

## SECTOR 4

### THE CHANNEL ISLANDS AND THE NORTH COAST OF FRANCE—THE COTENTIN PENINSULA TO POINTE DE BARFLEUR

**Plan.**—This sector describes the Channel Islands, then the N coast of the Cotentin Peninsula, including the port of Cherbourg.

The descriptive sequence is the island of Jersey; then the islands of Guernsey, Herm, Sark, Casquets, and Alderney; followed by the coast of France N from Nez de Jobourg to Cap de la Hague; and then E to Pointe de Barfleur.

#### General Remarks

**4.1** The Channel Islands lie to the S of the English Channel in the bight formed by the N coast of Brittany and the W coast of Normandy. They consist of the four main islands of Jersey, Guernsey, Alderney, and Sark, with innumerable islets and rocks, a few of which are sparsely populated. The Channel Islands are Dependencies of the Crown of the United Kingdom.

**Tides—Currents.**—The range of the tide in the bight formed by the N coast of Brittany and the W coast of Normandy is large, and as the water flows in and out of Baie du Mont Saint Michel, the tidal currents attain great rates around the islands and in the wider channels; the currents run particularly strong in the Race of Alderney.

Meteorological effects on sea level are probably greater in the Channel Islands than in localities on the N coast of France.

For example, at Saint Helier (49°17'N., 2°07'W.), the height of the sea level appears to be increased by as much as 0.6m during strong and long continued W winds, and to be correspondingly decreased during similar NE winds.

**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. EC2 Lighted Buoy (50°12'N., 1°12'W.) is moored 40 miles NE of Cap de la Hague and centered in an area, with a radius of 2 miles, which is to be avoided. 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, the English Channel, and the Atlantic Ocean 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.

**Regulations—Reporting Systems.**—The Jobourg Vessel Traffic Service (VTS), known as MANCHEREP, is a mandatory reporting system under SOLAS which operates in an area covering the Traffic Separation Scheme (TSS) lying off Les Casquets.

The operational area is bound by the meridians of 2°58'W and 2°00'W, and the latitudes of 50°10'N and 49°20'N.

The following vessels are required to participate in the system:

1. All vessels over 300 grt.
2. All vessels 300 grt and under when either:
  - a. not under command or at anchor in the TSS or its Inshore Traffic Zone.
  - b. restricted in ability to maneuver.
  - c. having defective navigational aids.

Vessels should report 2 miles before entering the area to Jobourg Traffic on VHF channel 13.

Special reporting arrangements can be made on a ship-to-ship basis subject to approval by Jobourg VTS. If vessels cannot communicate by VHF, they should use any other means of communication available.

Reports for MANCHEREP must include the following:

Designator	Information Required
A	Name, call sign, and IMO identification number.
C or D	Position.
E	Course.
F	Speed.
G	Port of departure.
I	Destination.
O	Draft.
P	Hazardous cargo, class and quantity.
Q	Defects (if relevant).

Designator	Information Required
R	Pollution or dangerous goods lost overboard (if relevant).

Jobourg Traffic broadcasts regular information bulletins at 20 minutes and 50 minutes past every hour. These bulletins contain details of marine traffic, warnings, and weather.

The information is broadcast in French and English on VHF channel 80, preceded by an announcement on VHF channel 16.

The VTS broadcasts regular weather reports in French at 0700, 1500, and 1900 (French local time). Special reports in French and English are broadcast at 3 minutes past every hour.

If required, the VTS can provide personalized information on a vessel, especially as a aid to positioning.

The Ship Movement Reporting 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.

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 MANCHEREP 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.

**Directions—Inshore routes.**—A Traffic Separation Scheme (TSS) lies NW of Casquets. The Inshore Traffic Zone (ITZ) is designated as the area located between the S boundary of the TSS and the Channel Islands. It is bounded by lines drawn from the SW corner of the scheme to Les Hanois Light (SW Guernsey), from Saint Martin's Point Light (SE Guernsey) to the S extremity of Sark, from the E extremity of Sark to Quenard Point (NE extremity of Alderney), and from Quenard Point to the SE corner of the scheme.

The general route for vessels making for Guernsey, Jersey, and the N Brittany coast from the N is either to the W of Casquets or through the Race of Alderney, which lies between Cap de la Hague and Alderney.

The Swinge, between Alderney and the island of Burhou, can also be used in clear weather and favorable conditions. Ortac Channel, lying W of Burhou (49°44'N., 2°16'W.), is used less frequently.

Due to the unevenness of the sea bed and the varying rate of the tidal currents, heavy overfalls, which can be dangerous, occur in both the Race of Alderney and The Swinge.

**Directions—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.

**Channel Lightfloat** (49°54'N., 2°54'W.), equipped with a racon, is moored 23 miles WNW of Casquets at the W end of the TSS.

**East Channel Lighted Buoy** (49°52'N., 2°29'W.), equipped with a racon, is moored about 3 miles WSW of the E end of the TSS.

**EC2 Lighted Buoy** (50°12'N., 1°12'W.), equipped with a racon, is moored 40 miles NE of Cap de la Hague (see Regulations).

**Caution.**—Considerable variations in refraction caused by atmospheric conditions have been observed in the vicinity of the Channel Islands.

The practice of taking regular and careful soundings is very important when approaching the Channel Islands, or navigating among them in thick weather or at night. Soundings may give little or no warning on approach to the islands and reefs which, in general, are steep-to and due to the severe velocity of the tidal currents, it is possible for a vessel to be set inside of their boundaries.

Mariners having a thorough knowledge of the depths should be able to anchor in sufficient time to avoid endangering their vessels.

They are also cautioned against relying on distant marks for off-lying dangers, as many of these marks can not be distinguished in clear weather only.

Due to the great range of tide, there is a great difference in the appearance of the islands and rocks at high and low water.

Between the islands there are extensive banks of sand and gravel, as well as other irregularities in the bottom, which may be useful in estimating the vessel's position.

The Channel Islands lie mainly across the direction of the strongest currents and both direction and rate are affected by their presence.

The currents are generally rotatory in a counterclockwise rotation, the E current being of shorter duration and greater strength than the W current; this is particularly noticeable in the S part of the area.

Overfalls and ripples form over submerged rocks and off-lying banks when the tidal current is running strongly; and during periods of poor visibility such indications can be used to an advantage.

Fishing activities in the vicinity of Jersey, Les Ecrehou, and Plateau des Minquiers consist mainly of lobster potting; approximately 40 pots, spread about 18m apart and marked by unlit spar buoys, are laid near the rocks.

Potting boats occasionally work on the edge of Hurd Deep, N of Alderney, and caution should be used while navigating in the vicinity.

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.

## The Channel Islands

**4.2** The Channel Islands, with off-lying islands and rocks, occupy a large portion of the bight between Ile de Brehat (48°51'N., 3°00'W.) and Cap de la Hague (49°44'N., 1°56'W.), about 70 miles NE.

The Casquets, Burhou, and Alderney lie to the N and form a chain of islands separated from the coast of France by the Race of Alderney. Guernsey, with the off-lying islands of Herm and Sark, lies to the NW; Jersey and Plateau des Minquiers an extensive reef, are located in the middle of the bight.

The S side of the island of Guernsey is higher than its N side; whereas, the N side of Jersey is higher than its S side. However, these distinguishing features are not noticeable when first sighting these islands from a distance from the W. As they are approached, the low N part of the land on Guernsey, as contrasted with the S slope of the land on Jersey, should prevent the possibility of either island being mistaken for the other.

The approaches to the Channel Islands present peculiar difficulties to vessels without local knowledge. Vessels approaching from the W in thick weather should stay in depths of 64m or more to keep outside of, or W of, Plateau des Roches-Douvres and Guernsey.

Depths of over 56m lie close W of Guernsey and Casquet Southwest Bank and, occasionally, small gravel knolls, with depths of about 38m, may be heaped up on Hurd Deep by the combined action of gales and tidal currents. In such cases, these knolls may be distinguished from the larger banks by their smaller size and the greater depths surrounding them.

**Hurd Deep** (49°40'N., 3°00'W.), with depths of over 92m, extends about 87 miles SW from a position located 12 miles N of Cap de la Hague. It indicates the approach to the Casquets from the N or NW. The S edge of this deep lies 4 miles N of the outermost dangers in the vicinity of the Casquets.

An increase in depth from 74m to a depth of 92m, or up to 119m, indicates a position lying NW of Guernsey and somewhere in the W part of Hurd Deep; depths of 128m to over 165m are found only N of the Casquets and in the E part of Hurd Deep.

The bottom of Hurd Deep is unusual for the large patches of black mud on it, although there is also considerable rocky ground and other substances. Between this deep and the islands the bottom has no distinctive character, but consists of rock, gravel, hard sand, and other coarse materials.

To the E of the Channel Islands the depths are a safe guide in approaching to within a reasonable distance of the French coast. A line drawn from the E end of Alderney to the E end of Jersey is nearly parallel to the mainland and about 9 miles distant from it. To the E of this line, the depths decrease gradually toward the French coast; S of Jersey the numerous reefs make approach to that coast very dangerous.

**Directions.**—When approaching from the SW and passing W of Guernsey and Casquets, the NW coast of Guernsey should not be approached within a distance of 3.5 miles, due to the numerous off-lying shoals. To ensure being clear of the heavy swell prevalent off this coast, vessels should keep at least 5 miles to seaward.

When approaching from S, vessels should pass well to the W of the buoys marking the W edge of Plateau des Minquiers

(48°58'N., 2°08'W.), as the sea breaks on the edge of this plateau (see paragraph 3.38).

Passage de la Deroute and Deroute de Terre are two routes which lead from the Race of Alderney to the S of Plateau des Minquiers and the Iles Chausey (48°52'N., 1°52'W.), passing E of Les Ecrehou (49°18'N., 1°56'W.) and Jersey. These channels are little used because they do not serve any main commercial route (see paragraph 3.43).

When approaching from the N through the Race of Alderney (49°44'N., 2°05'W.) and bound for Saint Helier, Jersey, vessels should pass 5 miles E of Sark and close W of Banc Desormes (49°19'N., 2°17'W.). They should then pass W of Banc Desormes and proceed to a position located about 3.5 miles W of Grosnez Point (49°16'N., 2°12'W.), steering with La Corbiere Light bearing between 140° and 145°.

At night, vessels should remain within the white sector of the light, which leads between West Rock and Rigdon Bank. They should then alter course to pass W of Green Rock.

The E coast of Jersey can be approached by way of Le Ruau (49°16'N., 2°03'W.), but due to the strength and erratic direction of the tidal currents, vessels usually prefer to proceed via the W coast of the island.

When approaching from the N through the Race of Alderney and bound for Saint Peter Port, Guernsey, vessels should head for either Little Russel, the channel leading between Guernsey and Herm, or Big Russel, the channel leading between Herm and Sark. Care should be taken to avoid Banc du Milieu (49°39'N., 2°09'W.) and Banc de la Schole (49°35'N., 2°13'W.) when using Big Russel.

When approaching from the N or NW, vessels passing W of Casquets and bound for Saint Peter Port should shape a course for either Little Russel or Big Russel, taking care to avoid Casquet SW Bank.

The approach to Little Russel in poor visibility can be dangerous and vessels are advised in such a case to pass around the SW end of Guernsey and approach Saint Peter Port from the S.

**Caution.**—The Channel Islands, surrounded by dangers consisting of numerous rocks and shoals, become more formidable because of the great rise and fall of the tides and the tremendous rates attained by the tidal currents. Gales from the SW and NW send in the heaviest seas among the islands.

