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**CHAPTER 6****FROM POINTE DE LA COUBRE TO THE SPANISH BORDER**

- 13 Charts 6786, 6991, 7070 and 7211.  
19 ENC FR200010.  
25

[diagrams]

Embouchure de la Gironde – Mouth of the Gironde

6. — Map of the chapter.

**01 6.1. GENERAL INFORMATION**

- 07 The Aquitaine coast, from Pointe de la Coubre to the Spanish border, is generally inhospitable; it is open to swells that are often strong, the depths are changeable and the coast is made up of dunes. It is possible to divide this coast into three geographical areas:
- to the N, the mouth of the Gironde, which is dredged to 15 m, provides access to the economic region of Bordeaux and Aquitaine. The right bank is formed of cliffs that shelter the port of Royan and alternates with marshy areas; the left bank is low-lying;
  - in the centre, the coast of Landes, which is bordered by dunes, does not provide any shelter against bad weather from S to N by W. Bassin d'Arcachon, which is separated from the sea by a bar, is therefore inaccessible. The coast of Landes ends at the mouth of the Adour;
  - to the S of the Adour, the Basque coast is cut into by cliffs indented by Baie de Saint-Jean-de-Luz and the estuary of the Nivelle, and by Baie de Fontarabie and the estuary of the Bidassoa. Vessels can shelter in the port of Saint-Jean-de-Luz or, with more safety, in the Spanish port of Pasajes (*Sailing Directions C3*), however it is difficult to access this port in large swells from the W.

**01 6.1.1. LANDFALL**

- 07 Landfall on the Gironde estuary is described in section 1.7.3.5.

**01 6.1.2. CURRENTS**

- 07 References:

- chart tables providing the characteristics of the tidal currents;
- atlas *Courants de marée de la côte Ouest de France, de Saint-Nazaire à Royan* [*Tidal currents of the West Coast of France, from Saint-Nazaire to Royan*] and atlas *Courants de mare et hauteurs d'eau – Golfe de Gascogne* [*Tidal currents and water heights – Bay of Biscay*].

- 13 In the estuaries and Bassin d'Arcachon, the surface currents are very variable, depending on the meteorological and tidal conditions (§ 6.2.1.3.). They can reach a speed of 5 knots.
- 19 Along the coast, the currents caused by the swell are powerful; the speed of this current parallel to the coast can be significant in unsettled weather.

**01 6.1.3. PILOTAGE**

- 07 The pilotage stations of the Gironde (§ 6.2.4.2.) and the Adour (§ 6.8.3.) are installed in the area described in this chapter for the ports of the Gironde and the Dordogne as well as for the ports of Bayonne and Saint-Jean-de-Luz.

**01 6.1.4. PORTS**

- 07 The Grand port maritime de Bordeaux (GPMB) extends from Bordeaux to the mouth of the Gironde. It comprises the ports of Le Verdon (§ 6.2.8.4.), Pauillac (§ 6.3.7.3.), Blaye (§ 6.3.7.4.), Ambès (§ 6.3.7.5.) and the ports of Bordeaux and Bassens (§ 6.4.). The sea limits of the Grand port maritime de Bordeaux district are marked on the charts. They cover the mouth of the Gironde and extend as far as longitude 1° 30' W.
- 13 The port of Bayonne, a port of national interest (§ 6.9.), extends along the banks of the Adour on the sites of Boucau-Tarnos, Saint-Bernard and Blancpignon for commercial port activities and Anglet (§ 6.9.3.5.) for leisure activities.
- 19 The ports of Arcachon (§ 6.6.6.), Saint-Jean-de-Luz – Ciboure (§ 6.10.5.7.) are departmental ports, the activities of which are orientated towards fishing and leisure.

*01* **6.1.5. RESTRICTED AREAS**

*07* The Centre d'essais de lancement de missiles [Missile Launching Test Centre] (formerly CELM) [Centre d'Essais des Landes – Landes Test Centre] extends off the coast of Landes (§ 1.6.4.4.). Information on the activation of the sectors is distributed by AVURNAV and relayed by the CROSS ÉTEL broadcasters and the semaphore network.

*13* Bassin d'Arcachon is at the centre of significant marine farming activities.

*01* **6.1.6. CAUTIONARY ADVICE**

*07* Vessels navigating along the 130 M of coastline that separates the Gironde from the coast of the Basque Country should prepare for this journey as they would for navigation on the open seas, with no chance of putting into port, which may be the case in bad weather.

01 **6.2. MOUTH OF THE GIRONDE**

07 Charts 7426 and 7425.

13 ENC FR402040, FR402090, FR402100, FR574250 and FR602280.

01 **6.2.1. GENERAL INFORMATION**

07 Downstream of **Bec d'Ambès** (§ 6.3.7.5.), the joint estuary of the **Garonne** and the **Dordogne** (§ 6.5.) is known as the Gironde.

13 Its mouth (view 6.2.1.), downstream of the line connecting Pointe de Grave (on the left bank) to Pointe de Suzac (on the right bank), is obstructed by a rocky plateau and banks that make up that which is known as the bar. To seaward of these banks and up to 8 M from SW to NW of **Pointe de la Coubre**, dredging spoil grounds and numerous barely covered wrecks, which are marked on the charts but not marked by buoys or beacons, constitute dangers to which some vessels must give a wide berth when coming from the N.

19 The area covered by this section extends a little upstream of the mouth to include the anchorages for commercial vessels of Suzac and Le Verdon (§ 6.2.6.). The ports established on both banks are described in sections 6.2.7. and 6.2.8.

25 The attention of vessels anchoring in the roadstead or in the basins is drawn to the possible presence, below dredging heights, of unidentified obstructions such as anchoring lines, metal or concrete debris, etc. An inventory with an up-to-date plan of the identified obstructions covering the area managed by the autonomous port can be obtained upon request from the Bordeaux harbour master's office.

31 The Gironde provides access, via the Garonne Maritime, to Bordeaux, the main commercial port of the economic region of Aquitaine.

37

[photo]

Royan

Pointe de Grave'

Port-Bloc

Port-Médoc

6.2.1. – Estuaire de la Gironde, to the NE (*photo Port-Médoc*).

01 **6.2.1.1. Signal stations**

07 Pointe de Grave, semaphore (45° 34.2' N — 1° 04.0' W) [§ 1.4.7.2.]; radar surveillance station of Estuaire de la Gironde, at the Bordeaux harbour master's office.

01 **6.2.1.2. Rescue stations**

07 Port Médoc (45° 33.3' N — 1° 03.6' W) ; Royan (45° 37.2' N — 1° 01.7' W); Pauillac (45° 11.9' N — 0° 44.6' W).

01 **6.2.1.3. Tidal currents**

- 07 See also the atlas *Courants de marée de la côte Ouest de France, de Saint-Nazaire à Royan* [Tidal currents of the West Coast of France, from Saint-Nazaire to Royan].
- 13 In the mouth, beyond the 10 m isobath, the current turns in a clockwise direction. It has, however, preferred directions when it is strong, that is at springs. It then heads ENE at a speed of 1.1 knots at - 0400 HW at Pointe de Grave, and WSW at a speed of 1.2 knots at + 0300 HW at Pointe de Grave.
- 19 In the estuary, in the vicinity of the line of latitude of the Cordouan lighthouse, the current becomes almost reversing, heading NW and SE, and the speeds increase significantly, especially on the ebb.

01 **6.2.2. AREAS**

01 **6.2.2.1. Explosives temporary dumping ground**

- 07 Two circular areas with a radius of 200 m, designated as temporary dumping grounds for suspect devices caught by fishing nets or fishing equipment (§ 1.6.2.5.) are established around positions 45° 35.64' N — 1° 05.48' W and 45° 34.05' N — 1° 14.40' W (E and WSW of the Cordouan lighthouse).

01 **6.2.2.2. Dredging spoil ground**

- 07 A dredging spoil ground, marked on the charts, is situated 6.5 M ESE of the "BXA" buoy.
- 13 There is another spoil ground, also marked on the charts, around 1.5 M N of Pointe de Grave.

01 **6.2.2.3. Prohibited area**

- 07 Navigation, fishing and nautical sports are prohibited in an area, marked on the chart, around the old Le Verdon-sur-Mer oil pier (§ 6.2.8.4.) [*Decree of 22 August 2002 of the Prefect of the Gironde*].

01 **6.2.3. LANDFALL**

- 07 See section 1.7.3.5.

01 **6.2.4. VESSEL TRAFFIC SERVICE (VTS) AND PILOTAGE**

- 07 See also the publication *Radio communications for monitoring traffic and pilotage*.

01 **6.2.4.1. Vessel Traffic Service**

- 07 This service monitors and controls traffic between the "BXA" buoy and all sectors of the port of Bordeaux. It provides, upon request, radar assistance at the entrance to the Gironde and information on the current nautical environment and port activities.
- 13 Its control centre is the Grand port maritime de Bordeaux harbour master's office, the call sign for which is Bordeaux Port Contrôle.
- 19 PROCEDURE. – Upon arrival, vessels must report to the VTS:
- 48 hours prior to their ETA at the "BXA" buoy, specifying in particular their name, call sign, port of origin, ETA at the "BXA" buoy, destination, cargo, miscellaneous information in the event of dangerous goods on board, any damage;
  - 24 hours prior to their ETA at the "BXA" buoy, indicating their name, call sign, position and time, ETA and any modification to the previous message. They must also inform Bordeaux Port Contrôle of all safety information and information concerning waste generated and cargo residues;
  - 12 hours prior to their arrival at the "BXA" buoy, taking the same headings completed with information concerning VHF and radar equipment, the condition of manoeuvring apparatus, and indicating any modifications to the previous message;

- at least 6 hours prior to the new ETA, if it is brought forward, or 6 hours before the initial ETA, if it is delayed, to report any change to the ETA by more than 3 hours;
  - 3 hours in advance in order to request authorisation to enter the channel.
  - 25 Upon departure, vessels notify their departure time, ETD, with berth number, before making any movement.
  - 31 **RADIO WATCH.** – During the entire transit in the area, vessels must keep a watch on VHF channel 12 and must not change frequency or stop the watch without prior agreement from the VTS control centre.
  - 37 **INFORMATION.** – The height of the water, from Le Verdon to Bordeaux, is broadcast every 5 minutes on VHF channel 17. The VTS control centre transmits, upon request, meteorological bulletins or navigational warnings.
- 01 6.2.4.2. Pilotage**
- 07 **COMPULSORY PILOTAGE AREA.** – The limits of the Gironde station compulsory pilotage area are as follows:
    - to the W, longitude 1° 30' W;
    - to the S, the line of latitude of the Négade (45° 28.7' N);
    - to the N, the line of latitude of the Coubre (45° 41.8' N);
    - to the E, the upstream limits of the ports of Bordeaux and Libourne.
  - 13 **PILOTAGE SILL.** – The length overall below which vessels are exempt from the pilotage obligation, provided that they have VHF communication equipment with the necessary channels for river navigational safety traffic and for port traffic, is set as follows:
    - 70 m for the outer part of the mouth of the Gironde, situated downstream of the line connecting Pointe de Grave to Pointe de Suzac (transverse sea limit);
    - 50 m for the part upstream of this line.
  - 19 **ADVANCE NOTICE AND FORMALITIES.** – The pilot should be requested if possible 18 hours and at least 12 hours in advance; vessels should specify their ETA at the “BXA” buoy, the draught and the possible speed of the vessel. Vessels coming from a port located between Lorient and Santander (Spain) must report their ETA at the “BXA” buoy when they leave this port.
  - 25 Vessels not subject to the pilot obligation must also report their ETA under the same conditions, in order to make other vessels aware of their movements in the channel. Any change to the ETA by more than 3 hours must be the subject of an amended notice (§ 6.2.4.1.).
  - 31 For movements in the ports or in the anchorage areas, the pilots’ service must be requested between 3 and 6 hours in advance.
  - 37 **TRANSFER OF THE PILOT.** – The pilot is transferred by launch or by helicopter from 1 hour before to 5 hours after low water at Cordouan. Outside of this timeslot, the pilot is transferred by helicopter, with priority given to container vessels and passenger vessels. The transfer takes place around 1 M E of the “BXA” buoy.
  - 43 For vessels subject to the pilotage obligation with a length overall equal to or less than 120 m, and unless expressly requested by the master, the usual pilot transfer position is situated level with buoy “13A” (45° 35.7' N — 1° 04.2' W) provided that the meteorological conditions are as follows:
    - onshore wind less than 27 knots;
    - swell less than 3 m;
    - visibility greater than 1 M.
  - 49 The helicopter takes off from the Soulac-sur-Mer airfield. Its call sign is Papa Golf. Instructions for helicopter hoisting or helicopter transport<sup>16</sup> are transmitted to the vessel using VHF contact established three hours prior to the ETA. These manoeuvres are carried out according to the international regulations in force.
  - 55 Movements by the launch may be limited by the sea state, those by the helicopter by horizontal visibility and the height of the cloud base.
  - 61 **PILOTAGE EXECUTION CONDITIONS. RADAR ASSISTANCE.** – In the meteorological conditions described above, the vessels affected progress between the “BXA” buoy and buoy “13A”, with radar assistance provided remotely by a pilot responsible for giving advice to the masters to help them to steer their vessels.

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<sup>16</sup> Translator’s note: There may be a typing error in the French here, as we cannot find anything relating to “hélipontage”, therefore we assume that this is a mistake and should probably be “héliportage” (helicopter transport).

- 67 In order to provide this assistance to navigation, the pilot uses the information provided by the image of a ground-based radar.
- 73 Amongst these vessels, those transporting dangerous or polluting substances in bulk may only benefit from this assistance if their masters can prove that they have had at least three stopovers during the last 12 months.
- 79 When the nautical and meteorological conditions do not allow the pilot to board or disembark in the sea, only vessels with a length overall of less than 120 m that are not transporting dangerous or polluting substances may benefit from radar assistance, as defined above, following approval by the port authority.
- 85 By way of exception, an identified vessel not transporting dangerous or polluting substances with a length greater than 120 m may benefit from radar assistance, following approval by the port authority.
- 91 Vessels that may not benefit from radar assistance in bad weather may, if they request it 6 hours before the service is required, receive this service at La Pallice.

