment, then the city of Bordeaux has much to offer. Entry was permitted into Bassin No 2 in July 2016, with no questions asked.

Page 285 Cavernes

Cavernes is a small village on the south bank 16km above Bourg on the Dordogne. The river is buoyed occasionally but not lit. The depth in the channel is generally over 2m. The river is crossed by three electricity cables just above Bourg (height 27m) and four bridges (least height 19m above ML) below Cavernes. Note there are only three bridges shown on Navionics charts dated 2017 and on SHOM 7427_5 dated 2003. The fourth bridge is positioned at 44°57'·04N 00°27'·14W. Additionally there is another set of power cables (height 27m) at 44°56'·32N 00°26'·85W, 0·5M downstream of Cavernes, and which are shown on the charts.

Page 287 Port Medoc

(Box) The telephone number is now ☎ 0556096975

(Plan) ⊕ 446 Port Médoc has changed to 45°53'·40N 1°03'·57W

Page 289 Pauillac

There is now a visitors' pontoon orientated N/S just inside the entrance on the porthand side.

Page 298 Port d'Arcachon (plan)

The harbour office has moved westward to near the fuel station.

Page 322 VIII The Gironde and Basin d'Arcachon to Hendaye waypoints

⊕ 438 BXA Gironde 45°34'·11N 1°26'·63W

⊕ 446 Port Médoc 45°33'·40N 1°03'·57W

⊕ 458 Bordeaux, Pont de Pierre 44°50'·50N 0°34'·00W

Pages 323 - 329 Lights**Chenal du Four**

La Valbelle PHM lightbuoy is changed to Fl.R.2.5s

La Grande Vinotière Tr Bn is changed to

Fl.R.4s.12m.5M

Basse St-Paul PHM lightbuoy is changed to Fl(2).R.6s

Insert Roche de la Fourmi SHM buoy is newly lit Fl.G.4s

Chenal de la Helle

La Grande Vinotière and La Fourmi as above
Amend Tournant et Lochrist PHM lightbuoy to Fl(2)R.6s

Douarnenez

Ile Tristan. Amend to Fl(3)WR.12s35m16M
Port Rhu. Delete Dir.Fl(5)WRG.20s16m5/4M

Raz de Sein

La Plate WCM Bn Tr Amend Lt to Q(9)15s.19m.8M

Sainte Evette (and Audierne)

Amend Pte de Lervilly to Fl.WR 4s20m14/11M
Amend St Evette Jetty Hd Lt to Fl(2)R 6s2m7M
Amend Raoulic Jetty Lt to Fl(3)RG 12s11m6M Shore-R-
034 -G-085 -R-shore.

Pte de Penmarc'h

Eckmühl Lt. Delete horn 60s.

Bénodet

Amend front Ldg Lt to Dir.Oc(3)G.12s11m10M
Amend rear Ldg Lt to Oc(3).12s48m14M

Pte de Trevignon Amend to Fl(2)WRG.6s14-11M

Port Tudy North mole head. Amend to Fl(2)G.7M

Le Pouliguen Petits Impairs. Amend to Fl(3)G.12s

La Rochelle Richelieu Tr Bn. Amend to Fl(2)R.6s