This is accentuated by the strength of the tidal currents, particularly between 3 hours before and 3 hours after HW by the shore.

The off-lying rocks fronting their coasts, the strength and varying direction of the tidal currents, and the rough seas caused by the wind and tidal currents during bad weather are all elements of danger. In the vicinity of and between the Channel Islands there are no special characteristics in the depths or in the nature of the bottom to assist the mariner when uncertain of his position.

Heavy gales cause considerable temporary changes in the off-lying sand banks and exposed beaches of the islands; however, SW gales pile up large quantities of sand and shingle, and NE gales wash them away.

## Jersey

**4.3 Jersey** (49°14'N., 2°08'W.), the southernmost and largest island of the Channel Islands, rises to a height of 125m

in its N part. The land slopes gradually from this height to the S coast. The interior of the island is cultivated in small fields. Trees are mostly sparsely scattered except in some valleys. The main town is Saint Helier, situated on the S coast. The best anchorages lie in Gorey Roads, on the E coast, and Saint Aubin Bay, on the S coast.

**Regulations.**—All vessels, including small craft, arriving at Jersey must first call and report at the ports of Saint Helier or Gorey prior to proceeding to any other harbors, marinas, or anchorages where it is intended to land.

**4.4 West coast of Jersey.—Grosnez Point** (49°16'N., 2°15'W.), the NW extremity of Jersey, is a precipitous bluff, 77m high. The ruins of a castle stand on its summit. A main light is shown from a white structure standing on the point. This light structure is difficult to identify, but a conspicuous lookout tower is situated 0.4 mile SW of it.

**Banc Desormes** (49°19'N., 2°17'W.), which is rocky, lies off the NW extremity of Jersey, about 3.8 miles NNW of Grosnez Point. Northwest Head, the NW extremity of this bank, has a least depth of 6.7m and is marked by a lighted buoy moored about 0.7 mile WNW of it.

Rigdon Bank, with a least depth of 3m near its center, lies about 2 miles SW of Grosnez Point. West Rock, with a depth of 10.7m, about 3.8 miles WSW of Grosnez Point, is the outermost danger off the W coast of Jersey.

Approaching from the W, the spire of Saint Ouen Church at an elevation of 72m, and the tall spire of Saint Peters Church at an elevation of 81m, about 2.5 and 3.5 miles, respectively, SE of Grosnez Point, will be the first landmarks to be sighted.

The Quennevais (Quenvais), also known as Blanches Banques, about 1.5 miles SW of Saint Peters Church, is a considerable area of sand hills, and may easily be identified.

**La Corbiere Light** (49°11'N., 2°15'W.) is shown from a prominent stone tower, 19m high, standing on La Corbiere, a conspicuous rock located at the SW extremity of Jersey. This rock lies about 0.3 mile WSW of Corbiere Point, to which it is connected by a causeway over partly drying ledges. A red aircraft warning light is shown from a concrete structure standing on the high ground above the cliffs, about 0.5 mile ENE of La Corbiere.



**Le Corbiere Light**

On nearing La Corbiere, a safe distance off the off-lying dangers can be maintained by keeping the lantern of the lighthouse in line or below the top of the high land behind it.

At night, the red light situated 0.45 mile ENE of La Corbiere, and level with the top of the high land, can be used in-

stead. During the NW gales, especially between HW and three-quarter ebb by the shore, vessels should keep at least 1.5 miles off La Corbiere to avoid breaking seas.

Great Bank, with a least depth of 7m, lies about 1.8 miles NW of La Corbiere Light, forming the S part of Saint Ouen Bay.

Green Rock, with a least depth of 3m, lies about 0.7 mile WNW of La Corbiere, and is the outermost danger located W of La Corbiere.

**Saint Ouen Bay** (49°13'N., 2°15'W.) lies between Corbiere Point and Petit Etaquerel, 3.5 miles N. It is low, sandy, and backed by a seawall from which the land rises to a plateau. The shore of the bay is fronted by drying rocky ledges and below-water rocks extending up to about 1 mile seaward. The bay provides good shelter in offshore winds but should not be used during strong W winds.

A prominent white hotel and a lookout tower, with a radio station, stand on Corbiere Point, at the S end of the bay. La Rocco Tower, 15m high, is situated on a rocky reef 0.4 mile offshore, 1.1 miles NNE of Corbiere Point.

**4.5 South coast of Jersey.—Point la Moye** (49°11'N., 2°15'W.), about 1 mile ESE of La Corbiere, is a high, cliffy bluff. Grosse Tete, a prominent square rock, about 24m high, lies about 0.5 mile farther E.

**Saint Brelade Bay** (49°11'N., 2°12'W.), is entered between Grosse Tete and Point le Fret, about 1 mile ESE.

Large vessels may anchor outside the bay, in depths of about 15m, gravel, with La Corbiere Light just open S of Point la Moye bearing 290°, and the summit of Grosse Tete bearing 336°.

At night, the colored lights of the airport runways, located 1.2 miles N of the head of Saint Brelade Bay, may be seen.

Jument Rock, 8m high with a conspicuous white patch, lies about 0.6 mile WNW of Pointe la Moye and 0.4 mile ESE of La Corbiere Light.

A conspicuous weather radar station stands 0.2 mile N of Pointe la More. The tower, 22m high, is surmounted by a large white spherical cover.

**Noirmont Point** (49°10'N., 2°10'W.) is located 0.8 mile ESE of Point le Fret. A light is shown from a tower, 10m high, standing at the foot of the point. A prominent lookout tower stands on the higher ground above the light.

**Caution.**—During strong W gales, the entire area between the off-lying rocks located S of Noirmont Point is a confused mass of breakers and landmarks at sea level may be obscured by driving spray.

**4.6 Saint Aubin Bay** (49°11'N., 2°08'W.) is entered between Noirmont Point (49°10'N., 2°10'W.) and Point de Pas, about 2.5 miles ENE. A conspicuous chimney, 95m high and floodlit at night, stands at a power station, which is situated on Point de Pas, about 0.3 mile SE of the entrance to Saint Helier. Four prominent tanks are located close N of the power station.

Point Le Croc, a low, sandy point, lies about 1.5 miles farther SE. La Motte, a rocky islet 8m high, lies close S of this point. It is reported that four conspicuous apartment buildings stand on Pointe Le Croc.

Saint Aubin Castle (Fort), located on a large rock lying about 1 mile NNE of Noirmont Point, is conspicuous.

**Saint Aubin** (49°11'N., 2°10'W.) (World Port Index No. 36050) lies on the W side of the bay. This small drying harbor is formed by two piers and its entrance, which faces NE, is 25m wide. It is used by small craft and yachts. Local knowledge is advised.

The W, S, and E approaches to the bay are encumbered by numerous steep-to dangers, making access to the bay through the various channels difficult without local knowledge.

The bay itself dries at the head and is encumbered with numerous drying and below-water dangers.

**Passage Rock** (49°10'N., 2°12'W.), with a least depth of 4m, lies about 1.5 miles WSW of Noirmont Point and is marked close W by a lighted buoy.

Frouquie des Vracheres, with a depth of 2.1m, lies about 1 mile S of Passage Rock. It is the shallowest of a group of rocky shoals which forms the southwesternmost dangers in the approach to the bay.

Les Grunes Vaudin is an extensive group of rocks, many of which dry. SW Rock, which dries 2.1m, lies in the middle of the S edge of the group, about 1 mile S of Noirmont Point. Danger Rock, with a least depth of 1.2m, lies about 1 mile SE of Noirmont Point.

**4.7 Demie de Pas** (49°09'N., 2°06'W.), which dries 6m, lies about 1.3 miles SW of Point Le Croc at the edge of a group of rocks fronting the coast. A lighted beacon, 13m high, stands on this rock. A racon is situated at the beacon.

Les Tetards is a group of rocks, some awash, lying about 0.8 mile W of Demie de Pas.

Icho Bank, with a least depth of 5.8m, is a detached rocky shoal lying about 2.3 miles SSE of Demie de Pas. This shoal forms the outermost SE danger in the approach.

**Tides—Currents.**—The tides in the bay rise about 9.7m at springs and 7m at neaps. The range of the tide may be increased by W winds and decreased by NE winds. The E tidal current along the S coast of Jersey forms a countercurrent in Saint Aubin Bay and the W current sets NW into the bay.

Tide rips, which may be very violent and dangerous, are formed off Noirmont Point with the current setting in either direction. The N tidal current sets across the entrance and into Saint Helier at a rate of about 3 knots during spring tides and the S current has a rate 1 knot less.

**Anchorage.**—Saint Aubin Bay offers good shelter from offshore winds. The best berths lie NW and W of Diamond Rock, a 2.1m patch located about 1 mile E of Noirmont Point. This anchorage area shows general depths of 5m and lies out of the strength of the tidal current.

Anchorage berths closer to Saint Helier are available near Ruaudiere Rock, a drying rock located 1 mile ESE of Noirmont Point. These berths are situated about 0.3 mile N, 0.3 mile S, and 0.4 mile E of the rock, in general depths of 4 to 10m.

Care should be exercised if anchoring close to, or E of, the range marking Red and Green Passage, as several submarine cables are situated in this vicinity.

**Directions.**—There are several channels available to vessels approaching Saint Aubin Bay, all of which require local knowledge. The channels may best be seen on the chart.

Northwest Passage is the most frequently used channel and usual sea route for commercial vessels. It is the safest by both

day and night and has a least controlling depth of 4.3m. The channel leads from the W and passes S of La Corbiere Light, SSW of Pointe le Fret, and S of Noirmont Point Light. The inner part of the fairway is indicated by range lights. The channel is 0.25 mile wide at its narrowest part, off Point le Fret.

Western Passage leads from WSW. It passes S of La Corbiere Light, close N of Passage Rock, and joins the inner part of Northwest Passage, S of Noirmont Point Light. This channel is narrow and the aids are difficult to identify in poor visibility.

Danger Rock Passage leads from SW and passes close SE of Les Grunes Vaudin. It is indicated by range marks.

Sillette Passage leads from S into the W part of the bay and passes E of Les Grunes Vaudin. It is indicated by range marks and joins Northwest Passage.

Red and Green Passage, a shallow channel, leads NNE into the E part of the bay. Middle Passage leads NNW into the W part of the bay. These channels are marked by range marks.

South Passage leads from SSE and passes close E of Les Tetards. It joins Red and Green Passage.

Eastern Passage leads from SE and passes close SW of Demie de Pas Lighted Beacon. It joins South Passage.

It is reported that there are depths of over 6m in all the channels at half tide.

**Caution.**—When approaching Saint Helier and Saint Aubin Bay on the rising tide, between half-flood and HW, vessels should proceed, according to their draft, as most rocks have a least depth of 4m. Exceptions include rocks lying about 0.8 mile S, 1.8 miles SE, and 0.3 mile E of Noirmont Point.

When navigating the passages mentioned above, particular attention should be paid to the height of the tide, the strong currents setting across the reefs, and the difficulty in identifying some of the range marks in poor visibility.

## **Saint Helier (49°11'N., 2°07'W.)**

World Port Index No. 36040

**4.8** Saint Helier, located at the E side of Saint Aubin Bay, is the capital and main port of the island. There are facilities for general cargo, petroleum products, and passengers.

The port consists of Saint Helier Harbour, which encloses Old Harbour; Elizabeth Harbour; and La Collette Harbour.