01 **6.2.5. CHANNELS AND BEACONAGE**

- 07 Vessels access the river via two passages: the main one is the Grande Passe de l'Ouest, which crosses the bar by rounding **Plateau de Cordouan** to the N. Passe Sud (Passe de Grave) rounds the same plateau to the S. Access can be dangerous for small vessels on the ebb in bad weather from S to N by W, due to breakers.

01 **6.2.5.1. Grande Passe de l'Ouest**

- 07 CURRENTS. – See section 6.2.1.3.
- 13 DREDGERS. – In the channel, there are both dredgers operating on the route that are capable of turning quickly, and dredgers that are operating whilst moored head and stern.
- 19 In the channel, there are also fixed sites for rock clearing comprising platforms. It is recommended that vessels manoeuvre with care when passing near the dredgers and work sites.
- 25 CHANNEL. – The channel that crosses **Banc du Matelier**, 300 m wide, is dredged to 11 m.
- 31 The channel is marked by lateral light buoys “1”, “2”, “2a”, “3”, “4” and “5” and by S cardinal light buoy “6”, which marks the S end of Banc de la Coubre. The axis of the channel is shown by the leading line on a bearing of 081.5° of the Palmyre lights (view 6.2.5.1.).

37

[photo]

Lighthouse and radar

6.2.5.1. – Palmyre lighthouses, leading line on a bearing of 081.5°.

- 43 Maintenance of the channel may lead to the movement of buoys, therefore the positions marked on the chart are only approximate. In addition to these normal buoys, temporary works special mark buoys with the inscription “TX” can also be found in variable positions.



- 49 DIRECTIONS. – When coming from out to sea, vessels pass near the “BXA” safe water mark landfall light buoy with whistle and Racon (45° 37.5' N — 1° 28.7' W), then head for the entrance to the channel, marked by the pair of buoys “1” and “2”. Follow the leading line of the Palmyre lights on a bearing of 081.5° as far as buoy “5”. Then pass through the channel to pass near buoy “6” and use the deeper water between, to the N, Banc de la **Coubre** (which extends progressively towards the S), marked to the S by buoy “8” and, to the S, Banc de **Montrevel**, marked to the N by buoy “9”.
- 55 From buoy “13”; take the leading line to stern of the rear lighthouse of Palmyre by the Terre-Nègre lighthouse on a bearing of 327.3°, which leads to the Le Verdon roadstead.
- 61 RADAR SURVEILLANCE STATION. – The Estuaire de la Gironde radar surveillance station comprises a radar scanner on the rear tower of the leading lights on a bearing of 081.5° of Palmyre (view 6.2.5.1.), and an operation station at the Bordeaux harbour master’s office.
- 67 The station is manned at all times and can provide vessels with information, on request, by contacting it on VHF (§ 6.2.4.1.).
- 73 This information, relating to vessel positions and the density of the traffic in the channel, is not the responsibility of the radar operator, who only provides the information and does not check it.

01 **6.2.5.2. Passe Sud (Passe de Grave)**

07 This passage is used by small vessels coming from the S and also by fishing and leisure vessels.

13 CURRENTS. – The currents are reversing and head in the direction of the passage (table 6.2.5.2.A.).

19

Times	Direction	Speed at springs
Geographical position: 45° 32' N — 1° 10' W		
– 0400 HW Pointe de Grave	069°	2.4 knots
HW Pointe de Grave	150°	0.6 knots
+ 0300 HW Pointe de Grave	242°	2.3 knots
+ 0600 HW Pointe de Grave	252°	1.4 knots

6.2.5.2.A. – Tidal currents in Passe Sud.

- 25 CHANNEL AND BEACONAGE. – The entrance to the passage is marked by the safe water mark buoy “G” anchored 6 M SSW of the Cordouan lighthouse. The channel is then marked by lateral buoys. Vessels are directed by two successive sets of leading lights, on a bearing of 063° and on a bearing of 041°, which are marked on the chart. The first leading line is that of the Pointe de Grave lighthouse by the Saint-Nicolas lighthouse (§ 6.2.8.1.) [view 6.2.5.2.B.]. The second is that of the Saint-Pierre lighthouse, a red support on top of a water tower (40 m) by the **Le Chay lighthouse**, a white cylindrical tower with a red top (15 m).
- 31 As there is a sandbank that moves, vessels must leave the leading line of the Saint-Pierre lighthouse by the Le Chay lighthouse when they arrive at the “G4” buoy and come to the right to pass buoy “G6”.

37

[photo]

Semaphore

Grave lighthouse

Saint-Nicolas lighthouse

063°

6.2.5.2.B. – Passe Sud. Leading line on a bearing of 063°.

01 **6.2.5.3. Regulations. Vessels transporting oil or dangerous substances, the gross tonnage of which is greater than 3000**

07 *Decree 2006/69 of 30 August 2006 of the Maritime Prefect of the Second Region (§ 7.4.2.).*

- 13 1. Approach channel. The channel used for the approach is the access and navigation channel defined in sub-section 3 below.
- 19 2. Holding area. A holding area has not been created.
- 25 3. Access and navigation channel. Vessels recognise the “BXA” landfall light buoy with a Racon, before using the access and navigation channel that is subject to the pilotage obligations and maritime police regulations laid down by *Interprefectoral Decree 2002/90 of 23 September 2002 of the Maritime Prefect of the Atlantic and of 2 September 2002 of the Prefect of the Gironde*.
- 31 4. Semaphore affected: Pointe de Grave.

01 **6.2.6. ANCHORAGES FOR COMMERCIAL VESSELS**

- 07 There are two anchorage areas intended for commercial traffic: the **Suzac anchorage** for oil tankers and the largest vessels and the **Le Verdon anchorage** for other vessels.
- 13 The Suzac anchorage, in 16 to 20 m of water, is situated next to the right bank of the mouth, to the NE of the line connecting N cardinal light buoys “M1” and “Banc des Marguerites”. Disused anchorage lines on the bottom can be found throughout the area.
- 19 *The Le Verdon anchorage, in 10 to 15 m of water over a sand and mud bottom of excellent holding, is situated next to the left bank of the mouth between Pointe de Grave and the Le Verdon disused oil pier. It is limited to the E by **Passe de la Chambrette**, covered by the white sector of the light on the headland of the same name. It constitutes a holding anchorage that is fairly poorly sheltered from strong W winds by the low-lying coast of Pointe de Grave.*

01 **6.2.7. N COAST OF THE MOUTH**

01 **6.2.7.1. Coast, landmarks and anchorages**

- 07 Coming from the NW and setting course on the entrance to the Gironde, mariners see successively, from Pertuis de Maumusson: the Marennes bell tower (§ 5.9.4.1.) in the forest of the Coubre that borders the **Côte Sauvage**; the La Coubre lighthouse (view 6.2.7.1.A.); the old La Coubre semaphore, a tower (42 m) with white and red bands, 600 m ENE of the lighthouse. 2.6 M W of the lighthouse, the “David Caldwell” W cardinal buoy marks dangerous wrecks.

13

[photo]

6.2.7.1.A. – Pointe de la Coubre. Lighthouse and old semaphore, to the E.

- 19 **Pointe de la Coubre** is extended towards the S by a line of sand that curves to the E to form Bonne Anse (view 6.2.7.2.A.). This cove and the port of La Palmyre, which is established here, are described in section 6.2.7.2.
- 25 The large **Cordouan lighthouse** (68 m) [view 6.2.7.1.B.], built on an uncovering rocky plateau, is located 5 M S of Bonne Anse, near the middle of the mouth.

- 31 In the NE part of the Cordouan plateau, over a depth of around 1.4 M, there is an area of variable bottoms marked on the chart, which is scattered with constantly shifting uncovering sandbanks.
- 37 On the edge of this area, a permanently uncovered sandbank with a height of 2 to 3 m and a surface of around 4 hectares extends between positions 010° and 045° at a distance of between 0.8 and 1.4 M from the Cordouan lighthouse.

43

[photo]

## 6.2.7.1.B. – Cordouan lighthouse.

- 49 The coast to the E of Bonne Anse is low-lying with dunes covered with pine trees as far as **Pointe de Terre-Nègre**, which bears a lighthouse (45° 38.8' N — 1° 06.4' W) [view 6.2.7.1.C.], a white tower (27 m) with a red top towards the W. Between 1.2 and 1.8 M NW of this headland, there are the lighthouses of the leading line on a bearing of 081.5° of **La Palmyre** (view 6.2.5.1.), the rear lighthouse of which, a white tower (36 m), bears the estuary radar surveillance antenna; the light of the front landmark is located on a free-standing dolphin 0.3 M from the shore.

55

[photo]

## 6.2.7.1.C. – Pointe de Terre-Nègre lighthouse, to the NW (2008).

- 61 The coast to the E of Pointe de Terre-Nègre is made up of cliffs indented by beaches lined with rocks and known as bays (“*conches*”) (see below). There is an uninterrupted line of houses on the shore. The **Puyraveau** water tower, which is barely visible, is situated 0.5 M E of the Terre-Nègre lighthouse and that of **Courlay-sur-Mer**, 0.9 M farther NE. A microwave tower bearing air obstruction lights stands near the two **Vaux-sur-Mer** water towers, around 2 M SE of Pointe de Terre-Nègre.
- 67 1.8 M farther SE, the port of Royan is established at the NE end of **Grande Conche**. This port is described in section 6.2.7.3.
- 73 The square bell tower of the Saint-Pierre church at Royan (§ 6.2.7.3.) is visible 0.6 M N of the port of Royan. **Pointe de Vallières** is located 2 M S of this church. Mariners see the water tower, the Saint-Georges-de-Didonne bell tower (§ 6.2.7.4.) and the old Saint-Georges lighthouse respectively 0.2 M E, 0.7 M E and at the S end of this headland.
- 79 The port of Saint-Georges-de-Didonne is described in section 6.2.7.4.

- 85 BAYS OF BONNE ANSE AT ROYAN. – The inner part of the bays uncovers over a sandy bottom as far as the entrance and provides no protection against onshore winds. In good weather, leisure vessels remain afloat in the opening of the bays without being subject to the fairly strong currents that pass a little farther out to sea. However, the depths decrease rapidly in this area.
- 91 **Conche de Pontailiac**, bordered by a beautiful beach and a fairly large urban area, provides the most resources.

01 **6.2.7.2. Bonne Anse and the port of Bonne Anse-La Palmyre**

- 07 BONNE ANSE. – Vessels can find shelter against winds from W to NW by anchoring in Bonne Anse (view 6.2.7.2.A.) to the SSE of the La Coubre lighthouse. This cove dries completely and vessels with a draught greater than 1 m may only access it after half tide. Access is tricky and good knowledge of the area is necessary.

13

[photo]

La Coubre lighthouse

6.2.7.2.A. – Pointe de la Coubre. Access to Bonne Anse to the NW (2008).

- 19 The entrance, which is very narrow, is situated between two sandbanks around 1 M NNW of buoy “10” of Grande Passe de l’Ouest. The access channel to the port of Bonne Anse-La Palmyre is marked at its entrance by two lateral mark buoys forming a gate, then by lateral mark buoys that can only mark one side of the channel.
- 25 Navigation at the entrance to the channel can be tricky in swell and winds from the W because the bottoms rise sharply, causing breakers to form. The beaconage of the access channel is moved frequently in order to take the movement of the banks scattered in Bonne Anse into consideration. When W winds against the ebb create a heavy sea in the Gironde, vessels can wait here until the conditions improve before continuing towards Royan.
- 31 There are oyster farms scattered throughout the cove. In order to avoid them, vessels must take care not to travel too far to the N towards the La Coubre lighthouse and should favour the marked channel.
- 37 PORT OF BONNE ANSE-LA PALMYRE (45° 41.0’ N — 1° 11.0’ W) [view 6.2.7.2.B.]. – This port is situated 2 M ESE of the La Coubre lighthouse on the edge of the cove. It is protected by two dykes made up of loose boulders and its water area is surrounded by riprap at which vessels cannot berth, and a small beach to the E. There are 300 berths on pontoons.
- 43 The access channel to the port is marked by lateral mark buoys. It is, however, recommended that vessels contact the harbour master’s office to obtain information on how to navigate it.
- 49 Launching slipway; slipway and grounding grid. Toilets and sanitary facilities in the harbour master’s office building.

55

[photo]

6.2.7.2.B. – Bonne Anse-La Palmyre, to the N (2008).

- 61 INFORMATION. – Department of Charente-Maritime (17); commune of Les Mathes (1480 inhabitants).  
 67 Harbour master's office: tel: +33 (0)5.46.22.44.31; mobile: +33 (0)6.75.29.29.18; VHF: channel 9 (working hours: from 0800 to 2000 in season).

01 **6.2.7.3. Royan**

- 06 Royan (45° 37.2' N — 1° 01.6' W) [view 6.2.7.3.] is a large fishing port and marina established in the NW part of Grande Conche, a bay that extends between Pointe du Chay, to the NW, and Pointe de Vallières, to the SE. It is also one of the ends of the connection by double-ended ferry with the S bank of the Gironde.  
 11 RADE DE ROYAN. – The **Rade de Royan** lies between **Grande Conche** to the N and **Banc de Saint-Georges** to the S. It is exposed to winds from the SE and NW by S. The currents are very violent here and the sea is very rough. *Vessels only anchor in good weather, in 11 to 20 m of water over a sand and mud bottom, to landward of Banc de Saint-Georges.* 0.5 M S of the port, the "R1" starboard lateral light buoy marks a wreck to the W.

16

[photo]

6.2.7.3. – Royan, to the WSW (2008).

