



RCC Pilotage Foundation Atlantic France

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Further updates are available, as they come in, via the Cruising Notes page of the Pilotage Foundation website at <https://rccpf.org.uk/Pilotage-Notices>

Caution

Whilst the RCC Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the contents of this book, it contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied upon alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation. The RCC Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC Pilotage Foundation, the author and the publishers do not accept liability for any loss and/or damage, howsoever caused, that may arise from reliance on information contained in these pages.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as Notices to Mariners.

Positions and waypoints

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

Bearings and lights

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

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

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

Acknowledgements

Mike Redfern, Sarah McIlwaine, Nick Charman, Susan Watts, Stephanie Connor, Charles Arbuthnot, Stuart Davis, Antony Wells, Michael Gill, Richard Marsh, Jim Gorman

Page 28 L'Aber-Ildut

The starboard hand beacon, Pierre de L'Aber, marking the channel into L'Aber-Ildut, has not seen any green paint for very many years. It is totally rusty! A new marina has been built which has 480 places and 20 are reserved for visitors. L'Aber-Ildut is worth a visit!

Page 31 Baie du Stiff, Île d'Ouessant

The visitors' buoys do not appear to be properly maintained. It is recommended not to leave your boat unattended. Bike hire is good but appears to work only when the ferry arrives and departs.

Page 51 Brest, Moulin Blanc

Good for overwintering, good walks, close airport and 30 min bus to Brest city centre.

Page 55 L'Aulne, Guily Glaz

The power lines above the viaduct at Guily Glaz have been removed.

Page 78 St Evette

Fuel is not available at St Evette. The facility was removed some years ago.

Page 147 Locmaria, Île de Groix

There are now about 10 (not 20) mooring buoys outside Locmaria harbour.

Page 160 Le Palais, Belle Île

There are now some rubber walk ashore pontoons in the south corner of the Avant Port.

Page 175 Port Haliguen

There are very significant improvements underway until 2020. The heavy machinery involved creates considerable noise and dirt during the working week.

Page 188 Morbihan

Good little anchorage in 2m SW of Île Brannec sheltered in NE wind.

Page 208 La Vilaine, Cran Bridge

Jetty on south bank on the downstream side for boats waiting for the bridge to open. The get ready signal is one red and one green.

Page 209 La Vilaine, Redon Marina

Visitors' pontoon is situated just outside the lock to the grand basin on the northwest side of the basin. Minimum depth in Redon Marina is reported to be 2m. Fuel berth is now situated outside the basin on the port side of the inlet channel next to a derelict tug. Self-service diesel available with payment by credit card.

Page 225 La Loire

The tidal strategy for pilotage from St Nazaire to Nantes is based on tide times for Nantes. To make this clearer in the pilot book please add 'Nantes' after low water in line 1 and again in line 6 when referring to high water.

Page 252 Bourgenay

Entrance channel has reduced depth. Stay close to north side of channel when entering between harbour walls after Port entry point.

Page 301 La Gironde, Pass Sud (Passe de Grave)

It is reported that the Passe du Sud/de Grave is effectively closed. Apart from the landfall buoy (45°30'4N 01°15'5W) all the others have been removed. Storms have shifted the banks so the entrance is no longer viable even in benign conditions.

Page 307 Royan

Royan de-mast facilities include a 1.5 tonne crane but is limited to masts under 15m and under 300kg. Maximum engine weight lift is 1,000kg and maximum boat weight is 26 tonnes using a travel-lift.

Page 308 Port Médoc

De-mast facilities available through Tylan Accastillage who also run the local U Ship franchise at Port Medoc.

Page 321 Bordeaux

The waiting pontoon outside the entrance to Basin No 1 and Basin No 2 has been temporarily removed while the dockyard is being refurbished.