**Saint Helier**

**Tides—Currents.**—The tides rise about 9.8m at springs and 4m at neaps.

**Depths—Limitations.**—Saint Helier Harbour is entered between Albert Pier and Victoria Pier. An extensive marina is situated in its NW part. Old Harbour, which is enclosed by Saint Helier Harbor, is situated in the NE part and used by fishing vessels and pleasure craft. North Quay, in the center, provides 153m of berthage with a depth of 5.2m alongside. It can accommodate vessels up to 80m in length and 5m draft.

Victoria Pier provides 347m of quayage with depths of 2.2 to 3m alongside. Albert Pier provides 392m of quayage with depths of 2.3 to 3.9m alongside. It is used by catamaran and other passenger vessels.

La Collette Harbour, with two basins, is located S of Victoria Pier. The N basin is used by yachts. The S basin provides an oil and LPG terminal. Tankers up to 95m in length and 6.1m draft can be accommodated.

Elizabeth Harbour is situated W of Saint Helier Harbour. A marina lies in the N part. The main commercial basin is entered between Albert Pier and West Breakwater. There is a ro-ro terminal with two linkspan berths, each 130m long with depths of 6m alongside. Ro-ro ferries up to 130m in length and 5.2m draft use these facilities on a regular basis.

The least and controlling depth in the entrance fairway is reported (1999) to be 2.4m.

**Aspect.**—Elizabeth Castle stands on the rocks fronting the harbor and is conspicuous. A causeway, which dries at half tide, extends 1.2 miles NNE from the castle to the shore of the bay. Hermitage Rock, 28m high, lies about 0.2mile SSE of the castle. Hermitage Breakwater extends between the castle and this rock. It then extends about 0.2 mile SSE from the rock and provides shelter on the N side of the harbor entrance.

The harbor entrance channel is indicated by lighted ranges. The chimney standing on Point de Pas has been previously described in paragraph 4.6. Fort Regent, with a white dome and a signal mast, is situated 0.4 mile N of the chimney and is prominent. A swimming pool stands in the vicinity of the fort. Its concave roof is conspicuous on the skyline.

**Pilotage.**—Pilotage is compulsory for vessels of 50 grt and over. Vessels should send an ETA and request for pilotage through Jersey coastal radio station. Pilots can be contacted by VHF and are available 24 hours. Pilots board vessels approaching from W about 1 mile W of Norimont Point Light and vessels approaching from E about 0.5 mile SSE of Demie de Pas Lighted Beacon.

**Regulations.**—Vessels over 25m in length should obtain permission from port control before entering, leaving, or berthing. A speed limit of 5 knots is in effect within the port.

**Signals.**—Traffic signals are displayed from port control, situated at the head of Victoria Pier, as follows:

1. A green occulting or flashing light indicates vessels may enter but not leave the harbor.
2. A red occulting or flashing light indicates vessels may leave but not enter the harbor.
3. Green and red occulting or flashing lights indicate no vessels may enter or leave the harbor unless instructed by radio to do so.
4. An amber quick flashing light indicates vessels under power and 25m or less in length may enter or leave the harbor contrary to the light signal shown at the time. Such

vessels must keep to the starboard side while passing between the pier heads.

**Anchorage.**—Vessels are prohibited from anchoring in any place other than that indicated by the harbormaster.

**Caution.**—The most dangerous period for a vessel to enter the harbor is from 2 hours 30 minutes before HW until the time of HW, due to the N tidal current, which, at or near spring tides, runs strongly.

In strong winds large vessels are advised to wait until after HW before entering. Reclamation years ago caused a reverse to the normal direction of the tidal current across the entrance to the harbor.

It is reported that the port control (VHF channel 14) has a limited range of only about 8 miles.

**4.9 South coast of Jersey (continued).**—Violet Bank is the general name of the reefs lying SE of the low coast between Point de Pas, close S of Saint Helier, and **La Rocque Point** (49°10'N., 2°02'W.), the SE extremity of Jersey.

The bank dries as far as La Conchiere, a rock, 1.8m high and marked by a beacon, about 2 miles SE of La Rocque Point. Depths of less than 5.5m over foul ground extend nearly 1.8 miles E of La Conchiere.

Icho Tower, 16m high, stands 1.3 miles SW of La Rocque Point and is conspicuous. The upper half of this tower is white-washed and it is situated on a rock surrounded by other high rocks.

Seymour Tower, located about 1 mile ESE of La Rocque Point, is a stone tower, 16m high, with its E, S, and W sides painted white. At HW, this tower is completely isolated, differing in this respect from Icho Tower.

Plateau de la Frouquie consists of numerous submerged and drying rocks. Canger Rock, which dries 3.4m, and La Goubiniere, which dries 5.3m, lie near the W end of the plateau, 3.2 miles SSE of La Rocque Point, and are marked on their NW side by a lighted buoy. Froquier Aubert lies on the SW side of the plateau. It dries 8.2m and is marked by a lighted buoy.

**Monte Ube Light** (49°00'N., 2°04'W.) (rear range) is shown from a framework tower, 14m high, standing 1.2 miles W of La Rocque Point.

**Petite Anquette** (49°09'N., 1°56'W.), a rock drying 6.4m, lies about 2.5 miles E of La Conchiere, and about 1 mile E of the E extremity of Violet Bank. A rocky patch, with a depth of 4.3m, lies about 0.3 mile W of Petite Anquette.

Seal Rocks, some drying up to 1.5m, extend to about 0.3 mile NW of Petite Anquette.

Grande Anquette, a rock drying 8.5m and marked by a beacon, lies about 0.8 mile E of Petite Anquette, and N of Plateau de l'Arconie.

Violet Channel, with general depths of 6.7 to 11.6m, passes S and E of Violet Bank, N of Plateau de la Frouquie, and W of Petite Anquette and Seal Rocks.

A buoy is moored about 1.5 miles WSW of Grande Anquette.

**Caution.**—When navigating in Violet Channel, vessels should pay close attention to the set of the tidal currents which change direction hour by hour.

**4.10 North coast of Jersey.**—The coast between Grosnez Point (49°16'N., 2°15'W.) and La Coupe Point, 9 miles ESE, is

high and cliffy. Below-water and drying rocks extend up to 0.6 mile from the shore in places.

Grosnez Point and Banc Desorme were previously described with the W coast of Jersey in paragraph 4.4. Les Dirrouilles, 4 miles N of La Coupe Point, is described in paragraph 3.41.

**Pierres de Lecq ou Paternosters** (49°17'N., 2°12'W.), an extensive group of rocks, lies centered about 2.5 miles NE of Grosnez Point. Great Rock, 10m high, is located near the center of the group. It is the tallest and most prominent rock.

Flat Rock, which dries 10.4m, and Southwest Grune, with a depth of 0.3m, lie about 0.5 mile, respectively, WSW and SSW, of Great Rock. La Grun de Lecq, which dries 0.9m, lies about 0.5 mile SSE of Great Rock.

On the N side of the group, North Rock, which dries 9m, and East Reef, which dries 2.4m, lie about 0.5 mile, respectively, NNW and NNE of Great Rock. Northwest Reef, awash, lies about 0.9 mile WNW of Great Rock.

Plemont Deep separates Pierres de Lecq ou Paternosters from the N coast of the island.

**Plemont Point** (49°16'N., 2°14'W.) is located 0.8 mile E of Grosnez Point. It is surmounted by a conspicuous hotel. Another conspicuous hotel and a martello tower stand 1.3 miles SE of the point, at the head of a small bay.

**Sorel Point** (49°16'N., 2°09'W.) is located 2.7 miles E of Plemont Point. A main light is shown from a round tower, 3m high, standing on this point.

A prominent television tower, the top of which has an elevation of 232m, stands 1.2 miles ESE of the light.

**Belle Houge Point** (49°15'N., 2°06'W.), fringed by rocks, is the highest headland on the N coast. A conspicuous hotel stands near the head of Bouley Bay, 1.3 miles SE of the point.

Tour de Rozel lies 2 miles ESE of Belle Houge Point and is detached from the shore at HW. This conical white-washed rock is 37m high and prominent.

A conspicuous house, with a red roof, stands 0.5 mile SW of Tour de Rozel, at the E side of Bouley Bay. A conspicuous building, with a turret surmounted by a green conical roof, is situated at the extremity of Nez du Guet, a bluff, 0.4 mile SE of Tour de Rozel.

**Anchorage.**—Anchorage can be taken, in a depth of about 15m, gravel, about 1 mile NW of Tour de Rozel.

Anchorage can also be taken closer inshore, in depths of 7 to 9m about 0.8 mile W of Tour de Rozel, in Bouley Bay.

Anchorage, sheltered from S and W winds, can be taken, in depths of 10 to 12m, sand and gravel, about 0.4 mile offshore, 0.6 mile W of Belle Houge Point.

Anchorage can be taken, in depths of 15m, about 0.4 mile offshore, 1.2 miles WSW of Sorel Point Light.

**Caution.**—Dangerous wrecks, positions doubtful, are reported to lie about 1 mile NW of Tour de Rozel and at the E side of Pierres de Lecq ou Paternosters, about 1.7 miles N of Sorel Point Light.

**4.11 East coast of Jersey.—La Coupe Point** (49°14'N., 2°01'W.), the NE extremity of Jersey, is a 33m high knoll connected to the mainland by a lower neck of land; a white stone turret stands on its summit.

It is reported (1995) that the turret is difficult to identify, but the hill on which it stands can be easily distinguished.

Coupe Rock, with a depth of 2.7m, lies about 0.5 mile E of La Coupe Point.

**Saint Catherine Bay** (49°13'N., 2°01'W.) lies between Verclut Point, located 0.6 mile SSE of La Coupe Point, and La Crete Point, 0.9 mile S. A breakwater extends about 0.4 mile ESE from Verclut Point. A light is shown from a framework structure, 9m high, standing on the head of this breakwater.

Saint Catherine Bank, consisting of mud and drying rocks, extends up to about 0.9 mile seaward from the middle part of the bay.

Archirondel Tower stands on the shore of the bay, 0.3 mile NNW of La Crete Point, and is prominent.

Mont Orgueil Castle stands 0.6 mile S of La Crete Point and is conspicuous. It is situated on a rocky promontory at an elevation of 64m.



**Mont Orgueil Castle**

Equerriere Rock, about 0.3 mile SE of the castle, dries 11.6m and is marked by a beacon.

**Gorey** (49°12'N., 2°01'W.), a small harbor, lies at the N end of Grouville Bay. It is formed by a pier extending SW from the foot of Mont Orgueil Castle. The harbor dries and is used by pleasure craft and, in summer, small ferries. The approach channel is indicated by a lighted range. Local knowledge is required.

Grouville Bay extends between Mont Orgueil Castle and La Rocque Point. Its shore consists of white sand backed by a seawall. A sandy bank, the S part of which has numerous rocks, encumbers the bay and extends up to about 1.3 miles seaward. The outer dangers are marked by beacons and buoys.

Banc du Chateau extends for about 2 miles in a NNW to SSE direction, seaward of Grouville Bay, and is awash in its middle part. The bank is formed of sand, gravel, and shells, and is much affected by the weather and tidal currents; the shallower part, within a limited space, is continually shifting and during W winds, the ridges of the sand banks are about 1.2m higher than with E winds.

**Anchorage.**—Outer Road, the roadstead for Gorey, lies between Banc du Chateau and the coastal bank W. The roadstead provides safe anchorage for vessels, in depths of 9 to 15m, gravel and shells, about 1 mile ESE of Mont Orgueil Castle.