- 21 ACCESS. – The Notre-Dame church and the Saint-Pierre water tower constitute two conspicuous landmarks for the approach. When coming from Grande Passe de l'Ouest, vessels leave the channel in the approaches to the "13" starboard lateral buoy in order to approach Pointe du Chay. Near this headland, a S cardinal mark beacon marks a bottom uncovering 1.3 m. Vessels then head towards the entrance to the port by passing at a short distance from the end of Jetée Sud, then along Nouvelle Jetée, which is extended by Digue Ouest.  
 26 Vessels access the port via a passage around 60 m wide that is open to the E between Digue Ouest and Digue Sud, both of which are made up of loose boulders and bear a light at their head. The channel leading to it is not maintained. Off

- the entrance, the current always heads S to SSW with a maximum speed of around 1 knot. Thus, it heads over the extension of Nouvelle Jetée and, outside the passage, over Jetée Sud.
- 31 PORT. – Outside of Nouvelle Jetée and connected to it by a large car park, the small Jetée Sud delimits a dock that houses the ferry terminal providing connections to Port-Bloc, on the S bank of the Gironde. This jetty bears a light at its head and has a slipway attached to its inner side.
- 36 The fishing port equipped with three pontoons, in 2.5 m of water, and scrubbing grids, is located immediately on the axis of the passage, N of Nouvelle Jetée. It is limited to the NW by Vieille Jetée, to which the pontoons are connected and against which the scrubbing grids are positioned. This jetty is extended towards the passage by a short groyne bordered by pontoons. The S pontoon is reserved for Customs and the N pontoon is intended for receiving visitors.
- 41 The extensive basin situated N of Digue Sud constitutes the new marina, separated from the old marina by Jetée Est. The entrance passage to the old port, which is 46 m wide, lies between this Jetée Est and Vieille Jetée. Both ports are equipped with pontoons and catwalks, on bottoms dredged to 2.5 m.
- 46 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 1000 berths of which 70 are for vessels in transit; maximum length 25 m; draught 2.5 m; water and electricity at the pontoons; sanitary facilities; fuel; bins on the quays and pontoons; recovery of oily wastes.
- 51 1.5 t mast crane; 26 t lift; slipway and grounding grid; flat concrete area uncovering 2.6 m at the fishing port; scrubbing station; hull and engine repair yards; all nautical trades.
- 56 INFORMATION. – Department of Charente-Maritime (17); 17,930 inhabitants.
- 61 Maritime affairs: 36 rue Pierre Jonain, Royan; tel: +33 (0)5.46.39.26.30.
- 66 Harbour master's office: Quai de la Vieille Jetée; tel: +33 (0)5.46.38.72.22; fax: +33 (0)5.46.39.42.47; VHF: channel 9 (working hours: from 0800 to 2000 in season); website: [www.port-royan.com](http://www.port-royan.com); email: [contact@port-royan.com](mailto:contact@port-royan.com)
- 71 Customs: at La Rochelle.
- 76 CONNECTIONS. – The town of Royan is connected by road to Rochefort (40 km), Saintes (36 km), Bordeaux (110 km) and, by ferry crossing the Gironde (passengers and vehicles), to Port-Bloc (§ 6.2.8.2.).
- 81 Railway (SNCF) station. Royan-Médias airfield (5 km).

01 **6.2.7.4. Saint-Georges-de-Didonne**

- 07 Saint-Georges-de-Didonne (45° 35.9' N — 1° 00.4' W) [view 6.2.7.4.] is situated under Pointe de Vallières, 1.5 M upstream of Royan. A concrete mole rooted at the foot of the old lighthouse protects this small dry harbour to the S. There is a pontoon along the inner side of the structure. The flat sandy bottom covered with 10 to 30 cm of fairly liquid mud uncovers around 2 m in the bend of the mole. The shelter is unsafe in bad weather from offshore and it is very busy in summer.
- 13 There are several white deadman mooring buoys anchored E of the mole, at the limit of the uncovering bottoms.
- 19 There are no supplies and few resources in the vicinity of the port.

25

[photo]

6.2.7.4. – Saint-Georges-de-Didonne, to the NW (2008).

- 31 **OUTER ANCHORAGES.** – *In good weather, vessels can anchor in 15 to 20 m of water over a sand and mud bottom to the E of Banc de Saint-Georges. The anchorage is extremely exposed to winds from S to NW by W and the currents are strong. In the same conditions, vessels can anchor near land, farther to the SE, off the Suzac beach, the Arnèche beach and the Les Nonnes beach, which follow on immediately upstream of Pointe de Suzac.*
- 37 **INFORMATION.** – Department of Charente-Maritime (17); 5130 inhabitants. The port is managed by the commune of Saint-Georges-de-Didonne.
- 43 Town hall: tel: +33 (0)5.46.05.07.27.

## 01 6.2.8. S COAST OF THE MOUTH

### 01 6.2.8.1. Coast and landmarks

- 07 The S coast of the estuary is low-lying and made up of dunes. On **Pointe de Grave**, mariners see the semaphore, flanked by a microwave tower (63 m) bearing air obstruction lights, the lighthouse, a white square tower (25 m) with black corners and tops (view 6.2.8.1.), and the **Saint-Nicolas lighthouse**, a white square tower (13 m). Microwave towers, the highest of which (59 m) bears air obstruction lights, stand 4 M S of the latter lighthouse. 1 M NE of these towers, mariners make out the town and cylindrical water tower of **Soulac-sur-Mer**, as well as a microwave tower, which stand out amongst the pine trees.

13

[photo]

6.2.8.1. – Pointe de Grave. Semaphore and lighthouse, to the SE.

- 19 There are two groynes made up of loose boulders rooted to Pointe de Grave. Their ends each bear a light beacon. Inside the estuary, immediately S of these groynes, mariners notice the facilities of Port-Bloc and, 0.6 M farther S, the facilities of Port-Médoc marina. Between these two ports, there is a launching slipway available for leisure vessels. Its entrance is marked by an E cardinal buoy.

- 25 Port-Bloc and Port-Médoc are described in sections 6.2.8.2. and 6.2.8.3.
- 31 1.5 M SSE of Port-Bloc, the Le Verdon disused pier closes off Anse de la Chambrette to the S. This pier, which is in poor condition, is situated within a prohibited area (§ 6.2.2.3.). Its downstream and upstream ends each bear a light. The port of Le Verdon is established just to the S of the pier. It is described in section 6.2.8.4.
- 37 0.25 M SSE of **Pointe de la Chambrette**, the S end of the port of Le Verdon, a dolphin bears a direction light, the white sector of which covers Passe de la Chambrette and the green sector of which lights up the disused pier.

01 **6.2.8.2. Port-Bloc**

- 07 Port-Bloc (45° 34.1' N — 1° 03.7' W) [view 6.2.8.2.] is established immediately S of Pointe de Grave. It is used primarily by ferries providing a connection with Royan, on the N bank of the mouth, and also by local service vessels (departmental maritime service, the Gironde maritime and navigation service, Grand port maritime de Bordeaux, pilotage). Leisure activities are modest, and berths set aside for vessels in transit are limited to around 10. The entrance is 50 m wide and the depth in the port, maintained by dredging, is 3 m. The backwash is felt here in bad weather.

13

[photo]

6.2.8.2. – Port-Bloc, to the SW (2008).

- 19 Access is made tricky by the strength of the currents, which can reach 5 knots on the ebb at springs near Pointe de Grave.
- 25 The port is protected to the NE by a dyke made up of loose boulders, the head of which bears a light. Another light, situated at the end of a short dyke made up of loose boulders, is opposite to the NNW and thus delimits the entrance to the port.
- 31 The quays and mooring berths situated on the inner side of the dyke are reserved for vessels from the lights and beacons service and for pilot cruising vessels. A pontoon parallel to the quay is reserved for vessels from the local boatyard. Opposite the entrance to the port, a stockade with a sloping surface is used for landing ferries.
- 37 Two leisure pontoons are installed at the inner end of the port parallel to the beach.
- 43 Fresh water and electricity at the quays. Engineers and chandleries.
- 49 INFORMATION. – Department of the Gironde (33); commune of Le Verdon-sur-Mer (1300 inhabitants).
- 55 Pilotage station: tel: +33 (0)5.56.09.63.85 and +33 (0)5.56.09.60.87; telex: PILVDON 550 167 F; fax: +33 (0)5.56.09.64.96; email: pilotagegironde@wanadoo.fr
- 61 Harbour master's office: tel: +33 (0)5.56.09.63.91; fax: +33 (0)5.56.73.70.34; email: EC-Verdon@bordeaux-port.fr
- 67 Maritime affairs: at Pauillac; tel: +33 (0)5.56.59.01.58.
- 73 Customs: 60 rue de la République, Le Verdon-sur-Mer; tel: +33 (0)5.56.09.67.11.
- 79 CONNECTIONS. – Road links to Bordeaux (105 km) and Arcachon (135 km); ferry crossing the Gironde between Royan and Port-Bloc. Railway station. Soulac-sur-Mer airfield (10 km).



01 **6.2.8.3. Port-Médoc**

07 Port-Médoc (view 6.2.8.3.) [45° 33.4' N — 1° 03.4' W] is a marina established 0.8 M S of Port-Bloc. It occupies a basin cut into the mudflats of Anse de la Chambrette. The two groynes made up of loose boulders that form the entrance passage each bear a light. Their heads are painted white.

13 The port is fully equipped with pontoons and catwalks, in 2 to 3 m of water.

19

[photo]

6.2.8.3. – Port-Médoc, to the NW (2008).

25 **EQUIPMENT. RESOURCES.** – The main equipment and services provided are as follows: 800 berths of which 40 are for vessels in transit; maximum length 25 m, draught 3 m; water and electricity at the pontoons; sanitary facilities; fuel; 45 t lift; slipway and recovery of black water; scrubbing area. All trades at the port.

31 **INFORMATION. CONNECTIONS.** – See section 6.2.8.2.

37 Harbour master's office: Port-Médoc marina, Le Verdon-sur-Mer; tel: +33 (0)5.56.09.69.75; fax: +33 (0)5.56.09.68.15; VHF: channel 9; email: capitainerie@port-medoc.com

01 **6.2.8.4. Port of Le Verdon**

07 The port of Le Verdon (45° 32.6' N — 1° 02.5' W) [view 6.2.8.4.] is situated at Pointe de la Chambrette, 2 M S of Pointe de Grave. It is a terminal for Ro-Ro and container vessels.

13

[photo]

## 6.2.8.4. – Le Verdon, to the NW (2008).

- 19 FORMER OIL PIER. – This pier is mentioned for reference only. It is no longer in operation or maintained. It is prohibited and dangerous to berth at it (§ 6.2.2.3.).
- 25 PORT. – A terminal for Ro-Ro and container vessels is in service upstream of the former oil pier. Its quay, 600 m long, comprises two 285 m-long berths, one of which is equipped to accommodate vessels with a rear quarter ramp and container vessels. It is accessible at any tide time for vessels with a draught of 12.5 m. It is equipped with two operational gantries, one of which may be fitted with a grab for bulk treatment. Water tap at the quay.
- 31 OUTER ANCHORAGE. – See section 6.2.6.
- 37 INFORMATION. CONNECTIONS. – See section 6.2.8.2.

01 **6.3. THE GIRONDE AND GARONNE MARITIME**

07 Charts 7426 and 7427.

13 ENC FR402040, FR402050 and FR402060.

01 **6.3.1. GENERAL INFORMATION**

07 Upstream of its mouth, the Gironde extends as far as Bec d'Ambès and then becomes the Garonne Maritime. This latter part of the river is accessible to sea-going vessels as far as the Pierre de Bordeaux bridge. Upstream of this bridge, river navigation is large scale. The distances between Bordeaux and the mouth are calculated in kilometres from Bordeaux (km 0 at the Pierre bridge).

01 **6.3.1.1. Rescue stations**

07 Port-Médoc (45° 33.3' N — 01° 03.6' W); Pauillac (45° 11.9' N — 0° 44.6' W).

01 **6.3.1.2. Pilotage**

07 See section 6.2.4.2.

01 **6.3.2. AREAS**

01 **6.3.2.1. Marine farms**

07 Marine farm concessions (shellfish farming in particular) may be awarded on Banc de Saint-Vivien, on the S bank of the entrance to the Gironde, in an area situated between the coast and the line connecting positions 45° 29.8' N — 1° 02.5' W; 45° 30.4' N — 1° 01.7' W; 45° 27.15' N — 0° 56.1' W and the old Richard lighthouse (45° 26.4' N — 0° 55.9' W).

01 **6.3.2.2. Submarine pipelines and submarine cables**

07 PASSE DE SAINTONGE. — It is prohibited to anchor in the three following areas, marked on the chart:

- off the Le Blayais nuclear power plant (km 53);
- to the SE of Île de Patiras (km 44);
- 1 M downstream of Blaye (km 39).

13 In this area, two telegraph cables connect **Île Nouvelle** to the right bank. The location of each cable is marked by the leading line of two beacons installed on Île Nouvelle for the N cable and on the right bank of the Gironde for the S cable. For each of these two leading lines, the front beacon is a white triangle and the rear beacon is a black rectangle. The area in which anchoring is prohibited extends from 100 m downstream of the N cable to 100 m upstream of the S cable.

19 APPROACHES TO PAUILLAC. — Due to the presence of the submarine telephone cable connecting Pauillac (km 47) to **Île de Patiras**, it is prohibited to anchor in the area, marked on the chart, extending for 100 m on either side of this cable. The location of the cable is marked on the island by the leading line formed of two beacons. The front beacon is a white triangle and the rear beacon is a black rectangle.

25 APPROACHES TO BEC D'AMBÈS. — It is prohibited to anchor in two areas, marked on the chart, extending for 100 m on either side of the two submarine cables, one connecting **Île Verte** to **Soussans** (km 31) and the other connecting **Île du Nord** to **Margaux** (km 30). The ends of the first cable are marked by boards stating this prohibition.

