

SAILING DIRECTIONS CORRECTIONS

PUB 191 **8 Ed 1996** **LAST NM 22/00**

Page 21—Lines 39 to 45/L; read:

Regulations.—See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for information pertaining to vessels sailing within the waters of the United Kingdom.

Note.—For information concerning the offshore route along this stretch of the English Channel, including reporting systems and regulations, see Sector 4.

(NIMA)

23/00

Page 46—Lines 35 to 53/R; read:

Ile Grande to Les Heaux

3.11 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 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 a prominent gray tower and dwelling, 20m high, standing on Ile aux Moines, the S most island

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Page 47—Lines 17 to 18/L; read:

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 maximum 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.

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Page 47—Lines 22 to 42/L; read:

Mean Ruz Light (48°50'N., 3°29'W.) is shown from a pink 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.

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 boats 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 boats and pleasure craft. A directional sector light indicates the approach channel leading between the dangers fronting the shore in this vicinity.

3.13 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.

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.

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 and Guindy Rivers.

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Page 47—Lines 54 to 57/L; read:

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.

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Page 47—Lines 11 to 14/R; read:

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.

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Page 47—Lines 18 to 21/R; strike out.

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Page 47—Line 26/R; read:

a prominent pink tower with a green roof on a dwelling, 65m high, standing on the largest rock. A radiobeacon is situated at the light. Dangers extend

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Page 47—Line 31/R; read:

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

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Page 47—Line 39/R; read:

an octagonal tower (E cardinal) beacon, 19m high, standing on a drying rock, about 5 miles S

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Page 48—Lines 11 to 16/L; read:

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 N most 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
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Page 59—Lines 48 to 53/R; read:

A dumping ground area for explosives lies centered about 8 miles NW of Alderney with a disused dumping ground area situated close S of it. The limits of these areas may best be seen on the chart.

Another disused dumping ground area, the limits of which may best be seen on the chart, lies about 8 miles SW of Guernsey.

Offshore Routes.—An IMO-adopted Traffic Separation Scheme (TSS) lies NW of Les Casquets and may best be seen on the chart. Rule 10 of The International Regulations for Preventing Collisions at Sea (72 COLREGS) applies in this scheme.

A Lanby (Channel), equipped with a racon, is moored 23 miles WNW of Casquets at the W end of the TSS.

A lighted buoy (East Channel), equipped with a racon, is moored 16.5 miles ENE of the Lanby and 3 miles WSW of the E end of the TSS.

Regulations.—The IMO has issued the following recommendations concerning navigation in the immediate vicinity of the TSS off Casquets:

1. Subject to factors that may affect safe navigation, vessels proceeding from the W part of the English Channel to the Dover Strait or vice versa should use the TSS off Casquets.

2. The Race of Alderney should not be used by vessels other than those proceeding to and from ports in the Channel Islands, to and from ports situated on the French coast between Cherbourg and Ouessant, or to and from the inshore routes in the vicinity of Ouessant.

3. The EC2 lighted buoy is moored 40 miles NE of Cap de la Hague and centered in an area to be avoided with a radius of 2 miles. Vessels proceeding from the TSS off Casquets to the Dover Strait TSS, or vice versa, are recommended to leave this mid-channel area to be avoided to port.

4. Vessels crossing the E or W traffic flow between the TSS off Casquets and the Dover Strait TSS should do so as nearly as practical at right angles. Vessels joining or leaving these traffic flows should do so at as small an angle as practicable.

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, English Channel, and the Atlantic between the Belgian border and 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 giving their intended movements. In addition, such vessels must use the designated Mandatory Access Routes and Channels when approaching a port or roadstead.

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 (France).

Reporting Systems.—The Ship Movement Report System (MAREP) is a voluntary reporting system and its objectives are to assist the mariner, to improve safety of navigation in the English Channel and Dover Strait, and to reduce the risk of pollution off the coasts of the United Kingdom and France in this area.

All merchant vessels of 300 grt and over 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 (United Kingdom).

Vessels in this area are also advised to listen to the appropriate VHF broadcasts by the Channel Navigation and Information Service (CNIS). This service, which is operated

from Dover Strait Coast Guard and CROSSMA Griz Nez, provides information concerning traffic, navigation, and visibility.

Note: Due to the CORSEN-OUESSANT reporting system (see Sector 3) being mandatory in the vicinity of the TSS off Ile d'Ouessant (No. 1) and the CALDOVREP reporting system (see Sector 6) being mandatory in the vicinity of the TSS within the Dover Strait (No. 3), vessels are advised that these systems take preference in those specific areas over the Ship Movement Report System (MAREP), which is voluntary.

(NIMA; 41/99 Trinity House)

23/00