Large vessels can anchor E of Banc du Chateau, in depths of 18m, about 2.5 miles E of Mont Orgueil Castle. Another berth, in a depth of 21m, lies about 0.9 mile ENE of the head of the breakwater extending from Verclut Point, but clear of the disused cables.

**Caution.**—A submarine power cable extends seaward from the S part of Saint Catherine Bay and several disused sub-

marine cables extend seaward from the shore, 0.3 mile NE of Verclut Point.

## Guernsey, Herm, and Sark

**4.12** The islands of Guernsey, Herm, and Sark, with their adjacent dangers, form the westernmost of the three groups that comprise the Channel Islands. Little Russel, a narrow channel, separates the NE part of Guernsey from Herm, and is restricted by the reefs and dangers extending from, and lying off, both islands.

Guernsey and Herm, with their adjacent dangers, lie on a common bank; they are separated from Sark, which lies on a similar bank, by Big Russel, a deep passage.

All the islands in this group are fringed by extensive dangers, and numerous detached dangers are interspersed within the 30m curve. It has been reported that the island of Guernsey is radar conspicuous.

**Pilotage.**—Pilotage is compulsory except for those vessels exempted by law. The pilotage zone consists of an area bound by a line joining the following:

1. Saint Martin's Point (49°25'N., 2°32'W.).
2. Lower Heads Lighted Buoy (49°26'N., 2°28'W.).
3. Southeast coast of Herm.
4. Grande Amfroque (49°31'N., 2°25'W.).
5. Grandes Brayes (49°31'N., 2°30'W.).
6. Fort le Plomb (49°31'N., 2°31'W.).

Vessels should inform Saint Peter Port coast radio station on VHF channel 20 of their confirmed ETA at least 4 hours before arrival. Vessels should report to Port Control or Pilots on VHF channel 12 when approaching the pilotage zone.

Pilot boats are stationed at Saint Peter Port and Saint Sampson. Pilot boarding positions are dependent on the weather and are made by arrangement with the pilots. Pilots normally board in position 49°25.0'N, 2°29.2'W or in position 49°30.8'N, 2°27.7'W. If the pilot is unable to board due to rough weather, the pilot boat will lead the vessel to the destination.

Vessels over 18m in length should contact Port Control prior to entering or leaving the harbor.

The output power of VHF channel 12 is restricted to only cover the pilotage zone. If difficulty is experienced in contacting Port Control, vessels may send messages through Saint Peter Port coast radio station on VHF or MF.

**Caution.**—In thick weather, vessels coming from the W should not approach Guernsey within a depth of 70m unless certain of their position. Allowance should be made for the strong tidal currents setting toward the island.

The dangers lying off the N coast of Guernsey are located close to the coastal shelf and soundings may give little warning of their locations.

## Guernsey

**4.13** Guernsey is highest along its S coast, with a ridge rising steeply to a height of nearly 75m at its W end above Pleinmont Point, then declining in the form of a wedge toward the N. The W coast of Guernsey has more verdure and appears of a deeper shade than Jersey.

Saint Peter Port, the only town and principal harbor, and Saint Sampson, which dries, lie on the E side of the island. The only anchorage for large vessels is E of Saint Peter Port.

**4.14 West coast of Guernsey.**—The W coast of the island extends between L'Eree Point (49°28'N., 2°39'W.), the NW extremity, and Pleinmont Point, 2 miles SSW. It is fronted by numerous detached rocks and dangers, which lie up to 2 miles offshore.

Lihou Island, fringed by reefs, is 23m high and lies 0.4 mile WNW of L'Eree Point. This island is conspicuous and its summit rises at the W end. A prominent rock stands near the middle of the island. Fort Saumarez, a prominent disused lookout tower, surmounts a hillock standing on L'Eree Point.

**Les Hanois** (49°26'N., 2°42'W.), a group of above and below-water rocks, extends up to about 1.8 miles W of Pleinmont Point, the SW extremity of the island. A main light is shown from a conspicuous tower, 33m high, standing on a rock 1.2 miles W of Pleinmont Point. The light structure is reported to be radar conspicuous.



**Les Hanois Light**

A prominent radio mast stands on the high ground, close within Pleinmont Point. Torteval church, with a prominent round tower and high spire, stands 1.2 miles E of the point.

Fort Grey, with a white prominent tower, stands close offshore, 0.9 mile NE of Pleinmont Point. It is 20m high and connected to the shore by a causeway.

**4.15 North coast of Guernsey.**—The N coast of the island extends between Pleinmont Point and **Fort Doyle** (49°30'N., 2°30'W.), the NE extremity. It is low and consists of numerous bays bordered by rocky points, which are marked by old forts or towers. These small bays afford shelter from offshore winds to small vessels with local knowledge.

The belfry of Saint Matthew (49°28'N., 2°36'W.) and the spire of Vale Church, about 2.5 miles NE, are conspicuous.

Fort Le Plomb stands on a headland, 0.5 mile WNW of Fort Doyle. L'Anresse Bay is entered close W of this point and provides shelter to small craft during winds between SE and WSW.

**Caution.**—The N side of the island should not be approached within a distance of 5 miles as the entire coast is encumbered by extensive foul ground and numerous off-lying dangers, which may best be seen on the chart.

The outermost dangers consist of several detached steep-to shoal patches and rocks, with depths of 9 to 20m, on which the sea breaks heavily.

A firing range extends about 1.3 miles N and 1.5 miles NE of Fort le Plomb. Vessels should keep clear of the danger area when red flags are displayed from the fort.

**4.16 South coast of Guernsey.**—The S coast of the island extends between Pleinmont Point and Saint Martin's Point, 6 miles E. It is high and cliffy. Hautnez, 103m high, the highest part of the island, lies about 4 miles E of Pleinmont Point. Conspicuous disused lookout towers stand near the S shore, 0.4 mile and 2.1 miles E of Pleinmont Point.

Several dangers front this stretch of coast and lie up to 0.8 mile offshore.

**Saint Martins Point** (49°25'N., 2°32'W.), the SE extremity of Guernsey, is backed by high land on which there are conspicuous barracks. Doyle's Column, a conspicuous, square, granite tower, stands at an elevation of 118m, about 0.5 mile NNW of the point.

A main light is shown from a concrete building, 5m high with a flat roof, standing on a rocky spur below Saint Martin's Point.

**Caution.**—An explosives dumping area, which may best be seen on the chart, lies centered 8 miles SSW of Pleinmont Point.

**4.17 East coast of Guernsey.**—The E side of the island includes Herm and the adjacent dangers. The E coast of Guernsey has a gradual downward slope from Saint Martins Point to close N of Saint Peter Port, 2.4 miles N. The land then continues low with a few small hills toward Fort Doyle. The entire stretch of coast is fringed by numerous dangers.

**The Great Bank** (49°26'N., 2°31'W.) lies with its S end located about 0.5 mile ENE of Saint Martin's Point. It has a least depth of 4m and consists of sand and shells. This bank extends about 2 miles NNE and lies nearly parallel to the S part of the E coast. A passage, with general depths of 34 to 47m, separates The Great Bank from the dangers fronting the coast and has a minimum width of about 0.3 mile.

Little Russel, the N approach channel to Saint Peter Port, leads between the coastal dangers and those adjacent to Herm. This channel has depths of 2.1 to 13.4m. The recommended courses leading through the passage have a least depth of 5.2m but pass close to lesser depths.

Beaucette Yacht Marina, formed from a disused quarry, is situated 0.2 mile S of Fort Doyle. The entrance fairway is indicated by a lighted range.

Vale Mill, a conspicuous tower, stands 0.9 mile SSW of Fort Doyle and is the tallest object on NE part of the island. Belvedere House, a large conspicuous building, is situated 1.6 miles N of Saint Martin's Point.

**Platte Fougere** (49°31'N., 2°29'W.), a reef which dries 4m, lies 0.9 mile NE of Fort Doyle. It is located at the W side of Little Russel and is the outermost danger fronting the NE extremity of the island. A main light is shown from a prominent tower, 25m high, standing on this reef. A racon is situated at the light.

Petite Canupe, which dries 3.4m, is one of the principal rocks of a group of dangers fronting the E side of Fort Doyle. It

lies about 0.6 mile S of Platte Fougere and is marked by a lighted beacon.

Platte, a drying rock, lies 0.6 mile offshore, about 1.3 miles SSE of Fort Doyle. A light is shown from a stone tower, 9m high, standing on this rock.

Roustel, a reef which dries, lies 0.5 mile ENE of Platte and is marked by a lighted beacon.

**Tides—Currents.**—The tidal currents off the E side of Guernsey are very strong. In the vicinity of Saint Martin's Point they set in the same direction at a rate of 3 knots during spring tides. Close E of Saint Martins Point the currents divide; one part sets N over The Great Bank through Little Russel, and the other part sets NE, past and between the rocks lying S of Jethou, and through Big Russel.

The S and SW currents passing through Little Russel and Big Russel also meet E of Saint Martins Point. In the narrowest part of Little Russel these currents attain a rate of 5 knots during spring tides.

**4.18 Herm** (49°28'N., 2°27'W.) lies 2 miles E of Guernsey. This island, along with the surrounding rocks, divides Little Russel from Big Russel. A conspicuous stone obelisk stands at the N end of the island. The smaller island of Jethou lies 0.5 mile SW of the S end of Herm.

Several small but high islets, numerous above and below-water rocks, and a number of areas of extensive foul ground surround both these islands.

The southernmost dangers are Lower Heads, which dry 1.2m, and Sardriere, a rock with a depth of 1.5m, lying 0.3 mile ESE. These dangers lie about 1.5 miles SSW of Jethou and are marked close S by a lighted buoy.

Fourquies of Big Russel, a drying rock, lies about 0.6 mile SE of the SW extremity of Herm. This rock forms the southeasternmost danger and is marked close N by a lighted buoy.

Noire Pute, 2m high, lies about 1 mile E of the E extremity of Herm. It forms the easternmost danger and is marked by a light.

**Grande Amfroque** (49°31'N., 2°25'W.), lying about 2 miles NE of the N extremity of Herm, is the outermost above-water rock in this vicinity. It has two peaks; the tallest is 17m high and is marked by two beacons.

Bonne Grune, a rock with a depth of 3.4m, lies 1 mile ENE of Grande Amfroque and is the northeasternmost danger off Herm. Platte Boue, a small group of shallow rocks, forms the northernmost danger off Herm and lie about 0.8 mile NNW of Grande Amfroque.

Tautenay, a drying reef, is located 1.1 miles N of the N extremity of Herm. It lies at the E side of Little Russel and is marked by a lighted beacon.

**Brehon Tower** (49°28'N., 2°29'W.), round and 17m high, stands in the middle of a partly drying reef, 1.3 miles WSW of the NE extremity of Herm. It is conspicuous and marked by a light.

**Directions.**—Saint Peter Port and Saint Sampson can be approached from the N through Little Russel, the entrance of which lies E of Platte Fougere. Vessels can pass either E or W of Roustel. This channel, however, can be very dangerous due to strong tidal currents and the numerous above and below-water rocks in its vicinity. During poor visibility, vessels are recommended to pass W of Guernsey and approach from the S.

From S of Saint Martin's Point, the route leads generally N, passing between The Great Bank and the E coast of the island. Alternatively, vessels may pass between The Great Bank and the dangers fronting the SW side of Jethou.