01 **6.3.2.3. Prohibited areas in the approaches to the Le Blayais nuclear power plant**

07 8 M N of the port of Blaye, areas in which anchoring and navigation are prohibited (*Interprefectoral Decree 2002/90 of 23 September 2002 of the Maritime Prefect of the Atlantic and of 2 September 2002 of the Prefect*)

of the Gironde), the limits of which are marked on the charts, protect the water intake and outfall pipes and the measuring equipment of the Le **Blayais** power plant (km 53.5).

01 **6.3.3. RIVER NAVIGATION**

07 From Richard (km 80) in an upstream direction, sills follow on from each other that separate banks and some of which are affected by slow movement (around 200 m per year). Their depth is checked monthly and dredging is carried out when it is around 30 cm less than the authorised depth.

13

[photo]

6.3.3. – Old Richard lighthouse, to the NW (2008).

19 The bottom over these sills and over the largest part of the channel is made of more or less liquid mud. Grounding poses no risk here, which allows vessels to make the most of the opportunities to pass over the sills. The only regions where the sand and gravel bottom does not favour grounding are those of Cussac-Saint-Julien and Caillou.

25 The river water is fresh and filled with mud, especially when the waters are low, that is at the end of the summer.

31 When the Garonne is at its lowest level, a rapid rise in the water level has sometimes been noted, just after low water, that can reach 0.5 m in five minutes.

37 The change of the current at low water springs does not cause a tidal bore in the maritime part, but does, however, mean that special precautions need to be taken (§ 6.3.3.2.). The phenomenon can occur in the river part, upstream of the Pierre bridge.

01 **6.3.3.1. Draughts and depths**

07 The average permissible draughts when heading up river and down river, depending on the tidal coefficient, are indicated in table 6.3.3.1. In favourable conditions, vessels can navigate up river as far as Bassens with a draught of around 11 m and down river with a draught of around 9.5 m. The depths of the water indicated in the text for different berths built in the river are theoretical depths, in relation to the lowest low water level after each maintenance dredging.

13

Ports	Coeff. 40	Coeff. 70	Coeff. 100
	Average permissible draught (m) per tidal coefficient		
Blaye (Heading up river)	9.2	9.9	10.6
Blaye (Heading down river)	9.5	9.8	10.2
Ambès (Heading up river)	10.2	10.7	11.3
Ambès (Heading down river)	9.9	10.1	10.3
Bordeaux Bassens (Heading up river)	10.1	10.8	11.3
Bordeaux Bassens (Heading down river)	9.9	10.1	10.2
Bordeaux (Heading up river)	7.8	8.2	8.8
Bordeaux (Heading down river)	8.8	8.8	8.8

## 6.3.3.1. – Permissible draughts.

- 19 Between each dredging, the depths can decrease due to the inflow of very soft mud carried along by the river. This mud is deposited in particular at the foot of quays and structures, forming a raised area that is not dangerous for hulls, and which causes the vessel to be moved gently from the quay at low water.
- 25 Details can be provided by the Bordeaux pilotage service or harbour master's office.

01 **6.3.3.2. Directions**

- 07 **VESSELS HEADING UP RIVER.** – The times for vessels heading up river depend on the conditions for crossing the sills and the expected mooring direction. The time slots are fairly long because the tidal wave goes in the same direction as the vessels. A vessel may head up river, at the earliest, in due course to cross the first sill, as soon as the water level is sufficient. As its speed is less than that of the tidal wave, there is more and more water over the following sills. For large oil tankers heading up river to Ambès, see section 6.3.7.5.
- 13 As mooring with the bow downstream is very desirable at Bordeaux, the time limit for leaving the entrance to the Gironde is that which still allows vessels to find the flood current here. Upstream of Bec d'Ambès, vessels must not move at more than 12 knots on the bottom.
- 19 The directions provided in section 6.3.3. allow these time limits to be calculated approximately, in order to find out at what time vessels may usefully arrive at the pilot boarding place, however only the pilot may determine a very precise time, taking into account the actual height of the sills and the impact on the tides of the meteorological situation and, possibly, the rise in the level of the river.
- 25 Vessels wait at anchor (at the "BXA" buoy at Le Verdon or Suzac) for the best time to cross the sills.
- 31 **VESSELS HEADING DOWN RIVER.** – The times for vessels heading down river are much more limited because vessels go to meet the tidal wave. They must leave on the flood so that there is enough water over the first sill to cross. When crossing the others, the tide continues to rise, then it falls and vessels must again ensure that there is enough water to cross the last of the sills.
- 37 This condition limits the draught for vessels heading down river to values that are lower than those for vessels heading up river. The maximum draughts given above are averages. The maximum permissible draught for a specific vessel is higher when its speed is higher.
- 43 **MOORING.** – Vessels receive instructions for heading up river and for mooring at the quay from the Bordeaux harbour master's office.
- 49 Vessels mooring at Bordeaux must be particularly careful at low water, especially at springs. When the falling current ceases and when the rising current begins quickly, with no slack water, if there is some room for movement in the mooring ropes and if water can rush in between the vessel and the quay, all ropes risk breaking with a single blow. In order to prevent incidents of this kind, it is necessary, towards the end of the falling current, to fasten the vessel parallel to the quay, using the side ropes, and to tighten the stern and head ropes.

01 **6.3.4. WATER LEVEL**

- 07 The anticipated heights of the water in the Gironde and in the Garonne Maritime, provided by the tide tables issued by the Grand port maritime de Bordeaux, are available on the port website ([www.bordeaux-port.fr](http://www.bordeaux-port.fr)).

**01 6.3.4.1. Reference level**

07 The depths indicated are referred to chart datum (lowest low water level).

**01 6.3.4.2. Floods**

07 The floods of the Garonne only have a significant impact on the heights of high and low water from Bordeaux to Marquis (a little upstream of Bec d'Ambès). They do not impact the low water times. On the other hand, they bring forward the high water time by up to 54 minutes at Bordeaux and 24 minutes at Marquis, for a 6 m flood at La Réole. In the latter case, the tidal currents are very disrupted and sometimes the flood current is not felt anymore upstream of Bec d'Ambès (this is known as "souberne"<sup>17</sup>).

**01 6.3.4.3. Influence of the wind**

07 Onshore winds from S to NW by W cause the water levels to rise. Gusts of onshore winds increase the height of the water from 0.8 to 0.9 m and bring the high water times forward by 10 to 15 minutes.

13 Very fresh winds from N to S by E delay the high water time by 10 to 15 minutes and can decrease its height by 0.3 m.

**01 6.3.4.4. Tide scales**

07 The tide scales indicate the height of the water above chart datum at the position in which they are installed.

13 There are nine remote automatically recording tide gauges that provide information on the height of the water; they are registered at the harbour master's office and broadcast on VHF (§ 6.2.4.1.). These measuring devices are situated at the following places and kilometric positions: Le Verdon, at the entrance to Port-Bloc (km 96); Richard (km 79); Lamena (km 63); Pauillac (km 49); Fort-Médoc (km 37); Ambès (km 23); Marquis (km 20); Bassens (km 8.2); Bordeaux (km 3.5).

**01 6.3.5. CHANNEL AND BEACONAGE**

07 There are oyster farms (§ 6.3.2.1.) established on **Banc de Saint-Vivien**, 4 M SE of the Port of Le Verdon.

13 In the main channel, the shallowest depths are located on the sills mentioned in section 6.3.3. For vessels branching off towards Blaye, it is on **Seuil de Plassac** that they will find the least water.

19 The beaconage comprises numerous radar reflector buoys. The state of the channel is the subject of continuous monitoring and the buoys are moved as a result.

25 It is recommended that small vessels that do not know the region do not enter the unmarked passage at Bec d'Ambès, between the left bank on one side, and **Île Verte**, **Île du Nord** and **Île Cazeau** on the other. The depths here do not exceed 1.5 m and its upstream end is closed off by a submersible dyke that connects the coast to Île Cazeau. It is prohibited to anchor within two areas protecting submarine cables (§ 6.3.2.3.).

31 **Passe de Saintonge**, which lies between the right bank and the islands in the middle of the Gironde, is limited to the S by the line of latitude of the port of Blaye (km 37) and to the N by the line of latitude of the port of Les Callonges (km 55.5). This passage is not used by commercial vessels due to the shallow depths and obstructions found there, however it can be used by fishing and leisure vessels. Submarine pipelines and submarine cables, which are protected by areas in which anchoring is prohibited, run across it. These areas are marked on the charts, one off the Le Blayais nuclear power plant (km 53), another S of Île de Patiras (km 44) and a third 1 M downstream of Blaye (km 39) [§ 6.3.2.2.]. A submersible dyke and a power cable connect Île de Patiras to Île Bouchaud (height of the overhead cable: 8 m above high water at mean springs).

37 The main channel is crossed by two areas in which anchoring is prohibited extending either side of the submarine cables and marked on the charts, at Pauillac (km 47) and Bordeaux (km 8). Several submarine pipelines, also marked on the charts, cross the Garonne upstream of Île Cazeau.

<sup>17</sup> Translator's note: This seems to be a regional word, therefore we cannot find a specific translation. It could mean "high water" or "rise in water level".

- 43 A dredging spoil ground is established between Îlot de Trompeloup and Île de Patiras. The bottoms uncover 1 m on average, with lesser depths in some places. Halfway between the two islands, a tide scale, positioned on a white metal post, provides the heights of the water in relation to the lowest low water mark.

01 **6.3.6. REGULATIONS**

- 07 Traffic in the maritime waters of the Gironde and the Garonne is governed by *Interprefectoral Decree 2002/90 of 23 September 2002 of the Maritime Prefect of the Atlantic and of 2 September 2002 of the Prefect of the Gironde*.

- 13 Certain general rules, applicable to the whole of the Gironde and the Garonne, are listed below.

01 **6.3.6.1. General vessel traffic**

- 07 The 1972 *International Regulations for Preventing Collisions at Sea* apply.

- 13 Vessels with mechanical propulsion which, due to their size or draught, could fall within the obligation to avoid navigating close to the right-hand side of the channel, must signal it using a black cylinder by day and three red vertical lights by night.

- 19 These signals must be borne by vessels with a deadweight tonnage of 80,000 (summer) and over between the "BXA" buoy and Rade du Verdon, and by vessels with a draught of 8 m and over between buoy "15" and Bordeaux, including the access channel to Blaye.

- 25 Vessels must reduce their speed when passing near to any vessel or floating craft that is anchored or moored to quays or piers.

- 31 Crossing and overtaking manoeuvres must only be undertaken in complete safety, taking the traffic and the configuration of the channel into consideration.

- 37 Vessels heading up river or down river must keep a permanent watch on the VHF frequency stated by the VTS control centre (§ 6.2.4.1.) between the "BXA" buoy and their mooring berth, as well as during any stay at a holding anchorage (carried out on the instructions of the pilot or VTS).

- 43 Vessels exempt from the pilotage obligation are bound, like the others, to the VTS control procedure (§ 6.2.4.1.).

01 **6.3.6.2. Special measures for tanker vessels transporting inflammable or dangerous liquids or gases (and for empty tanker vessels that have not been degassed).**

- 07 Upon arrival, and upon departure, these tanker vessels are only authorised to pass through the channel if they are equipped with both a fully operational radar and a VHF radio transceiver.

- 13 They must report to the VTS control centre in accordance with the special provisions applicable to them (§ 6.2.4.1.).

01 **6.3.7. ANCHORAGES. MAIN PORTS AND PORT FACILITIES**

- 07 Charts 7030, 7426 and 7427.

- 13 ENC FR402050, FR402060, FR502290 and FR502291.

- 19 There are several anchorages in the river, however they are not of good holding and they are normally prohibited for commercial vessels that can only anchor, outside of the Suzac and Le Verdon anchorage areas (§ 6.2.6.) at the request of or with written authorisation from the management of the Grand port maritime de Bordeaux.

01 **6.3.7.1. Meschers-sur-Gironde**

- 07 Meschers-sur-Gironde (45° 33.2' N — 0° 56.6' W) [view 6.3.7.1.] is a fishing port and marina situated on the right bank to the E of the headland of the same name, at km 89.

- 13 It comprises a quay for fishing vessels, on the W bank of the Le Marais canal, a grounding basin for leisure vessels on the E bank and a non-tidal basin at the end of the Le Marais canal.

19

[photo]

Open lock

6.3.7.1. – Meschers-sur-Gironde, to the NW (2008).

- 25 ACCESS. – There are two perches located immediately E of the headland. The E-most one, which is a S cardinal mark perch, marks the uncovering Roche Plate and marks the access to Baie de Meschers. The other, a port lateral perch, is situated 45 m W of the first one and vessels must pass very close to it in order to enter the access channel to the port.
- 31 This channel, which is very narrow (6 m), dries 1 m and crosses a mudbank uncovering 1.2 to 3.2 m. A leading line on a bearing of 349.5° of two lights on two green metal pylons with green day boards with a white vertical stripe, allows vessels to pass very close to the E limit of this channel. Three simple perches mark its W edge. The channel leads to the narrow Le Marais canal, which opens out between a terreplein to the W and a short dyke to the E. This canal dries 1.5 m.
- 37 The Le Marais canal leaves the grounding basin to the E to lead straight ahead to the lock of the non-tidal basin. The gate of this lock, the sill of which is located 2 m above chart datum, is open by day from 2 hours 30 minutes before to 2 hours 30 minutes after high water at Grave and upon request in winter.
- 43 There are three places intended for receiving vessels: in the Le Marais canal, W bank; at the end of the grounding basin pontoons; at the three short pontoons situated on the E bank, just before the lock.
- 49 PORT. – The grounding basin, which dries 1.5 m over a soft mud bottom, is equipped with three pontoons with catwalks. This basin is dredged every 2 years to 1 m above chart datum, but regular silting up raises the bottom to a height of 2.5 m between two dredgings.
- 55 The non-tidal basin is also equipped with three pontoons with catwalks.
- 61 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 285 berths of which 18 are for vessels in transit; maximum length 9 m, draught 2.5 m; water and electricity at the pontoons; sanitary facilities; two slipways; mechanics workshops and chandleries; supplies, fuel and all trades in the town situated 600 m away.
- 67 INFORMATION. – Department of Charente-Maritime (17); 2280 inhabitants.
- 73 Harbour master's office: tel: +33 (0)5.46.02.56.89.
- 79 Town hall (substitute for the harbour master's office): tel: +33 (0)5.46.39.71.00.