**4.19 Saint Sampson** (49°29'N., 2°31'W.) (World Port Index No. 35990), a small harbor protected by a breakwater, is used by coasters.

**Depths—Limitation.**—The harbor and the approach channel dry. The entrance channel, which has a width of 36m, has depths of 7.3m at MHWS and 4.9 to 5.2m at MHWN. There is about 500m of total quayage. There are facilities for general cargo, tanker, and LPG vessels. Generally, coasters up to 76m in length and 4.6m draft can be accommodated. It is reported (1999) that a vessel 76m in length with a draft of 6.1m entered at HW.

**Aspect.**—A lighted range indicates the entrance fairway. Vale Castle stands near the shore, 0.2 mile N of the harbor entrance.

Three conspicuous chimneys stand close N of the harbor and a group of prominent storage tanks are situated along the shore on the S side of the harbor.

**Pilotage.**—See paragraph 4.12 for further information. The harbor can be contacted on VHF channel 12; however, all marine communications should be routed via Saint Peter Port (Port Control).

**Signals.**—A red light is shown from the pier when vessels are prohibited from entering or leaving the harbor. A flashing orange light is shown when the commercial berths will be occupied during the next tide.

**Caution.**—Tidal currents set across the harbor entrance making the approach difficult.

An area being reclaimed lies close S of the harbor entrance.

### **Saint Peter Port (49°27'N., 2°32'W.)**

World Port Index No. 36000

**4.20 Saint Peter Port**, an artificial harbor, is the only deep-water harbor on the island. The S side is formed by Castle Pier, which extends 0.3 mile ENE to Castle Cornet. Castle Breakwater then extends 0.1 mile NE from Castle Cornet. The N side is formed by Saint Julian's Pier, extending E from the shore, and White Rock Pier continuing SSE.

**Tides—Currents.**—Tides rise about 9.3 m at HWS and 7m at HWN. The tidal currents in Great Road reach a rate of less than 1 knot. Tidal eddies may form at times, close inshore off the port.

**Depths—Limitations.**—Two small marinas lie in the SW part of the harbor. A large marina, protected by breakwaters, is situated on the N side of Saint Julian's Pier. Facilities for fishing craft are situated in the inner part of the harbor.

New Jetty extends from the N side of the harbor and provides the main commercial berths. There are facilities for general cargo, container, and ro-ro vessels; automobile ferries; wave-piercing catamarans; and hydrofoils. There is about 600m of total quayage, with berths up to 140m long. Depths alongside range from drying to 7m. A controlling depth of

4.2m lies in the harbor entrance. Vessels up to 130m in length, with drafts up to 8.9m at MHWS and 6.7m at MHWN, may enter the port.

**Aspect.**—Castle Cornet, a conspicuous castle with a flag-staff and its SE bastion painted white, stands on the S side of the harbor, about 0.3 mile offshore.

Victoria Tower stands on the high ground overlooking the town. It is conspicuous and is situated about 0.7 mile W of the harbor entrance. A television mast stands close SSW of the tower. Elizabeth College, a large building with four spires, stands close SSE of the tower and is prominent.

Saint Joseph's Church, with a conspicuous green copper spire, stands 0.2 mile SSW of Victoria Tower. Of the numerous churches in the town, this church has the highest elevation and is situated W of the range marking the harbor entrance fairway.

A main light is shown from a prominent tower, 12m high, standing on the head of Castle Breakwater. Belvedere Light is shown from a structure, 4m high, standing close to the shore, about 0.5 mile SW of the head of Castle Breakwater.

**Pilotage.**—See paragraph 4.12 for further information.

**Signals.**—Traffic signals are displayed from a signal station situated on the head of White Rock Pier.

When a red light is displayed, vessels are prohibited from entering or leaving the harbor. A supplementary red light is exhibited towards the land from the SW corner of the building on New Jetty, for the benefit of vessels berthed W of this jetty. This light is exhibited when vessels may not leave their berths or moorings.

The local authorities may permit a particular vessel to enter the harbor or leave a berth or mooring while the above signal lights are exhibited. Vessels may not enter or leave the harbor or shift berth without obtaining permission from Port Control through Saint Peter Port radio station. Vessels under 13m in length, except those under sail, are exempt.

**Anchorage.**—Great Road fronts the harbor entrance.

Anchorage is prohibited in a circular area, with about a 0.25 mile radius, centered about 0.3 mile E of the head of White Rock Pier; this area is kept clear for vessels entering or leaving the port. The best anchorage for large vessels is about 0.5 mile E of the light structure standing on the head of White Rock Pier. Small vessels may anchor about 0.4 mile NE or 0.8 mile NNE of the same light structure.

The holding ground is good, and Great Road affords shelter from SSW, through W, to N winds, but strong winds from NNE to SE cause much sea, and at such times vessels should seek shelter under the lee of Herm, anchoring with Brehon Tower in line bearing 018° with Roustel Light, distant 0.4 to 0.7 mile. Winds between SE and SSW send in considerable swell and sea, especially with a falling tide, and smoother and better conditions will be found NE of Herm.

**Caution.**—A range indicating the channel in Little Russel is formed by the structures of Belvedere Light and the main light at the head of Castle Breakwater. It is reported that this range is difficult to distinguish in the afternoon light or in hazy conditions.

High speed craft (catamarans and hydrofoils) may be encountered in the approaches to the port.

## Sark

**4.21 Sark** (49°26'N., 2°22'W.) has a rocky coast line rising steeply to a plateau. The small island of Brecqhou lies close off the W extremity. Little Sark, the S part of the island, is almost separated from the main part by a narrow and high isthmus. The shores of the island are indented by numerous small bays and coves. Numerous rocks and small islets front the island and close approach is only possible on the NW side.

**Bec du Nez** (49°27'N., 2°22'W.) is the northernmost of a group of rocky islets lying on a reef, which extends about 0.2 mile NNW from the N extremity of Sark. A light is shown from a structure, 1m high, standing on Corbee du Nez, a rock lying close S of it.

A conspicuous tower stands on the N extremity of the island.

**Point Robert** (49°26'N., 2°21'W.), a rugged point, is located on the E coast of Sark, about 1.3 miles SE of Bec du Nez. A main light is shown from a prominent tower, 17m high, standing on this point.

L'Etac, a prominent islet, lies 0.4 mile SE of the S extremity of Little Sark. A conspicuous barracks block stands in the SE part of Little Sark. La Givaude, a prominent rock 11m high, lies about 0.2 mile W of the W extremity of Brecqhou.

Sark Mill, a disused mill, stands near the middle of the island, about 0.7 mile WSW of Point Robert. It surmounts the summit of Sark and is conspicuous. A prominent radio mast, 30m high, stands about 0.3 mile ENE of Sark Mill.

Pilcher Monument is situated on the W side of the island, about 0.5 mile WSW of Sark Mill. It stands on the N side of Longue Point and is conspicuous.

La Maseline Harbour, the main landing place of the island, lies 0.2 mile S of Point Robert. It is separated from Creux Harbour by a steep and rugged bluff. A jetty extends 45m from the shore at the S end of the harbor and has depths of 0.2 to 5.1m alongside its W side. Local knowledge is required.

Creux Harbour, which dries at MLWS, is located 0.4 mile S of Point Robert. It is protected by stone piers and used by local ferries and small craft. Local knowledge is required.

**4.22 Blanchard** (49°26'N., 2°18'W.), with a least depth of 1.4m, lies about 1.9 miles ESE of Point Robert. This rock forms the outermost danger in this vicinity is marked by a lighted buoy moored about 0.5 mile ESE of it.

**Tides—Currents.**—The tidal currents in the immediate vicinity of the Sark group are irregular and strong. Their set is largely governed by the configuration of the land. In the passages on either side of the group, the currents in general, are regular and set in the direction of the passage.

There is an eddy off the NE coast of Sark during the whole period of the NE current in Big Russel.

This eddy extends about 2 miles offshore but not right up to it, and decreases in width as the distance from the coast increases.

Information regarding the rates of the currents and eddies around Sark is limited, but they are probably strong and erratic in places, particularly off salient points and where the coast changes direction.

There are numerous overfalls off the S and E coasts of Sark, some of which can be dangerous to small craft, especially near spring tides.

**Anchorage.**—Sark affords good shelter from almost all winds, but a close approach to the island on all but the NW coast is difficult due to the many detached dangers and rocks, and also from the rapidity and irregularities of the tidal currents in its vicinity.

Anchorage, in depths of about 25m, fine sand and gravel, are found between Pavlaison and La Grande Boue, which dries 0.8m and is the outermost of the group of rocks lying to the E of Bec du Nez. These anchorages lie about 0.6 mile E of the N extremity of Sark and can only be used in good weather, with winds from between WSW and S.

The best deep-water anchorage, with a depth of 15m, is found about 0.7 mile SW of Bec du Nez and 0.4 mile N of the E end of Brecqhou.

## Big Russel

**4.23 Big Russel** (49°27'N., 2°25'W.) leads between the outermost dangers lying E of Herm and Jethou and the outermost dangers lying NW of the Sark group. This channel is about 2 miles wide and easy to access. It has general depths of 37 to 44m, but several detached rocky patches, with depths of 10 to 16m, lie near the S entrance. Grode Bank, with a least depth of 15m, lies near mid-channel, about 1.2 miles W of the W extremity of Brecqhou.

**Banc de la Schole** (49°35'N., 2°14'W.) lies about 9 miles NE of Sark. This shoal has a least depth of 2.7m at its W side and general depths of 4.9 to 19m, fine gravel, sand, and shells. The bank lies nearly in the direct line between Big Russel and the Race of Alderney. In bad weather, the sea breaks dangerously on all parts of the shoal.

**Caution.**—An area of sandwaves, with a least depth of 9.4m, lies centered about 2 miles NW of Bec du Nez. The uneven bottom in this area and the tidal currents cause heavy ripples and dangerous seas in bad weather.

## Casquets and Alderney

**4.24 Casquets and Alderney**, with the island of Burhou, and their adjacent islets and dangers, comprise the N group of the Channel Islands. The Race of Alderney separates Alderney, the easternmost island, from Cap de la Hague. Ortac Channel and The Swinge, two deep passages rendered somewhat hazardous by the strong tidal currents, lead through this group.

Ortac Channel, the W channel, leads between the detached dangers lying E of Casquets and the dangers lying W of Burhou, the middle island of the group. The Swinge leads between Alderney and Burhou.

**Tides—Currents.**—The tidal currents in the vicinity of the Casquets and Alderney, and in the Race of Alderney, are particularly strong. About 3 miles N of the Casquets the E and W currents attain a rate of about 4 knots during spring tides.

Alderney and the Casquets lie partly across the direction of the tidal currents when they set at their greatest rate.

At such times, countercurrents are formed on the opposite side of the islands. Within The Swinge the tidal currents are reported to attain a rate of 7 to 8 knots during spring tides. In Ortac Channel, a rate of 7 knots was observed during spring tides.

## Casquets

**4.25 Casquets** (49°43'N., 2°23'W.), a prominent and extensive group of islets and rocks, lies 5.5 miles W of Alderney. Three towers are situated on the largest islet, which is 27m high. A main light (Casquets Light) is shown from the north-westernmost and tallest of the three towers, which is 23m high. A racon is situated at the light.



**Casquets Light**

L'Auquiere, 13m high, and Noire Roque, 4m high and craggy, are two rocks lying about 0.2 mile W and 0.3 mile WSW, respectively, of the light.

Point Colotte, 10m high, lies about 0.3 mile E of the light. It is the easternmost of six detached rocks. The tidal currents run very strongly through the narrow gullies that separate these rocks. The S side of the group is steep-to.

**Eight Fathom Ledge** (49°43'N., 2°24'W.), a steep-to rocky ledge, lies about 0.9 mile WNW of Casquets Light and has a depth of 14.6m. This ledge causes violent eddies and during strong winds the sea breaks on it.

Pommier Banks consist of two groups of submerged rocks. The westernmost group has a least depth of 4m and lies about 1.5 miles NE of Casquets Light. The easternmost group has a least depth of 9m and lies about 0.7 mile farther NE.

Danger Rocks, formed by two rocky pinnacles, has a least depth of 6.4m. These rocks lie close together about 2.3 miles ENE of Casquets Light. They should be approached with care as depths less than charted may exist in this vicinity.

Casquet SW Bank is composed of fine gravel, sand, and shells. It has a least depth of 7.3m and lies centered about 4.5 miles SSW of Casquet Light. Casquet SSW Bank has a least depth of 20m and lies about 2 miles S of Casquet Light. There are strong overfalls on the former bank and in the middle of the latter bank.

Casquet SSE Bank has a least depth of 7.3m and lies centered about 3.6 miles SSE of Casquet Light.

**Caution.**—Approaching Casquets is hazardous during poor visibility due to the strong tidal currents in their vicinity. Vessels should never approach with the tidal current.

## Burhou

**4.26 Burhou** (49°44'N., 2°15'W.), a grassy islet with rocky shores, has its summit, 21m high, located near the W end. This islet is the home of numerous seabirds during the breeding season. A refuge hut, with a prominent rock close W of it, stands on the S coast.

North Rock, with a depth of 3.4m, lies about 0.3 mile S of the E extremity of the island.

Little Burhou, an islet 13m high, lies close WSW of Burhou, to which it is connected at LW.

Ortac, a conspicuous rounded rock, 22m high, lies about 1.3 miles WSW of Burhou; a ledge, with a least depth of about 3.7m, lies about 0.2 mile W of Ortac.

Renonquet, an islet 8.8m high, with White Rock, 4.9m high and close ENE, lies about 0.8 mile WNW of Burhou.

Verte-Tete, a two-headed rock, is 8m high and lies about 0.3 mile WNW of Renonquet.

Great Nanne, 15m high, lies about 0.3 mile N of the E extremity of Burhou. It is the largest of several above-water rocks standing on Nannels Reef. L'Emprove, a reef awash, lies about 0.3 mile N of this rock.

**Directions.**—The main route for vessels transiting from Jersey or Guernsey leads either W of Casquets or through the Race of Alderney. The Swinge leads between Alderney and Burhou. Ortac Channel, passing W of Burhou, is less frequently used. Local knowledge is advised for these two passages.

**4.27 Ortac Channel** (49°44'N., 2°18'W.) is bound on the W side by L'Equet, Danger Rocks, and Pommier Banks. It is bound on the E side by the Verte-Tete, Renonquet, Ortac, and the other reefs extending W from Burhou.

Dasher Rock, with a depth of 12.2m, lies in the middle of the channel, about 0.6 mile E of Danger Rocks. This rock may be passed on either side, although the fairway to the E is preferred.

Speedy Rock, with a depth of 10.4m, lies in the N part of the channel, about 0.5 mile NNW of Verte-Tete.

**The Swinge** (49°43'N., 2°15'W.) is the passage leading between the dangers fronting the E side of Burhou and those fronting the W side of Alderney. It should only be used in clear weather and in favorable conditions.

The swift tidal currents cause much broken water even in the calmest weather. When strong winds oppose the tidal currents, overfalls extend nearly across the passage.

South Rock, with a depth of 4.9m, lies on the SE side of The Swinge, and nearly 1 mile S of the E extremity of Burhou. A 9.4m rocky head, and Hope Rock, with a depth of 8.5m, lie about 0.3 mile SW and 0.2 mile S, respectively, of South Rock.

Pierre au Vraic, a drying rock, lies in the fairway of The Swinge, about 2 miles WSW of the SW extremity of Alderney.

Richards Rock, with a depth of 8.5m, lies about 0.8 mile ESE of Pierre au Vraic.

## Alderney

**4.28 Alderney** (49°43'N., 2°12'W.) is about 3.2 miles long and 1.2 miles wide. Le Rond But, the highest part of the island, is located on a plateau near the S coast. The W and S shores of the island consist of high precipitous cliffs, broken by narrow valleys, and are fronted by rocks. Low hills on the N and E coasts slope down to bays of sand and gravel, separated by rocky points. The majority of these bays are inaccessible due to the off-lying dangers. There are few trees and these only grow in the valleys N of Saint Anne, the main town, which is situated near the middle of the island.

Alderney Harbour, with the village of Braye at its head, lies on the N side and is the only port.

**Quenard Point** (49°44'N., 2°10'W.), the NE extremity of the island, is surmounted by a fort. A main light (Alderney Light) is shown from prominent round tower, 32m high, standing about 0.2 mile W of this point.

Chateau a L'Etoc Point, marked by a light and surmounted by a fort, is located miles 0.7 mile WNW of Quenard Point. A prominent concrete blockhouse stands on a hill about 0.2 mile SW of Alderney Light.

Houmet Herbe lies close offshore, about 0.2 mile SSE of Quenard Point. This rocky islet is surmounted by a fort and joined to the shore by a group of drying rocks. A group of rocks, some of which dry, extend 0.4 mile SE from the fort.

Essex Castle stands at an elevation of 62m about 1 mile SW of Quenard Point. The castle is situated on the SW side of Longy Bay and its seaward wall is painted white. A prominent television tower stands at an elevation of 90m about 0.5 mile W of this castle.

A church, with a conspicuous spire, stands in the town of Saint Anne, about 1 mile W of Essex Castle. A water tower and a framework tower, both prominent, stand about 0.2 mile W and 0.2 mile SE, respectively, of the church spire.

Longy Bay, which dries, lies 0.7 mile SW of Quenard Point. Raz Island lies in the entrance of the bay and is connected to the shore by drying rocks and a causeway, which is covered at HW. A fort stands on this island.

Old Telegraph Tower, 6m high, stands at an elevation of 84m near the SW end of the island.

Roque Tourgis Fort surmounts a point located 1 mile NW of the W extremity of the island. Between this fort and the W extremity the coast is cliffy and fringed by a ledge. Fort Clonque stands on this rocky ledge and is connected to the shore by a causeway, which covers at HW. Clonque Rock, 10m high, lies close NW of the fort and is conspicuous.

Les Etacs, a group of rocks, lies about 0.5 mile WNW of the SW extremity of Alderney. The westernmost and tallest rock is 37m high.

Orbouee Rock, 0.3m high, lies about 0.6 mile SW of the SW extremity of the island. The Noires Putes, a group of rocks, lies centered about 0.8 mile S of the SW extremity. The southernmost rock is 14m high and the easternmost is 19m high.

Bonit, a rock which dries 0.6m, lies about 1.2 miles WSW of Essex Castle and about 0.5 mile offshore.

The Ledge, a shoal with a depth of 4m, lies about 0.5 mile N of Quenard Point.

**Anchorage.**—Vessels can anchor about 0.2 mile SE of La Tchue, a small rocky bay, lying about 1.2 miles SW of Quenard Point. This anchorage has depths of 14 to 18m and is sheltered from W to NNE winds.

Vessels can also anchor off Longy Bay, about 0.3 mile S of Raz Island. This anchorage has a depth of 21m, gravel, and is sheltered from N and NW winds. However, it is more exposed to the tidal currents than the anchorage off La Tchue.

**Caution.**—Surveys of the SE coast of Alderney are reported to be incomplete and uncharted shoals may exist.

Inner Race Rock and Race Rock, both with depths of 5.5m, lie about 1.5 and 2 miles SE, respectively, of Alderney Light.

Blanchard Rock, with a least depth of 3.7m, lies at E end of a small bank, about 1 mile E of Alderney Light.

Alderney South Banks, with a least depth of 11m, is a group of several small sandbanks lying centered about 1.8 miles SE

of the SW extremity of the island. Heavy overfalls occur in the vicinity of these banks during both E and W tidal currents.

**4.29 Alderney Harbour** (Braye) (49°43'N., 2°12'W.) (World Port Index No. 35980), a small commercial port, is situated about midway along the N coast of the island. There are extensive facilities in the harbor for local small craft and yachts. The village of Braye stands at the head of the harbor.

**Tides—Currents.**—Tides rise about 6.3m at MHWS and 4.7m at MHWN.

**Depths—Limitations.**—The harbor is formed by a breakwater, which extends 0.5 mile NE from the shore. The submerged ruins of the outer part of this breakwater extend about 0.3 mile farther NE.

The value of the harbor as a refuge is reduced by the partial destruction of the breakwater, and the harbor cannot be considered as affording a safe anchorage to vessels of even moderate size in all weather.

The present visible head of the breakwater ends so abruptly that it appears to be the actual end of the breakwater. Vessels rounding it without paying strict attention to the ranges and directions run the risk of grounding on the submerged extension. The W current, especially during spring tides, sets strongly across the harbor entrance and directly onto the submerged portion of the breakwater for about 9 hours. Great care, particularly at night, is required.

The harbor is approached from NE. A fairway leads from close inside the breakwater head to the two commercial berths at Brave Jetty, in the SW corner of the harbor. It is 55m wide and has a least depth of 4.3m.

No.1 Berth is 61m long and has depths alongside of 1.7 to 3.1m. No. 2 Berth is 56m long and has a depths alongside of 3.1 to 5.6m. Vessels up to 85m in length and 5m draft can be accommodated.

Vessels should note that the jetty wall is not vertical, and that some vessels should maintain separation from the wall, especially during periods of high winds, and accompanying seas.

**Aspect.**—The approach channel leading between the off-lying dangers is indicated by a lighted range.

Fort Albert stands on the summit of a hill at the E side of the harbor and is prominent.

**Pilotage.**—Pilotage is compulsory for all commercial vessels over 60 grt. The pilot boards small vessels about 1 mile NE of the breakwater; large vessels are boarded about 3 miles NE of the breakwater.

Vessels should send an ETA message at least 24 hours prior to arrival including their length and draft. The harbor master may be contacted Monday through Friday on VHF channel 16 from 0800 to 1800 (April to September), from 0800 to 1700 (October), and from 0800 to 1700 (November to March). Saint Peter Port can relay message traffic outside of these hours.

**Caution.**—Vessels should not attempt to enter the harbor at night without local knowledge due to the strong tidal currents.

### The Race of Alderney

**4.30** The Race of Alderney (Raz Blanchard), the strait between Alderney and the coast of France in the vicinity of Cap de la Hague, derives its name from the great rates attained

by the tidal currents through it. The bottom is rocky throughout the race.

A bank, with a depth of 16.5m, lies about 3 miles WSW of Cap de la Hague. This bank should be avoided because it causes strong overfalls and the sea occasionally breaks on it. Several shoal patches, with depths of less than 20m, lie within 2 miles W of the bank.

The fairway of the race is about 4 miles wide between Race Rock and the above-mentioned bank.

**Basse du Milieu** (49°39'N., 2°09'W.), a detached rock with a least depth of 14m, lies about 4.5 miles S of the E extremity of Alderney. During strong tidal currents, this rock is marked by overfalls or breakers and there is always a ripple over it.