01 **6.3.7.2. Mortagne-sur-Gironde**

- 07 Mortagne-sur-Gironde (45° 28.2' N — 0° 48.7' W, entrance to the channel) [views 6.3.7.2.A. and 6.3.7.2.B.], a marina equipped with a non-tidal basin, is situated on the right bank of the Gironde between km 74 and km 75. It is accessed



via a channel cut through **Banc de Saint-Seurin**. Its entrance is marked by the “Mortagne” port lateral buoy, anchored near a W cardinal light buoy that marks the ruins of an old dolphin, then by two pairs of lateral perches. This channel, which is winding and oriented on average on a bearing of 060° – 240°, is around 30 m wide in 2.5 m of water at high water with a coefficient of 80.

13

[photo]

6.3.7.2.A. – Mortagne-sur-Gironde. Access channel, to the NE (2008).

- 19 PORT. – The channel leads, 1300 m farther on, to a dock (outer harbour) with riprap and pontoons along its entire length and bordering it; from here, vessels access the non-tidal basin through a lock 9 m wide and the sill of which is 0.3 m above chart datum. This lock is open every day from 15 February to 15 November from 1 hour before high water to high water, between 0800 and 2000. Outside of this period, vessels must, in order to enter, contact the harbour master’s office 48 hours in advance.
- 25 The non-tidal basin is equipped with pontoons with catwalks. Vessels are received before passing through the lock, on the edge of the quay and on pontoons.
- 31 The outer harbour is fitted out as a dry harbour. On the left bank, it comprises a 200 m-long pontoon reserved for professional fishing vessels and, on the right bank, an angled quay 200 m long with a pontoon 180 m long reserved for leisure vessels.

37

[photo]

## 6.3.7.2.B. – Mortagne-sur-Gironde, to the NE (2008).

- 43 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 150 berths in the non-tidal basin and 40 berths in the outer harbour; 30 berths for vessels in transit; maximum length 19 m, draught 2.6 m; water and electricity at the pontoons; sanitary facilities; two slipways and a grounding grid; small naval building and repair yard (wood, plastic and engines).
- 49 INFORMATION. – Department of Charente-Maritime (17): 982 inhabitants.
- 55 Harbour master's office: tel: +33 (0)5.46.90.63.15.

01 **6.3.7.3. Pauillac**

- 07 PIERS AT PAUILLAC (view 6.3.7.3.A.). – Pauillac (45° 13.5' N — 0° 44.7' W) [km 50] is a port situated on the left bank to the W of the S end of **Îlot de Trompeloup**, comprising several piers. The public pier "700", which is 300 m long, is parallel to the bank to which it is connected by a viaduct. It is accessible for vessels with a draught of 5.8 m at springs (6.6 m at neaps). The bottoms are made of soft mud.
- 13 The downstream part of pier 700 is occupied by a pontoon intended for handling parts of the aircraft Airbus A 380. This pontoon can accommodate a vessel upstream and one or two barges downstream simultaneously. Vessels are handled using the roll-on roll-off method.
- 19 Downstream of the public pier, the Shell France oil pier 710 can accommodate vessels 245 m long with a draught of 9.75 m to 10.45 m, depending on the tidal coefficient. The upstream part 711 is out of operation.

25

[photo]

## 6.3.7.3.A. – Pauillac. Piers, to the NNW (2008).

- 31 MARINA (view 6.3.7.3.B.). – The **Pauillac marina** (45° 11.8' N — 0° 44.6' W), situated 1.5 M upstream of the Shell depot, at km 47, is the only real deep-water marina between the mouth of the Gironde and Bordeaux, and can be used as a stopover for vessels navigating up river as far as this metropolis.
- 37 It is a basin equipped with pontoons and catwalks, in 1 to 6 m of water. It is protected to the N, E and SE by an angled dyke with a light on its head, and to the S by a short counter jetty, the head of which bears a light next to a monument in the shape of a bottle. There is also a light installed on the N bend of the dyke. A starboard lateral beacon marks the S bend.
- 43 Vessels enter by navigating very close to the head of the dyke. The currents can be strong at half tide because they pass under the dyke and the counter jetty, the base of which is latticed, thus ensuring natural dredging of the port and its entrance.
- 49 A berth for passenger river vessels is situated outside of the marina dyke. Authorisation to berth must be requested from Pauillac town hall.

55

[photo]

## 6.3.7.3.B. – Pauillac, marina, to the NNW (2008).

- 61 LEISURE FACILITIES. – The main equipment and services provided are as follows: 150 berths, of which 20 are for vessels in transit; maximum length 16 m; draught 2 m; water and electricity at the pontoons; sanitary facilities; refuelling pontoon (taxed and tax-free) connected to the counter jetty near the head; 1 t fixed crane, 8 t travelling crane and 15 t lifting truck; slipway.
- 67 INFORMATION. – Department of the Gironde (33); 5400 inhabitants.
- 73 Harbour master's office: at Le Verdon; tel: +33 (0)5.56.09.63.91.
- 79 Marina harbour master's office: tel: +33 (0)5.56.59.12.16; fax: +33 (0)5.56.59.23.38; VHF: channel 9 (working hours).
- 85 Maritime affairs: marina premises, open Tuesdays; tel: +33 (0)5.56.59.01.58.
- 91 Customs: at Blaye.

01 **6.3.7.4. Blaye**

- 07 Blaye (45° 07.4' N — 0° 39.9' W) [view 6.3.7.4.], situated on the right bank at km 37, has structures that can be used by sea-going vessels and a dry harbour for leisure vessels and sand carriers.

13

[photo]

6.3.7.4. – Blaye, to the NNW.

- 19 ACCESS. – Vessels follow the main channel of the Gironde as far as buoy "60" to the E of Île du Nord. They pass upstream of this buoy and then set course towards Blaye by navigating very close to the right bank and by leaving buoy "D2", Banc de Plassac and buoys "D4" and "D6" to the W. All of these buoys are lit and have a radar reflector.
- 25 PIERS 600 and 601. – These piers, established in 9 m of water in a soft mud bottom, present a 220 m-long berthing front and are served by a 60 m-long platform. They can receive liquid products (fertiliser, aromatic oils and molasses) and handle bulk grain. A continuous grain-loading device (wheat, corn, barley and sunflower) is installed on berth 600.

- 31 PIER 602. – This private berth is equipped with pipelines to receive liquid products. It can accommodate vessels 200 m long with a draught of 9.5 m.
- 37 Storage terrepleins, vertical silos, a drier and sheds with conveyor belts and pipelines serving piers 600, 601 and 602. The silos and sheds have a capacity of 90,000 t. The pipelines for unloading liquid products are used by the company SCREG Sud-Ouest, which has a storage capacity of 13,000 m<sup>3</sup>.
- 43 PIER 610. – This pier, which bears a light, is out of operation (2005).
- 49 FERRY SLIPWAY. – A ferry provides a connection with the port of Lamarque on the left bank. Its slipway, at Blaye, is situated downstream of the public pier, at km 37.
- 55 DRY HARBOUR. – The dry harbour, 500 m downstream of the public pier, is established in the **Saugeron** estuary. The entrance to the latter is marked by a light situated on the N side. The port is made up of a narrow channel (30 m) that is 250 m long. The N bank is bordered by riprap at which vessels cannot berth. On the other bank, the first quay, which is reserved for sand carriers, is extended upstream by a wide slipway descending towards the bed of the stream and at the foot of which leisure vessels ground on a muddy bottom, perpendicular to the bank.
- 61 MARITIME STOPOVER. – Leisure vessels and river vessels can berth at an 80 m-long pier. This pier, which is owned by the town of Blaye, is managed by the town hall.
- 67 INFORMATION. – Department of the Gironde (33); 4920 inhabitants.
- 73 Port officials' office (Bordeaux): tel : +33 (0)5.57.42.10.77.
- 79 Customs: tel: +33 (0)5.57.42.04.24.

01 **6.3.7.5. Ambès and Marquis**

- 06 **Ambès**, an oil port of the Grand port maritime de Bordeaux, is established partially on the left bank of the Dordogne, 0.1 M upstream of Bec d'Ambès (view 6.3.7.5.A.), which marks the confluence of this river with the Garonne, and partially on the right bank of the latter, around 2.8 M upstream of Bec d'Ambès. It serves various oil and chemical installations as well as the EDF thermal power station.

11

[photo]

The Marquis

The Dordogne

The Garonne

Bec d'Ambès

6.3.7.5.A. – Bec d'Ambès. Piers to the SE (2008).

- 16 ACCESS. – Vessels heading for piers in the Dordogne follow the main channel of the Gironde as far as buoy "60" then the Dordogne channel by setting course on port lateral buoys "BA0", "BA2" and "BA4" and W cardinal buoy "62". All of these buoys are lit and have a radar reflector.
- 21 DIRECTIONS. – Large loaded vessels heading for the Ambès public piers must arrive in the vicinity of their berth at the time of high water at Bordeaux and moor with their bow upstream. For large loaded vessels heading downstream, the maximum draught and time of departure are set by the pilots; these vessels must be moored with their bow downstream.

- 26 BEC D'AMBÈS PIERS (view 6.3.7.5.A.).
- 31 Public pier 517. – This structure, which is the farthest downstream in the Dordogne, is accessible for vessels with a deadweight tonnage of 40,000, lightened to 25,000 t, and provides a mooring berth for oil tankers 180 m long (draught provided by the harbour master's office). It is made up of two dolphins connected by a footbridge. Despite the fairly strong currents, the holding at the berth is excellent when the vessel is correctly moored. Steel wire moorings fixed to land by chains can be provided to vessels, with no surcharge. These moorings are normally inspected and maintained by the port. The Grand port maritime de Bordeaux cannot be held responsible in the event of an accident as a result of one of these moorings breaking.
- 36 DPA pier 518. – This pier is out of operation (2005).
- 41 Public pier 519. – This pier is out of operation (2005).
- 46 Private pier COBOGAL 515. – This pier, situated on the right bank of the Garonne at km 22.2, is used to accommodate vessels 135 m long with a draught of 7.50 m transporting Liquefied Petroleum Gas (LPG). Its end bears a light. Mooring lines are provided by the terminal manager (COBOGAL).
- 51 MARQUIS PIERS (view 6.3.7.5.B.).
- 56 Public pier 512. – Situated on the right bank of the Garonne, upstream of Bec d'Ambès at km 20.5, this pier specialises in the reception of white oil products. It is accessible for vessels 185 m long with a deadweight tonnage of 50,000 when partially loaded. The maximum permissible draught varies between 10 m and 10.50 m depending on the periods. Mooring is carried out using the vessel's moorings.
- 61 Public pier 511. – Situated 500 m upstream of public pier 512, this structure, which serves the oil depots and the EDF power station, allows oil tankers with a deadweight tonnage of 45,000, lightened to 25,000 t, to berth. Its useful length is 210 m and the maximum permissible draught is 10 m. Steel wire moorings fixed to land by chains can be provided to vessels, with no surcharge. These moorings are normally inspected and maintained by the port. The Grand port maritime de Bordeaux cannot be held responsible in the event of an accident as a result of one of these moorings breaking.
- 66 Public pier 501. – This pier, situated on the right bank of the Garonne, 3.5 M upstream of Bec d'Ambès, is used for accommodating vessels loaded with liquid ammonia on behalf of the Norsk-Hydro factory, and oil tankers for the EPG depot. It can accommodate vessels 200 m long with a draught of 10 m to 10.5 m depending on the periods. Vessels berth on four dolphins forming an 84 m-long front. The central platform bears a red beaconage light and four unloading arms.

71

[photo]

## 6.3.7.5.B. – Marquis piers (2008).

- 76 INFORMATION. – Department of the Gironde (33).
- 81 Port officials' office: tel: +33 (0)5.56.77.12.52.

01 **6.3.8. SMALL PORTS IN THE GIRONDE**

07 Charts 7426 and 7427.

13 ENC *FR402040*, *FR402050*, *FR402060* and *FR402090*.

19 Small dry harbours that can be used by shallow-draught vessels are located on both banks of the Gironde. These harbours are made up either of sloping slipways that dry at their ends, or landing stages on stilts, or quays along which berthing is not always possible. The only navigable ports are:

– on the left bank: **Goulée** (km 75), **Saint-Christoly** (km 66) and **Saint-Estèphe (Port of La Chapelle)** [km 55];

– on the right bank: **Callonges** (km 56) [view 6.3.8.] and **Plassac** (km 34.5).

25 In addition, the right bank of the Gironde houses several tidal basins that dry completely and are accessible at high water for vessels with a draught of up to 2 m. These small ports are described briefly below.

31

[photo]

6.3.8. – Callonges, to the E (2008).

01 **6.3.8.1. Talmont-sur-Gironde**

07 Talmont-sur-Gironde (km 85) [45° 32.1' N — 0° 54.3' W] (view 6.3.8.1.) behind the spit of land that bears a beautiful Romanesque church, there is a small cove into which a stream flows. A port lateral beacon marks the entrance to the channel, to the SE of the church.

13 The cove dries on soft mud bottoms. Vessels moor at the footbridges on stilts installed on both banks of the stream, in which the fairly strong current fights against the silting up. At the mouth, a pontoon can accommodate two vessels moored side by side with a length not exceeding 7 m.

19 Water replenishment and supplies available in season.

25

[photo]

6.3.8.1. – Talmont-sur-Gironde, to the N (2008).

**01 6.3.8.2. Les Monards**

07 A channel running across Banc de Saint-Seurin, marked at the limit of the uncovering bottoms by a single beacon, leads to Les Monards (km 80.5) [45° 30.8' N — 0° 51.3' W] (view 6.3.8.2.), a tidal channel, the banks of which, covered with reeds, provide a quiet anchorage in mud. This channel, 750 m long and the depth of which is at chart datum, is marked by red posts.

13 Entry is only possible at high water. Where the channel splits into two branches, small wooden footbridges allow vessels to moor without getting stuck. There is a sand farm at the entrance to the tidal channel. The entrance is completely blocked when a sand carrier is in the channel. Also, it is better to check above the reeds to see if there is a sand carrier there in order to avoid proceeding towards the shelter.

19 The port is equipped with a stockade, marked by a light, at which a sand carrier can berth and leisure vessels with a length of 7 to 8 m and a maximum draught of 2 m can anchor.

25

[photo]

6.3.8.2. – Les Monards, to the NNE (2008).

**01 6.3.8.3. Saint-Seurin d'Uzet**

07 Saint-Seurin d'Uzet (km 78) [45° 30.0' N — 0° 50.1' W] (view 6.3.8.3.), a small dry harbour situated 1.2 M SE of the previous one, houses around 30 craft. A communal pier is available for visitors. Vessels must be no longer than 6 m.

13 The access, via a channel 2 m above chart datum, is not marked.



19 The port, which provides grounding on soft mud, is a good shelter. It has a slipway.  
25

[photo]

6.3.8.3. – Saint-Seurin-d’Uzet, to the ENE (2002).

01 **6.3.8.4. Port-Maubert**

07 Port-Maubert (km 69.5) [45° 25.6’ N — 0° 45.5’ W] (view 6.3.8.4.), made up of the mouth of the Maubert tidal channel, is a narrow basin that is 500 m long. It is accessed via a 1000 m-long marked channel, of which the entrance to the Gironde is marked by two pairs of lateral beacons. Leading lights on a bearing of 024.5° show the axis of the channel approximately; keep more to the E side of this channel; the channel is navigable after half tide for leisure vessels.

13 The port has a slipway and pontoons; there are few berths for visitors. Sanitary facilities and toilets at the harbour master’s office. 3 t crane.

19

[photo]

6.3.8.4. – Port-Maubert, to the N (2008).

- 25 Harbour master's office: tel: +33 (0)5.46.49.95.73.  
31 Town hall (Saint-Fort-sur-Gironde): tel : +33 (0)5.46.49.95.60.

01 **6.3.8.5. Vitrezay**

07 Vitrezay (km 60) [45° 19.7' N — 0° 42.9' W] (view 6.3.8.5.) is a port made up of a 200 m-long basin established in the mouth of **Canal de la Comtesse**. This mouth is protected on the N side by a dyke, the head of which bears a light. To the N of this dyke, there is a stockade at which passenger launches can berth. Maritime links are provided in the summer period between the ports on the left bank of the estuary and the Vitrezay nature centre.

13 The channel and the port are dredged to 1.5 m above chart datum. The port has a launching slipway, a pier for fishing vessels and pontoons equipped with water and electricity for leisure vessels. There are several berths for vessels in transit up to 8 m long.

19

[photo]

6.3.8.5. – Vitrezay, to the NE (2008).

- 25 Harbour master's office: tel: +33 (0)5.46.86.05.13.  
31 SIVOM Mirambeau: tel: +33 (0)5.46.70.74.34.

01 **6.4. BORDEAUX**

07 Chart 7030.

13 ENC FR502290 and FR502291.

01 **6.4.1. GENERAL INFORMATION**

07 The Grand port maritime de Bordeaux (GPMB) is the main commercial port serving the economic region of Aquitaine.

13 The port of Bordeaux itself, including the quays of Bassens, extends from the tip of Île d'Arcins upstream to km 21 downstream. It is divided into two parts by the Pont de Pierre at Bordeaux: a river port upstream and a maritime port downstream. A high voltage power cable crosses the Garonne at km 10, downstream of the Bassens quays. This cable provides a safe vertical clearance of 46 m above the highest waters observed at Bassens. The Aquitaine bridge spans the river at km 5.8. One single pier is located in the river outside of the navigation channel on the left-hand side. The height of the bridge above the highest waters observed at Bassens, not taking the floods into account, is 49 m.

19

[photo]

6.4.1. – The Aquitaine bridge, to the SSW (2008).

25 The quays in the river are normally able to accommodate vessels 250 m long with a draught of 11 m.

31 The port of Bordeaux comprises, on the left bank at km 3.6, two non-tidal basins connected to each other.

37 The Pierre bridge is at the start of the kilometre markers heading downstream.

01 **6.4.2. DIRECTIONS**

07 It is recommended that vessels arrive at Bordeaux before the end of the rising current in order to turn with the bow downstream and then to be able to get underway without manoeuvring. Those who were not able to do this upon arrival must do so before departure and must get underway on the rising current. Special mooring instructions are issued by the harbour master in tidal coefficients greater than 90.

13 Vessels entering the non-tidal basins must arrive at Bordeaux in the two hours before the time of high water at Bordeaux, taking into account the variations of the latter as a result of the floods and atmospheric conditions.

19 Mooring is lead by the pilots in accordance with the harbour master's orders.

01 **6.4.3. MARITIME PORT**

01 **6.4.3.1. Left bank**

07 The quays on the left bank, situated in the centre of the town, extend over a distance of around 2.5 km from the Pierre bridge to the non-tidal basins, in 4 to 9 m of water. The double-chamber lock providing access to non-tidal basin no. 1 flows out immediately downstream of these quays. A channel, which a swing bridge crosses, leads from this basin to non-tidal basin no. 2 (§ 6.4.3.4.).

13 The upstream part of the quays on the left bank is reserved for the stopovers of passenger vessels and warships. The berth farthest downstream, in 4 m of water, is used by oil tankers. The other berths are no longer in operation.

19

[photo]

## 6.4.3.1. – Bordeaux. Left bank quay, to the NW (2008).

- 25 In the centre of Bordeaux, near Place de la Bourse, the Richelieu pontoon is used for the boarding and disembarkation of passengers, but not for stopping for a long time. It is managed by Bordeaux town hall from now on.
- 31 Immediately downstream of the oil berth (139), there is a pontoon intended for the reception of leisure vessels awaiting entry into the non-tidal basins.
- 37 The Point du Jour maritime stopover (§ 6.4.3.3.) is located on the same bank, 200 m upstream of the Aquitaine bridge.

01 **6.4.3.2. Right bank**

- 07 QUEYRIES. – The Queyries quay (berth 337) is a 130 m-long quay (out of operation since 2007).
- 13 The berths situated upstream are out of operation (2005) and uncover at low water. It is dangerous to berth at them.
- 19 A pontoon belonging to the city of Bordeaux, known as the Yves Parlier pontoon (view 6.4.3.2.A.), is situated just downstream of the Pierre bridge. It can accommodate river passenger vessels and small prestige vessels on an occasional stopover. Authorisation to berth must be requested from the Bordeaux town hall.

25

[photo]

## 6.4.3.2.A. – Bordeaux, right bank. Yves Parlier pontoon (2008).

- 31 A nautical centre (Port Bastide) is established at km 2. It comprises two pontoons parallel to the bank, which are each connected to land by a mobile footbridge. A launching slipway is situated immediately upstream of the pontoons. The downstream part of the upstream pontoon is reserved for professional fishermen and the upstream part is reserved for leisure vessels in transit. The downstream pontoon is reserved for sea scouts. This nautical centre is managed by Bordeaux town hall. Fax: +33 (0)5.56.10.24.80.
- 37 The Bassens-amont [upstream] quays (view 6.4.3.2.B.), 840 m in total, have five berths, 413 to 417, in 9.5 to 12 m of water. They are equipped for handling phosphates, wood, miscellaneous goods and

containers. Berth 417, which is mainly used for the exportation of cereals, is served by the "SOBETRANS" installations. It is dredged to 10.5 m and has been fitted out to accommodate vessels with a deadweight tonnage of 40,000.

43

[photo]

#### 6.4.3.2.B. – Bordeaux. Bassens-amont, to the E (2008).

49 The Bassens-aval [downstream] area (view 6.4.3.2.C.), in 10 to 11 m of water, is used for miscellaneous goods, containers and wood.

55 Berth 430 for Ro-Ro vessels with an axial ramp, is located right at the upstream end of the quays.

61 There is a berth for grain carriers, connected to the silos by two aerial conveyors and a berth equipped with a gantry for handling oleaginous plants.

67 The bulk terminal is located at berth 435 with a length of 271 m.

73 Berth 432 is equipped for the storage and handling of containers.

79

[photo]

#### 6.4.3.2.C. – Bordeaux. Bassens-aval, to the NNE (2008).

##### 01 **6.4.3.3. Point du Jour maritime stopover**

07 There is a concrete mole established perpendicular to the course of the river on the left bank, 200 m upstream of Pont d'Aquitaine. A pontoon, in 4 to 5 m of water, at which leisure vessels in transit moor, extends from the head of this mole in a downstream direction. On the inner side of the mole and this pontoon, a footbridge connects the bank to four pontoons, which are also oriented in a downstream direction. These pontoons, in 1 to 4 m of water, are used by the leisure vessels of the "Sport Nautique de la Gironde" club.

13

[photo]

## 6.4.3.3. – Bordeaux. Point du Jour maritime stopover, to the NNW (2008).

- 19 The currents, with an average speed of 2 knots, may exceed 5 knots at springs, however the orientation of the pontoons facilitates manoeuvres into the current. By night, the bridge lighting is sufficient to allow access.
- 25 On the other bank, at **Lormont**, also 200 m upstream of the bridge, the private pontoons of a sailing club can also accommodate visitors depending on the number of berths available. Contact the port agent (tel: +33 (0)5.56.31.50.10.).

01 **6.4.3.4. Non-tidal basins**

- 07 These basins are only used by leisure vessels. The level of their water area is maintained by pumping.
- 13 Non-tidal basin no. 1 is connected to the river by two parallel locks and to basin no. 2 by a 25 m-wide sound, which is crossed by a swing bridge.
- 19

[photo]

## 6.4.3.4. – Bordeaux. Non-tidal basins, to the NW (2008).

- 25 **LOCKS.** – Only the large lock, to the S, is in service. The sill is 3 m below chart datum.
- 31 Vessels enter the lock from 1 hour before to 30 minutes after high water at Bordeaux. Request the opening of the locks at the harbour master's office.
- 37 **NON-TIDAL BASIN NO. 1.** – The mooring berths are numbered from 201 to 209 in a clockwise direction from the left side of the entrance. The SW side is bordered by Quai Léon Coursin, which comprises berths 201, 202 and 203. The entrances to the two dry graving docks (out of service) are located on the NE side.
- 43 **NON-TIDAL BASIN NO. 2.** – This is reserved for leisure vessels and provides 230 berths. Stopping is subject to authorisation by the Grand port maritime de Bordeaux, which manages the entire basin. The old submarine base borders the NE side. It is fitted out as a leisure area.
- 49 There are chandleries and repair and maintenance workshops (hulls and engines) located around this basin.

55 In order to obtain a berth as a visitor, vessels must contact the Grand port maritime de Bordeaux (§ 6.4.4.1.), which grants berths for the year, but can reserve a small number of berths for vessels in transit.

01 **6.4.3.5. Supplies**

07 All kinds and quantities of supplies and provisions available. Water at all quays. Liquid fuels by tanker lorries.

01 **6.4.3.6. Equipment. Repairs**

07 TUGS. – Three tugs with a power of 1300 HP are in service; there is a fourth in reserve. Their minimum traction is 30 t.

13 LIFTING EQUIPMENT. – The port has considerable public equipment managed by the autonomous port management, which includes a 400 t self-propelled floating dock and private equipment.

19 DIVERS. – Private teams.

25 REPAIRS. – All repairs. There is a public dry graving dock at Bassens, at km 8; a slipway (Annex I, § 7.1.). The two dry graving docks situated in the non-tidal basins are no longer in service.

01 **6.4.4. CITY**

07 Department of the Gironde (33); prefecture; headquarters of a French national navy command; 218,900 inhabitants (925,300 including the suburbs).

01 **6.4.4.1. Information**

07 Harbour master's office: in the enclosure of the port of Bassens, Quai Carriet, 33310 Lormont; manned, tel: +33 (0)5.56.06.21.24; fax: +33 (0)5.56.90.59.96; telex: 570 428 CAPIPOR F.; email: capitainerie-BCM@bordeaux-port.fr

13 Towing "Compagnie de Remorquage Maritime de Bordeaux Bassens", in charge of tugs: tel: +33 (0)6.74.36.58.83.

19 Boatage service: Quai Carriet, 33310 Lormont; tel: +33 (0)5.57.80.15.30; fax: +33 (0)5.57.80.15.38.

25 Grand port maritime de Bordeaux; 152 Quai de Bacalan, 33300 Bordeaux. Operations management: tel: +33 (0)5.56.90.58.00; fax: +33 (0)5.56.90.58.79; department of operations (equipment): tel: +33 (0)5.56.90.58.00; fax: +33 (0)5.56.90.58.16.

31 French national navy command: 54 rue Croix-de-Seguey; tel: +33 (0)5.56.01.50.30.

37 Pilotage of the Gironde:

– administration: 4 Impasse Franklin, 33530 Bassens; tel: +33 (0)5.56.74.25.00; fax: +33 (0)5.56.74.71.18;

– vessel service: avenue de la Chambrette, 33123 Le Verdon-sur-Mer; tel: +33 (0)5.56.09.63.85; fax: +33 (0)5.56.09.64.96; telex: 550 167; email: pilotagegironde@wanadoo.fr

43 Customs: Quai de la Douane; tel: +33 (0)5.57.81.03.60.

49 Maritime affairs (management): 3 rue Fondaudège; tel: +33 (0)5.57.81.03.60; fax: +33 (0)5.56.44.82.56.

55 The city is connected by the following motorways: A10 to Paris; A62 to Toulouse; A63 to Bayonne. Railway station. Bordeaux-Mérignac airport (8 km).

61 It is connected to the following riverways:

– the Garonne: canal to the side of the Garonne and Canal du Midi as far as Sète;

– the Dordogne, from Bec d'Ambès, and its tributaries the Isle and the Vézère.