**Tides—Currents.**—In the Race of Alderney, the tidal currents attain rates of up to 5.5 knots during spring tides in mid-channel; the rates in other parts are subject to considerable variation.

For instance, about 1 mile W of La Foraine Beacon (49°42.9'N., 1°58.7'W.), the maximum currents occur during spring tides when the flood and ebb attain velocities of 10 and 7 knots, respectively.

In heavy weather, when the wind is blowing against the current, the sea breaks in all parts of the race, and there are heavy overfalls above the submerged rocks and banks.

**Directions.**—Approaching from the N through the Race of Alderney and bound for Guernsey, proceed through the fairway and shape course for either Big Russel or Little Russel.

After passing through the Race, due allowance should be made for the tidal current which will then be running mainly across the course to be steered; care should be taken to avoid Basse du Milieu and Banc de la Schole.

The IMO has issued a recommendation stating that 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. For further information, see General Remarks in paragraph 4.1.

## North Coast of France—Nez de Jobourg to Cherbourg

**4.31 Cap de la Hague** (49°44'N., 1°56'W.), a low point fronted by drying rocks, is located 3.2 miles N of Nez de Jobourg. Dangers extend up to about 0.8 mile seaward on the N side and about 1.5 miles on the W side of the cape. A signal station, consisting of a white tower and a dwelling, stands on the N extremity.

Cap de la Hague Light is shown from a tower, 51m high, standing on Gros du Raz, a large rock lying about 0.5 mile WSW of Cap de la Hague.

La Plate Lighted Beacon, 19m high, is formed by a prominent tower situated on a drying rock, about 0.5 mile NE of Cap de la Hague.

La Foraine, a drying rock, lies about 0.8 mile WSW of Cap de la Hague Light and is the outermost danger in this vicinity. This rock is marked close SW by a buoy, which may be occasionally submerged.

Anse Calgrain (Baie d'Ecalgrain), lying 2 miles S of the cape, provides temporary anchorage with offshore winds to



Cap de la Hague Light

vessels waiting for favorable conditions to cross the Race of Alderney. Anchorage can be taken, in depths of 5 to 9m, sand and gravel. Local knowledge is advised.

Goury, a small harbor, lies 0.8 mile SSW of the cape and is protected by a breakwater. This harbor dries and is only used by local small craft. Rocks front the entrance channel, which is indicated by a lighted range.

**Aspect.**—The approach to Cap de la Hague is very dangerous, especially at certain hours when the tidal currents flow towards the many dangers bordering the cape.

When approaching Cap de la Hague from the W, after having identified Casquets and Alderney, vessels will first sight the high land terminating SW in the promontory of Nez de Jobourg. A radar surveillance station is situated 1.5 miles NE of this promontory.

About 2.5 miles E of Nez de Jobourg, the hills are dominated by a conspicuous chimney, 100m high, standing at an atomic energy reprocessing plant. 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.

The structure of Cap de la Hague Light is prominent but not conspicuous against the background of the land.

For details of landmarks situated S of Nez de Jobourg, see paragraph 3.45.

In fog, Fosse de la Hague, with depths of 70 to 105m, gives an indication of the approach to the cape. This deep area lies centered about 2.5 miles N of Cap de la Hague and its S edge is located only about 1 mile N of the outermost dangers.

**4.32** The coast between Cap de la Hague and Pointe de Querqueville 10.5 miles ESE, is high, sloping gradually to the shore. The tidal currents are very strong, and when the wind is against the current a high steep sea occurs.

Basse du Houffet, with depths of 10m, lies about 1 mile E of La Plate Lighted Beacon. This shoal is dangerous because of the high seas caused by the tidal currents over it.

Pointe de Jardeheu is located 3.4 miles E of Cap de la Hague. A conspicuous disused signal station stands close within the point. Dangerous rocks extend up to 1 mile offshore between the cape and this point. Basse Brefort, with a depth of 0.9m, lies about 0.5 mile N of the point. This shoal, marked close N by a lighted buoy, is the northernmost danger in this vicinity.

Anse de Saint-Martin is entered close W of Pointe de Jardeheu. This bay affords anchorage, in depths of 6 to 9m, sand and mud, good holding ground, sheltered from SE to WSW winds, but is dangerous with strong winds from NW through E. A rock, awash, lies in the middle of the entrance to the bay. Local knowledge is advised.

Omonville-la-Rogue, a small harbor, is situated about 1 mile SE of Pointe de Jardeheu and protected by a breakwater. It partly dries and is used by local small craft awaiting favorable conditions for passing through the Race of Alderney.

Raz de Bannes, a group of drying and below-water rocks, extends up to about 0.7 mile offshore, 4.5 miles ESE of Pointe de Jardeheu. A beacon tower, 8m high, stands on the largest rock.

**Pointe de Querqueville** (49°40'N., 1°41'W.) is located close W of the port of Cherbourg. Fort de Querqueville stands 0.2 mile SE of the point. Plateau de Nacqueville, a sandy bank with a least depth of 9.4m, lies about 0.8 mile NNW of the point.

**Tides—Currents.**—Offshore tidal currents run with great strength, particularly off Cap de la Hague, where they attain a rate of about 7 knots, and off Pointe de Barfleur they attain a rate of about 5 knots in each direction. Midway between these points they attain a rate of about 3 knots. In general, the currents off the coast of the peninsula are rectilinear, and with the wind against the current, a heavy sea is raised.

About 1.5 miles N of Pointe de Jardeheu, the E current attains a velocity of 4 knots at springs, while the W current attains a velocity of 5 knots. Between Cap de la Hague and Cherbourg, an eddy runs W close inshore during the latter part of the E offshore current.

## Cherbourg (49°39'N., 1°38'W.)

World Port Index No. 35950

**4.33** The port of Cherbourg is both a naval and a commercial port. It is an important port of call for passenger vessels in the transatlantic service. The outer roadstead provides a deep and well-sheltered anchorage. There are also extensive facilities for fishing vessels and pleasure craft.

The port consists of Grande Rade, an outer roadstead, and Petite Rade, an inner anchorage area. Grande Rade is protected by three breakwaters. The W breakwater, Digue de Querqueville, extends 0.7 mile ENE from the shore. The N breakwater, Digue Centrale, is about 2 miles long and detached. The E breakwater, Digue de l'Est, is about 1 mile long and extends N and NW from the shore. Its S end covers at HW.

Petite Rade, enclosed by Grande Rade, is protected on the W side by a breakwater, Digue du Homet, and on the E side by a jetty, Jetee des Flamands. Port Militaire lies on the W side and Port de Commerce lies on the E side. Basins used by small craft, yachts, and fishing vessels lie on the SW side.

## Tides—Currents

Tides rise about 6.4m at springs and 5m at neaps.

About 3 miles N of Digue Centrale, the E current begins 3 hours 30 minutes before HW and the W current begins 2 hours 15 minutes after HW. Both currents attain a maximum velocity

of about 3 knots at springs. Closer to the breakwater the currents start earlier and their rates decrease.

Slack water in the entrances generally coincides with HW. In Passe de l'Ouest, the flood tide current attains a velocity of about 2 knots at springs. It enters and tends to flow toward Digue Centrale. The ebb tide current flows out toward Digue de Querqueville.

In Passe de l'Est, the flood tide current attains a velocity of about 1 knot at springs. It enters and flows toward Ile Pelee. The ebb tide current flows more or less on the axis of the pass, with a tendency to run toward Digue Centrale.

In Grande Rade, when the current is running against the wind, a heavy chop may be formed, which effects the transit of small craft.

## Depths—Limitations

Passe de l'Ouest, the deepest and most frequently used entrance to Grande Rade, has depths of 9.1 to 12m. A fairway channel, dredged to a controlling depth of 11m, leads though the E side of the pass.

An obstruction, with a least depth of 10.1m, lies about 0.4 mile ENE of the head of Digue de Querqueville near the W limit of the entrance fairway. Below-water rocks front the W end of Digue Centrale, near the E limit of the entrance fairway, and are marked by a lighted buoy.

It should be noted that Passe de l'Ouest is a Mandatory Access Route for hydrocarbon carriers over 1,600 grt. (See Regulations.)

Passe de l'Est has a least depth of 4.3m and is not recommended for use at night.

La Truiye, a shoal with a least depth of 0.7m, and Roches du NW, a shoal with a least depth of 3.4m, lie about 0.2 mile NW and 0.4 mile NNW, respectively, of Fort de l'Ile Pelee. These two dangers lie on the E side of Passe de l'Est and are marked by lighted buoys.

Vessels up to 350,000 dwt, 350m in length, 50m beam, and 12m draft can enter the port.

**Berths.**—Darse Transatlantique, a basin, lies on the S side of Petite Rade and can be entered by a channel dredged to a depth of 11m.

Quai de France, on the W side of the basin, is 620m long and has a depth of 13m alongside. It has an ocean cruise terminal.

Quai de Normandie, on the E side of the basin, is 500m long and has a depth of 11m alongside.

Darse des Mielles, another basin, is situated E of Darse Transatlantique. Quai de Mielles, at the E side of the basin, is 400m long and has a depths of 5 to 6.5m alongside.

Quai des Flamands, a container terminal, is situated N of Quai de Mielles. It is 360m long and has a depth of 13m alongside. It is reported (1999) that this quay is being extended by about 70m.

There are five ro-ro ferry berths, with depths of 6 to 11m alongside, situated in the vicinity of Darse des Mielles and Darse Transatlantique. Daily ro-ro ferry services run between the ports of Poole, Portsmouth, Dublin, Rossiare, and Cork.

A turning basin, dredged to a depth of 11m, lies close within Petite Rade. It is marked by two sets of lighted ranges, which may best be seen on the chart.

Port de Chantereyne, a yacht basin, lies in the SW corner of Petite Rade. Avant-Port du Commerce, a narrow basin lying S of Port de Chantereyne, has depths up to 2.5m. It is used by fishing vessels and small craft. Bassin du Commerce, a wet dock, is entered from Avant-Port du Commerce via a dock gate and provides 1,000m of berthage. Vessels up to 110m length, 15m beam, and 3.8m draft can enter.

A tanker berth is situated on the S side of Diego de Querqueville. It can be used by vessels up to 180m in length and 9.1m draft. Vessels are moored, heading W, with an anchor out and the stern made fast to a mooring buoy.

The naval port and dockyard, Port Militaire, is situated along the W side of Petite Rade. Five berths along the S side of Digue de Homet are available to commercial vessels. Requests should be sent to the naval authorities at least 48 hours in advance.

## Aspect

Cherbourg is dominated to the S by a high cliff, which is steep on its W side. A number of white quarries lie on its E side. Fort du Roule stands on the summit of the cliff, about 1.5 miles S of the entrance to Petite Rade.

Prominent water towers stand about 0.5 mile SW and 1 mile SE of Fort du Roule. A conspicuous television mast is situated about 2.5 miles ESE of Fort du Roule. This mast is reported to be usually the first landmark sighted on the skyline when approaching from N.

Cherbourg Approach CH1 Lighted Buoy is moored about 3.3 miles NNW of the head of Digue de Querqueville.

Fort de Querqueville stands near the root of Digue de Querqueville and Fort de Chavagnac stands close within the head of this breakwater, on the W side of the harbor.

Fort de l'Ouest, marked by a light, stands at the W end of Digue Centrale. Fort Central, marked by a light, stands at the center of this breakwater and Fort de l'Est, marked by a light, is situated at the E end.