01 **6.4.5. ATLANTIC-MEDITERRANEAN LINK**

- 07 This link, which is used by leisure vessels (maximum permissible draught of 1.8 m for the canal at the side of the Garonne; then 1.6 m; vertical clearance 3.3 m), is carried out by the **Canaux du Midi**. They include:
- the Garonne, from Bordeaux to Castets-en-Dorthe (km 53);
  - the canal at the side of the Garonne (km 193);
  - Canal du Midi (km 240) connected to Port-la-Nouvelle and to the sea by the connecting canal and Roubine de Narbonne (km 31);
  - the Sète au Rhône canal (km 98) ;
  - the Rhône between Beaucaire and Arles (km 15);
  - the Arles à Port-de-Bouc canal (km 47).
- 13 In order to obtain authorisation to use these canals, contact the Ministry of Public Works (Department of Maritime Ports and Navigable Waterways), 244 boulevard Saint-Germain, 75007 Paris; or preferably the South West Navigation Service at Toulouse, 2 Port Saint-Étienne (tel: +33 (0)5.61.36.24.38; fax: +33 (0)5.61.54.66.50).



01 **6.5. THE MARITIME DORDOGNE**

07 Chart 7427.

13 ENC FR402010, FR402020, FR402050 and FR502290.

01 **6.5.1. GENERAL INFORMATION**

07 The Dordogne, which flows into the Garonne at Bec d'Ambès (§ 6.3.7.5.), is accessible for sea-going vessels as far as the Pierre de Libourne bridge, 24 M upstream.

13 Around 8 M upstream of its confluence, the river is spanned by the three Cubzac-les-Ponts bridges (vertical clearance 19 m), then, 0.5 M downstream of the confluence with the Isle, by the "Mascaret bridge" (vertical clearance 7.15 m above the highest normal waters). The Dordogne is also crossed by overhead power transmission cables leaving a vertical clearance of 27 m. These vertical clearances are given in relation to the mean high water level at springs, not taking floods into account.

19 Navigation in the Dordogne mainly concerns the movement of vessels in transit. The number of kilometres are counted from Libourne.

01 **6.5.1.1. Tide and currents**

07 See the *Tide tables* (Libourne is a port attached to the main port of Bordeaux). The tide scales indicate the height of the water above the lowest low water level (chart datum).

13 The speed of the rising current can reach 4 knots and the speed of the falling current can reach 5 knots. At Libourne, the falling current begins around 45 minutes after high water at Libourne.

01 **6.5.1.2. Tidal bore**

07 At certain times of the year, during the period of low water and especially in summer and autumn, a large tidal bore forms at springs. It is monitored by the pilotage service, which ensures that vessels in the areas in which bores are likely to occur take the necessary steps.

01 **6.5.2. VESSEL TRAFFIC SERVICE AND PILOTAGE**

07 See section 6.2.4.

01 **6.5.3. CHANNEL AND BEACONAGE**

07 The sills over which the depths are the shallowest are: **Mille-Secousses** (1.8 m), **Poupette**, **Tête-Rouge**, **Saint-Pardon** and **Garros**, over which the depth varies between 1.8 m and 1.2 m below the lowest low water level (chart datum).

13 Beaconage is provided by unlit lateral mark buoys.

01 **6.5.4. PORTS AND ANCHORAGES**

01 **6.5.4.1. Prohibited anchorages**

07 It is prohibited to anchor across the width of the river and over a length of 300 m when passing the under-river telephone cables crossing the Dordogne and situated:

- immediately upstream of Ambès, at km 35.5;
- 500 m downstream of the railway bridge of Cubzac-les-Ponts, at km 29.2;
- between the two road bridges of Cubzac-les-Ponts, at km 27.5;
- at the port of Tressac, at km 13.8.

13 It is also prohibited to anchor between the aforementioned railway bridge and the first road bridge upstream.

01 **6.5.4.2. Bourg-sur-Gironde**

07 Bourg-sur-Gironde (km 40) [45° 02.3' N — 0° 33.4' W] (view 6.5.4.2.) is a maritime stopover situated on the right bank of the Dordogne, 2 M upstream of Bec d'Ambès. It can accommodate vessels under 12 m long on a long pontoon connected to the bank by a footbridge.

13

[photo]

6.5.4.2. – Bourg-sur-Gironde, to the NW (2008).

19 There is a scrubbing slipway in the mouth, on the W side. Upstream of the mouth, the bank of the Dordogne is bordered by two long landing slipways, between which a slipway drops down towards the river. Upstream of the second landing slipway, a pontoon is used by tourist launches.

25 There are six berths intended for visitors at the maritime stopover. Water and electricity on the pontoons. Fuel station. 9 t crane in the tidal channel on the scrubbing slipway. 5 t slipway.

31 Town hall: tel: +33 (0)5.57.68.40.04.

01 **6.5.4.3. Libourne**

07 *Vessels anchor at the confluence of the Dordogne and the Isle in 5 m of water over a muddy bottom. In order to turn, a 50 m-long vessel must moor on two anchors.*

13 The Mascaret bridge allows access by vessels with a vertical clearance of less than 7.15 m.

19 The nautical facilities comprise a 12 m pontoon in a depth of 2.5 m and a sanitary block. Stopping is limited to 48 hours; contact the Libourne town hall, tel: +33 (0)5.57.55.33.33.

25 TOWN. – Libourne, administrative centre of the arrondissement of the Gironde, has 21,000 inhabitants.

31 CONNECTIONS. – Express road to Bordeaux (31 km). Railway station. Direct connection with the channelled part of the Dordogne and with the Isle, navigable as far as Laubardemont, 31 km from Libourne.

37 Libourne-Artigues-de-Lussac airfield (12 km).

01 **6.5.4.4. Other ports**

07 There are maritime stopovers for leisure vessels, managed by the communes, at **Ambès, Plagne (Saint-André-de-Cubzac), Cubzac-les-Ponts, Cavernes (Saint-Loubès) and Asques.**

01 **6.6. FROM POINTE DE LA NÉGADE TO POINTE D'ARCACHON – BASSIN D'ARCACHON**

07 Charts 7070 and 6766.

13 ENC FR302030, FR302040 and FR402100.

01 **6.6.1. GENERAL INFORMATION**

07 Between Embouchure de la Gironde and Cap Ferret the coast is low-lying, straight and sandy. It has no shelter.

13 Bassin d'Arcachon is situated halfway between Pointe de Grave and the Adour. It is connected to the ocean to the S of Presqu'île du Cap Ferret by a passage situated N of Banc d'Arguin. This passage is extremely unstable and is blocked at its entrance by sills.

19 On its S shore, the port of Arcachon, situated 9 M from the entrance to the passage, is a fishing port and above all a very large, well-equipped deep-water marina. There are numerous grounding docks for oyster-farming vessels laid out all around the basin. Nautical recreational bases have been established on the sites of most of them.

25 At the entrance to the basin, the swell from out to sea creates a heavy sea and often generates a formidable bar. Inside the basin, the tide uncovers large stretches of sand or mud, on which numerous oyster farms are installed. The roadsteads and inner channels, which are well sheltered from the swell, but not from the wind, are suitable for sailing.

01 **6.6.1.1. Signal station**

07 Cap Ferret, semaphore (44° 37.8' N — 1° 15.1' W) [§ 1.4.7.2.].

01 **6.6.1.2. Rescue stations**

07 Cap Ferret (44° 39.3' N — 1° 14.3' W); Arcachon (44° 39.7' N — 1° 08.8' W). There are numerous secondary and seasonal stations in the small ports in the area surrounding the basin.

01 **6.6.1.3. Tidal currents**

07 In the following information, the times refer to the high water times at Arcachon.

13 Outside of Bassin d'Arcachon and its entrance, the tidal currents are insignificant in comparison to the currents occurring as a result of the prevailing winds. Their maximum speed is around 0.5 knots.

19 At the entrance to the basin, the flood heading E begins at around – 0530 HW and reaches 2.5 knots and the ebb heading NW begins at around – 0100 HW and exceeds 4 knots. The currents are still very violent within the bar, in the access passage. At the entrance to Rade d'Eyrac, the flood begins at around – 0500 HW and reaches 2.5 knots at around – 0200 HW heading ENE. The ebb heading WSW reaches 4 knots at around + 0200 HW.

25 In Rade d'Eyrac, changes of tide take place at around – 0530 HW and at high water. The speeds, generally a little higher on the ebb (heading on a bearing of 280°) than on the flood (heading on a bearing of 100°), are around 2.5 to 3 knots, but they decrease over the shallow depths in the N part of the roadstead, where the flood is longer than the ebb.

31 The currents are longitudinal in the channels flowing into the basin. The ebb generally prevails over the flood, except in certain secondary channels where the currents are clearly weaker.

37 The floods change the regime of the currents throughout the basin, including at the entrance.

**01 6.6.2. AREAS****01 6.6.2.1. Submarine pipeline and submarine cables**

- 07 Anchoring is prohibited within an area extending for 100 m on either side of an aqueduct crossing the entrance to Bassin d'Arcachon between Pyla-sur-Mer and a position situated 0.5 M NE of the Cap Ferret lighthouse (*Decree 12/70 of 2 July 1970 of the Maritime Prefect of the Second Region*).
- 13 A telephone cable crosses the entrance to the basin by following approximately the route of the aqueduct over two thirds of its length from its NW end.
- 19 Disused submarine cables, the routes of which are shown on the chart, cross the access channel between 0.5 and 1.5 M N of Pyla-sur-Mer.

**01 6.6.2.2. Marine farms**

- 07 There are numerous marine farm exploitations (mainly oyster-farming) established on uncovering bottoms in the W and S parts of Bassin d'Arcachon, outside of the channels and anchorage areas. Access by vessels to the top part of the "crassats" [knolls covered with marine vegetation, which uncover at low water and on which oysters are grown] (that is, beyond the oyster farms), is authorised from 3 hours before high water to 3 hours after high water. Stopping by vessels is prohibited in the "estey" (secondary channels) bordered by shellfish installations, as well as in the passages used for oyster farming for all vessels other than those in the profession. Stopping by vessels in any form is prohibited within 25 m of each bank of the "estey" outlet into the channels.
- 13 Stopping and anchoring by registered vessels are prohibited until 31 March 2012 in the two areas defined hereinafter and corresponding to the areas in which clam fishing is prohibited.
- 19 Area 1: N of Île aux Oiseaux:  
– to the W by the Piquey channel, from the Marens estey to the Jeanne Blanc estey;  
– to the S by the line connecting the Marens estey (from the entrance to the estey to the last oyster farms) and the Congre estey, passing by the huts of the port of Île area;  
– to the E by the Girouasse channel, from beacon no. 8 to the entrance to the Congre estey;  
– to the N by the Île channel, from the Jeanne Blanc estey to beacon no. 8.
- 25 Area 2: Place known as Pireou to the right of Lanton.
- 31 (*Decree 2009/54 of 15 July 2009 of the Maritime Prefect of the Atlantic*).

**01 6.6.2.3. Anchoring prohibited**

- 07 Any kind of anchoring, permanent or temporary, is prohibited (*Decree 2008/65 of 9 July 2008 of the Maritime Prefect of the Atlantic*) except in cases of *force majeure*, within the following areas:  
– areas situated in the vicinity of the jetties of Arcachon and Lège Cap-Ferret, the Bélisaire jetty, the Le Canon jetty and the Grand Piquey jetty, to the right of the slipways and pontoons;  
– areas comprising the navigation channels of Arcachon and La Teste de Buch;  
– area of Moulleau and Ferret, the 100 m strip either side of the cable connecting Moulleau to Bélisaire;  
– the Courbey channel, anchoring prohibited except in the event of *force majeure*.
- 13 Some of these areas are marked and are shown on the chart.

**01 6.6.2.4. Explosives temporary dumping ground**

- 07 A circular area with a radius of 35 m, designated as a temporary dumping ground for suspect devices caught by fishing nets or fishing equipment (§ 1.6.2.5.) is established at the entrance to Bassin d'Arcachon around position 44° 35.93' N — 1° 13.27' W.

**01 6.6.2.5. Wave recorder buoy**

- 07 *Decree 2001/17 of 5 June 2001 of the Maritime Prefect of the Atlantic*.

- 13 The navigation of all vessels and craft is prohibited within a triangular area of 400 m on each side, 8.5 M W of the Cap Ferret lighthouse. This area is marked at each summit by special mark light buoys. It protects a wave recorder light buoy.

01 **6.6.2.6. Nature reserves**

- 07 BANC D'ARGUIN. – The part of the maritime public area known as **Banc d'Arguin**, situated at the entrance to Bassin d'Arcachon, to the S of Cap Ferret, is a nature reserve in which activities are restricted. The speed in the reserve is limited to 5 knots and kite surfing is prohibited.
- 13 There is an integral protection area delimited by specific boards and beaconage within the reserve; access to this area is prohibited.
- 19 ARÈS AND LÈGE-CAP-FERRET. – This reserve covers the maritime public area at the N end of Bassin d'Arcachon. The movement and stopping of motor vessels are prohibited, with the exception of professional fishing vessels.
- 25 HOURTIN DUNES AND MARSHES. – This reserve, which has a surface area of 2150 ha, covers the beach and the Hourtin state and municipal forests, and extends from the sea to the rear lakes with dunes and to the lake and marshy environments.