Fort de l'Île Pelee, marked by a light, stands at the NW end of Digue de l'Est. Île Pelee, a drying flat of bare rock, extends about 0.5 mile NE from this breakwater. It is marked by two beacon towers and bordered by a shallow bank.

Fort du Homet stands near the root of Digue du Homet and Fort des Flamands stands near the root of Jetee des Flamands.

The town and harbor are reported to be radar prominent.

## Pilotage

Pilotage is compulsory for all vessels over 50m in length and for all commercial vessels carrying dangerous cargo or not fitted with VHF. The pilotage area lies within a 5 mile radius of Fort de l'Ouest.

Vessels should send an ETA and a request for pilotage 48 hours and 4 hours in advance, stating the last port of call and draft. Vessels should then contact Vigie de Homet (Homet Coast Guard) 1 hour before arrival on VHF channel 16.

Pilots board in the South Waiting Area, about 2.5 miles N of Fort de l'Ouest.

A Vessel Traffic Service (VTS) reporting system has been established in the approaches to Cherbourg and is compulsory

for vessels over 1,600 grt carrying hydrocarbons or dangerous cargo.

Such vessels must report to the Centre Operations de Marine (COM), Cherbourg giving an ETA at least 24 hours prior to arrival at CH1 Lighted Buoy and sending a confirmation 6 hours before arrival. They must also maintain VHF contact with the VTS Center until berthed.

Before entering French territorial waters, such vessels must report any damage to their propulsion equipment to Vigie du Homet (Homet Coast Guard) at Cherbourg. (See Regulations).

**Deep-sea pilots.**—Vessels should send a request for deep-sea pilotage 48 hours in advance to Cherbourg (Pilotage Hauturier Cherbourg) through a French coastal radio station. The message should include name, draft, destination, pilot boarding position, and ETA.

Vessels should then confirm their ETA, as follows:

1. By telex to Pilotage Hauturier Cherbourg 24 hours prior to arrival.
2. On VHF channel 13 to Jobourg Traffic (VTS Casquets TSS) 4 hours prior to arrival.
3. On VHF channel 16 to Vigie de Homet (Homet Coast Guard) 2 hours prior to arrival.

Vessels should maintain a continuous listening watch on VHF channel 16 after giving the last confirmation. All amendments to ETA of more than 2 hours should be reported at least 6 hours before arrival.

Pilots may be provided by launch or helicopter.

Vessels must embark deep-sea pilots from launches in the North Waiting Area, about 3.5 miles N of Fort de l'Ouest.

Vessels carrying hydrocarbons or dangerous cargo must embark deep-sea pilots from launches in a position 7 miles N of Fort de l'Ouest, and, in all cases, not less than 7 miles off the coast.

Vessels embarking pilots by helicopter must send a request for pilotage 48 hours in advance to Cherbourg (Pilotage Hauturier Cherbourg) through a French coastal radio station. The message should include name; nature of service (deep-sea pilot to board by helicopter); ETA at pilot boarding position; confirmation that VHF equipment is in working order; and confirmation that full landing, restricted, or winching area is available.

Vessels should confirm their ETA to Pilot Hauturier Cherbourg 24 hours prior to arrival and to Jobourg Traffic 4 hours prior to arrival on VHF channel 16.

Jobourg Traffic (VTS Casquets TSS) will confirm the pilot transfer authorization for embarkation or disembarkation.

When Jobourg Traffic announces the take-off of the helicopter, vessels should transmit a locked key homing signal on 410 kHz. The helicopter pilot will establish contact on VHF channel 16 or 11 in order to receive relative wind details.

Pilots board by helicopter in the following positions:

- a. 13 miles N of Cap de la Hague (pilots boarding eastbound vessels).
- b. 10 miles N of Cap Levi (pilots boarding eastbound vessels).
- c. 5 miles N of Cap Levi (pilots boarding eastbound vessels except those carrying hydrocarbons or dangerous cargo).
- d. 32 miles N of Cap Levi (pilots disembarking from westbound vessels).

## Regulations

The North Waiting Area (anchorage) is reserved for vessels, except those carrying hydrocarbons or dangerous cargo, which have requested a deep-sea pilot for passage in the English Channel.

The South Waiting Area (anchorage) is reserved for vessels waiting to embark a pilot for entry into Cherbourg.

The following regulations apply to vessels carrying hydrocarbons or dangerous cargo bound for Cherbourg:

1. Vessels must approach and leave the port within the sector 325° and 037° from Fort de l'Ouest to reach the South Waiting Area.
2. Vessels must have a pilot embarked when S of the South Waiting Area.
3. Vessels must use Passe de l'Ouest (Mandatory Access Channel).
4. Vessels reporting any defects in their propulsion equipment, steering machinery, anchoring gear, or radar must remain outside 7 miles from the French coast unless expressly exempted by the Administrator of Marine Affairs, Cherbourg.

Speed limits of 14 knots within Grande Rade and 8 knots within Petite Rade are in force.

Naval vessels have priority in selecting anchorage berths.

Entry into Port Militaire, without authorization, is prohibited by all vessels and boats.

Vessels and boats, other than French government craft, are prohibited from stopping or anchoring within 100m of naval vessels moored in the roadstead.

## Signals

Vigie du Homet (Homet Coast Guard) broadcasts priority vessels movements and traffic restrictions on VHF channel 16.

When international signals are shown from the Homet Coast Guard station prohibiting entry or departure by Passe de l'Ouest, vessels should keep a listening watch on VHF channel 12.

## Anchorage

The only areas outside the breakwater in which vessels are permitted to anchor are the two Waiting Areas. The North Waiting Area lies centered about 3.5 miles N of Fort de l'Ouest. It has depths of 47 to 51m and may best be seen on the chart. The South Waiting Area lies centered about 2.5 miles N of Fort de l'Ouest. It has depths of 25 to 45m and may best be seen on the chart. (See Pilotage and Regulations.)

The principal anchorage in Grande Rade for large vessels has depths of 10 to 12m. The berth lies about 0.5 mile SE of Fort de l'Ouest and is indicated by ranges, which may best be seen on the chart. Small vessels may anchor farther E in depths of 5 to 8m, sand and mud.

Anchorage is prohibited within areas, which may best be seen on the chart, lying close S of the breakwaters, in the approaches to the entrances, in both Passe de l'Ouest and Passe de l'Est, and in the turning area of Petite Rade.

## Directions

Large vessels approaching from E should stay N of a line extending 060° from CH1 Lighted Buoy (49°43'N., 1°42'W.) until E of the meridian of Cape Levi (49°42'N., 1°28'W.).

Cherbourg Approach Channel leads within the sector between 325° and 037° from Fort de l'Ouest (49°41'N., 1°39'W.) to the Waiting Areas. (See Regulations.)

A recommended route, formed by a 1,000m wide zone, leads in a S direction from the W side of the Waiting Areas. Its central axis, course 177°, is indicated on the chart.

An entrance channel leads SE from the S end of the recommended route through the E part of Passe de l'Ouest. The fairway, which is marked by lighted ranges and a directional light, may best be seen on the chart.

A channel, marked by a range (a building, 41m high, and a water tower) and a directional sector light, leads S through Passe de l'Est and may best be seen on the chart. It is reported that this directional light is difficult to identify against the background lighting. (See Aspect).

## Caution

High speed craft may be encountered in the approaches to the port.

An area, within which diving is prohibited, lies centered 2.3 miles N of CH1 Lighted Buoy. It has a radius of 0.5 mile and may best be seen on the chart.

Diving without prior permission is prohibited within an area, with a radius of 0.5 mile, centered on a wreck, with a depth of 31m, lying about 4.9 miles NNE of the W end of Digue Centrale, the N breakwater.

Explosives dumping ground areas, with a radius of 0.1 mile, lie centered 1.2 miles NNE of Fort de l'Ouest and 0.4 mile S of Fort Central on Digue Centrale. They may best be seen on the chart.

Prohibited Areas, which may best be seen on the chart, lie along the N side of Digue de Homet, along the S side of Digue de Querqueville, along the S side of Digue de l'Est, along the SE part of Digue Centrale, and in the vicinity of Fort de Querqueville.

## Cherbourg to Pointe de Barfleur

**4.34 Le Becquet** (49°39'N., 1°33'W.), situated 1 mile E of Cherbourg, is a small drying harbor. It is used by local fishing vessels and pleasure craft. A lighted range indicates the approach. Buoys (special) are moored about 0.4 mile and 2.3 miles N of this harbor.

Le Grunes de Bretteville, a group of rocky shoals with depths of less than 5m, extend up to about 0.8 mile N from the coast, 1.3 miles E of the harbor.

**Cap Levi** (Cap Levy) (49°42'N., 1°28'W.), fronted by shoals, is low. A main light is shown from a prominent tower, 28m high, standing on the cape. A conspicuous signal station, with a white mast, is situated on a hill about 0.2 mile SSE of the light.

Port du Cap Levi, a small drying harbor, lies 0.5 mile S of the light. It is used by local fishing boats and yachts.



**Cap Levi Light**

An area of rocky shoals extends up to about 2 miles N of Cap Levi and is marked by a lighted buoy. This area is steep-to and the sea breaks on it in rough weather. Tete Septentrionale, with a depth of 9.2m, and another shoal patch, with a depth of 9.3m lying 0.3 mile ENE, form the outermost dangers of this area. La Pierre Noire, with a least depth of 2.2m, lies about 0.3 mile S of Tete Septentrionale.

A prominent square belfry stands at Maupertus-sur-Mer, 2.5 miles S of Cap Levi, and may be seen on the skyline. An airport is situated close S of the belfry.

The coast between Cap Levi and Pointe de Barfleur, 8 miles E, is bordered by rocks and shoals, the outermost lying nearly 2.5 miles from the shore. The shore is rocky and interspersed with sandy beaches.

Basses du Renier, with a least depth of 4.5m, lies about 2 miles N of the coast, 4.5 miles ENE of Cap Levi, and is marked by a lighted buoy.

Haut-Fond des Equets, with a depth of 7m, lies about 2.5 mile ESE of Basses du Renier and about 2.3 miles NW of Pointe de Barfleur. It is located about 2 miles offshore and marked by a lighted buoy.

Banc de Saint Pierre, extending SE of Haut-Fond des Equets, consists of shifting sand and broken shells. The sea breaks heavily in bad weather on this bank, especially with the wind against the tidal currents.

**Tides—Currents.**—Tidal currents close N of La Pierre Noire attain velocities (E and W) of about 4.8 knots at springs. Close N of Basses du Renier, the ESE tidal current attains velocities of about 4.8 knots while the W tidal current attains velocities of about 3.8 knots at springs.

**Directions.**—The offshore Traffic Separation Scheme, leading from Casquets to the Greenwich Lanby, passes about 20 miles N of Cap Levi.

Chenal des Trois Pierres and Chenal Hedouin, which are marked by ranges, lead inside the dangers fronting the coast between Cap Levi and Pointe de Barfleur. Due to the strength and uncertainty of the tidal currents, these channels should only be used by small vessels with local knowledge.

**Caution.**—Raz du Cap Levi, a dangerous race, occurs in the area of shoals extending up to 2.5 miles N of Cap Levi, especially when the wind is against the tidal current.

Anchoring, trawling, and dredging are prohibited within an area, which may best be seen on the chart, lying centered 2 miles W of Cap Levi.

An Explosives Dumping Area, the limits of which are shown on the chart, lies centered 7 miles NE of Cap Levi. A circular Prohibited Area, with a radius of 1.5 miles, lies in the vicinity of this Explosives Dumping Area and may best be seen on the chart.