01 **6.6.3. REGULATIONS**

01 **6.6.3.1. Speed**

- 07 In Bassin d'Arcachon, the movement of all vessels, craft and motor craft is prohibited, at a speed greater than 5 knots, within 300 m of the shore at the time considered. This limit is set at 3 knots in the anchorage areas and temporary occupation authorisation (TOA) anchorage areas awarded to the communes of Arcachon, La Teste, Lège-Cap-Ferret and Arès (*Decree 2008/65 of 9 July 2008 of the Maritime Prefect of the Atlantic, amended by Decree 2009/61 of 4 August 2009*).
- 13 These provisions apply to the interior of the Arcachon basin, limited on the seaward side by a line connecting Cap Ferret to the place known as "La Corniche", N end of the Pyla dune. In the defined area and beyond a limit of three hundred metres from the shore at the considered time, within which the speed is limited to 5 knots, the movement of all vessels and all nautical craft is prohibited at a speed greater than 20 knots.
- 19 However, a speed of 30 knots is authorised, beyond the three hundred metres from the shore at the considered time:  
– from 15 September to 15 June;  
– and from 15 June to 15 September, from 1800 to 1000 the following day.
- 25 This possibility for navigation up to 30 knots applies in the area defined by the following coordinates:  
– limited on the seaward side by the line connecting Cap Ferret to the place known as "La Corniche", N end of the Pyla dune;  
– limited in the basin by the line extending from the Vigne red isophase light, passing through beacons nos. 2 (Le Courbet channel), 4, 6 (Mapouchet channel), 12 (La Humeyre headland), 3 (Le Tès headland) and ending at the Aiguillon headland.

01 **6.6.3.2. Pilotage**

- 07 There is no pilot for Bassin d'Arcachon. It is recommended that vessels use the help of a mariner with pilotage experience, which can be requested from the Arcachon Maritime Affairs Service at least 12 hours in advance. The pilot requested meets the vessels by approaching as close as possible to the first channel buoys, bearing in mind the sea conditions at the time.

01 **6.6.3.3. Anchoring in the Arcachon basin**

- 07 *Decree 2008/65 of 9 July 2008 of the Maritime Prefect of the Atlantic* lays down the general rules for anchoring in the Arcachon basin:

- the mooring of vessels is only authorised on deadmen and for the period between 1 March and 31 October of each year, without any specific provision to the contrary. Anchoring without authorisation is prohibited in the anchorage areas and in the marked safety areas;
  - vessels are only authorised to anchor within the area defined by decree. Within these areas, any anchoring on deadmen must be the subject of an authorisation issued by the competent authority;
  - outside of the areas described previously, anchoring, including on anchors, is authorised in the following conditions:
    - in the event of *force majeure* or proven safety,
    - anchoring on anchors and grounding for up to 72 consecutive hours from 16 August to 13 July and 48 hours from 14 July to 15 August.
- 13 Only vessels equipped for the prevention of waste in the sea and effectively equipped with fixed tanks or tanks installed temporarily may spend the night in the water area, either anchored or grounded.
- 19 Anchorages must not hinder maritime traffic in the natural channels, nor must they hinder the practice of nautical sports in the channels reserved for them.
- 25 Professional fishing vessels or shellfish farming vessels reserve the right to anchor as part of their activities.

01 **6.6.3.4. Leisure**

- 07 DIVING. – Diving, as well as all subaquatic activities, are prohibited on the coast of Lège Cap-Ferret (44° 37.7' N — 01° 14.6' W) and the Cap Ferret headland (44° 37.2' N — 01° 14.7' W) from the foreshore and over the 300 m strip towards the open sea.
- 13 WATER SKIING. – The movements of motor vessels towing water skiers are prohibited:
  - Andernos sector, within an area limited by the coast, a line parallel to the coast and passing 300 m to seaward of the end of the jetty;
  - Claouey to Cap Ferret sector, within the area lying between the coast and a line situated 300 m to seaward of the low line of the oyster-farming concessions or the extension of this line in the part where there are no longer any concessions to the S of the semaphore;
  - Sector from Arcachon to Pilat Plage inclusive, within 300 m from the water's edge at the considered time.
- 19 Special temporary authorisations can be granted by the departmental director of Maritime Affairs.
- 25 WINDSURFING. – Windsurfing is prohibited, as well as in the 300 m strip from the water's edge at the considered time, in an area delimited:
  - to the E in the Arcachon basin, by the line connecting the Cap Ferret lighthouse to the place known as "La Corniche" (N end of the Pilat dune);
  - outside of the Arcachon basin, to the N, by the line of latitude of the Cap Ferret lighthouse from the high water mark as far as position A situated 1 M to the W. To the S, by the line of latitude of the end of the La Salie wharf, on the side of the shore, as far as position B situated 1 M W of this position. To the W, by a line connecting positions A and B;
  - within the previously defined line, windsurfing is only authorised in the N bay and the S bay of the Arguin bank, provided that the surfboards are carried to these areas on board vessels;
  - these provisions apply to the interior of the Arcachon basin, limited on the seaward side by a line connecting the Cap Ferret lighthouse to the place known as "La Corniche".
- 31 Within this area, windsurfers may not cite the provisions of the International Regulations for Preventing Collisions at Sea (reciprocal responsibility of vessels) vis-à-vis mechanically-propelled vessels:
  - transporting passengers;
  - or with a length greater than or equal to 15 m.

01 **6.6.4. N APPROACHES TO BASSIN D'ARCACHON AND ACCESS TO THE BASIN**

- 07 Charts 7070 and 6766.

13 The coast is uniform in appearance. It is lined with a beach and a long row of dunes, interrupted only at the entrance to Bassin d'Arcachon.

01 **6.6.4.1. Coast and landmarks between the Gironde and Cap Ferret**

07 The landmarks between Pointe de Grave and Pointe de la Négade were described in section 6.2.8.1. The water tower (35 m) of **Montalivet-les-Bains**, which is wider towards the top, stands 6 M S of the latter headland and is barely visible above the pine trees. The Hourtin lighthouse (view 6.6.4.1.), a square red-brick tower (24 m) with a grey top stands 14 M farther S, and around 600 m SSW, there is a pylon (58 m) that is easily visible. Near this pylon, mariners can also make out the old lighthouse (29 m), a pylon (39 m) and a white house with a dome on top (13 m). Another pylon (36 m) is easily visible at Maubuisson, on the SW bank of the S end of Étang de Carcans. A blockhouse can be made out to the W of the Lacanau lagoon on the edge of the beach, 2.5 M S of **Lacanau-Océan**.

13

[photo]

Lighthouse

6.6.4.1. Hourtin lighthouse and nearby installations, to the E (2008).

01 **6.6.4.2. Coast and landmarks in the approaches to Arcachon**

07 Mariners see, on the N side of the entrance to Bassin d'Acachon, at **Cap Ferret**, from S to N: the semaphore, the lighthouse, a white truncated conical tower with a red top (52 m) [view 6.6.4.2.] and a water tower (grey 50 m-high tower).

13

[photos]

6.6.4.2. – Cap Ferret. Lighthouse, to the E. Semaphore to the SSE.

19 On the S side, in the approaches to **Pointe d'Arcachon**, mariners see Wharf de la Salie (§ 6.7.3.2.), the end of which bears a light, and 1.5 M farther WSW, an isolated danger light buoy that marks a submarine pipeline. The E side of the entrance to the basin is made up of **Dune du Pyla** (103 m), which is conspicuous because of its white sand.

01 **6.6.4.3. Access channel to Bassin d'Arcachon**

- 07 Vessels access Bassin d'Arcachon (view 6.6.4.3.) through a single passage known as Passe Nord (or Chenal du Toulinguet), between Banc d'Arguin and Banc du Toulinguet, which stands off Cap Ferret to the S. The old Passe Sud, situated S of the Arguin bank, is no longer navigable.
- 13 The passage is marked at its entrance by two lateral buoys constituting a gate, then by lateral buoys that can only mark one side of the channel. The number of the buoys is followed by an N (North). Following on from Passe Nord, the main channel is marked by lateral buoys as far as Rade d'Eyrac.
- 19 The "ATT ARC" safe water mark landfall light buoy, anchored around 4.5 M SW of the Cap Ferret semaphore, marks the entrance for vessels into Passe Nord.
- 25

[photo]

Semaphore

Cap Ferret

Arcachon

Banc du Tourniquet

Dune du Pilat

Passe Nord

Banc d'Arguin

## 6.6.4.3. – Access to Bassin d'Arcachon (2008).

- 31 DANGERS. – The sandbanks located at the entrance to Bassin d'Arcachon move constantly, especially during storms. The position, direction and depth of the passage vary in an unpredictable manner. The height of the water over the bar is on average around 4 m.
- 37 It is advisable not to enter the channel less than 3 hours after low water. The bar is impassable for around 50 days per year.
- 43 Vessels are strongly advised against using the passage when the sea is rough or at night.
- 49 The Cap Ferret semaphore, which can be contacted on VHF, can provide indications with regard to the state of the bar at the entrance to the passage.
- 55 DIRECTIONS. – The beaconage is moved frequently in order to take the movements of the banks into account. The channel may have sharp bends, which may require vessels to make tricky manoeuvres, depending on their length. The passage is exposed to breakers in poor sea conditions. It is recommended that mariners obtain information regarding the state of the passage, the beaconage situation and the navigational conditions from the Cap Ferret semaphore.

01 **6.6.5. ANCHORAGES AT THE ENTRANCE TO BASSIN D'ARCACHON**01 **6.6.5.1. Banc d'Arguin anchorage**

- 07 The only navigable entrance to the Banc d'Arguin anchorage (44° 35.3' N — 1° 14.2' W) [view 6.6.5.1] is the opening situated E of Banc d'Arguin, to the W of Dune du Pyla. The configuration of the permanently uncovered sandbanks changes significantly from year to year and the protection provided is therefore very changeable. In 2003, these banks no longer offered permanent shelter at any time of the tide.
- 13 This anchorage is used a lot in season; disembarkation here is restricted, the bank constitutes a nature reserve (§ 6.6.2.5.).



19

[photo]

Banc d'Arguin

Dune du Pilat

6.6.5.1. – Banc d'Arguin anchorage, to the NNE.

**01 6.6.5.2. Pyla-Plage anchorage**

07 Vessels enter this anchorage at Pyla-Plage (44° 36.6' N — 1° 12.5' W) through the old passage that runs along Dune du Pyla. Vessels remain afloat (depths greater than 10 m) several tens of metres from the shore, which is bordered by a small beach that is covered at high water. The currents here are strong and there is quite a hard choppy sea in winds from the W sector. The riprap is equipped with ladders to allow disembarkation.

13 This anchorage is only used by local leisure vessels during the summer.

**01 6.6.5.3. Le Moulleau anchorages**

07 The first berthing point on the E bank of the entrance to the basin is located 2 M N of the Pyla-Plage anchorage, at Le Moulleau (44° 38.7' N — 1° 12.2' W) [view 6.6.5.3.]; it is made up of a landing stage connected to the coast by a stockade. At low water, there is around 1 m of water remaining at the foot of this landing stage; vessels anchor in a fairly narrow passage the axis of which is oriented on a bearing of 356° from the head of the landing stage, outside of the area in which anchoring is prohibited marked on the chart (§ 6.6.2.3.); to the N of the latter, there is a concrete groyne marked at its end by a perch.

13

[photo]

6.6.5.3. – Le Moulleau anchorage, to the NNE (2008).

19 **Banc de Bernet**, extending NW of Le Moulleau and separating the coast from the access channel to the basin, presents an indentation to the N of the stockade, in which a trench allows several leisure vessels to remain afloat.

**01 6.6.5.4. Cap Ferret and Bélisaire anchorages**

07 These two grounding areas, on the E coast of the Le Cap Ferret peninsula, are situated to landward of oyster farms. The Cap Ferret anchorage (44° 38.6' N — 1° 14.5' W) [view 6.6.5.4.A.] is located SE of the lighthouse and NE of the semaphore; vessels access it from the N in order to round a narrow spit of sand that runs along the coast and which is attached to it to the S. *Vessels can also anchor and remain afloat, very close to the coast, to the E of the semaphore on the edge of the channel, outside of the spit of sand.*

13

[photo]

6.6.5.4.A. – Cap Ferret anchorage, to the N (2008).

- 19 The Bélisaire grounding area (44° 39.2' N — 1° 14.4' W) [view 6.6.5.4.B.] is located 100 m S of the landing stage for launches providing a connection to Arcachon; vessels must look for an entrance to the S amongst the oyster farms, that is between 500 and 1000 m S of the landing stage. The grounding area is situated E of the church and ENE of the water tower. Watch out for the area in which anchoring is prohibited, which protects a submarine pipeline (§ 6.6.2.1.).
- 25 0.8 M N of the Bélisaire landing stage, a trench allows vessels to remain afloat whilst being well sheltered from winds from the W and from the currents; this very narrow trench, between the coast to the W and an uncovering sandbank to the E, constitutes the entrance to the port of La Vigne (§ 6.6.10.2) situated 0.4 M farther N. This area comprises numerous deadmen, however few are vacant in season.

31

[photo]

6.6.5.4.B. – Bélisaire anchorage, to the N (2008).

**01 6.6.5.5. Eyrac roadstead**

- 07 *Situated off the town of Arcachon, the Eyrac roadstead (44° 40' N — 1° 10' W) [view 6.6.5.5.] provides an anchorage in 15 to 20 m of water over a muddy bottom of good holding, over a length of 2 M and an average width of 500 m. In fresh NW winds and during the ebb, a choppy sea forms that is awkward for craft. Large quantities of drifting weed have been reported to be obstructing vessels' intake pipes, mainly in summer.*
- 13 This roadstead has a special beaconage.

19

[photo]

## 6.6.5.5. – Eyrac roadstead, to the W (2008).

- 25 LANDING STAGES. – Three piers with almost 3 m of water at the foot have been installed off the town. The Eyrac pier (Jetée d'Eyrac), situated near the casino, bears a water pipeline. The piers are subject to a strong current on the flood as well as on the ebb.
- 31 The Thiers and La Chapelle piers are situated respectively 400 m and 1350 m W of Jetée d'Eyrac. The Thiers pier, equipped with two dolphins, should be used as a priority. The other two piers are in poor condition and may only be used by vessels over 20 m long with the agreement of the Maritime and Navigation Service or Maritime Affairs.
- 37 Jetée d'Eyrac and the Thiers pier are situated in an area in which anchoring is prohibited, which is marked on the chart (§ 6.6.2.3.).

01 **6.6.6. ARCACHON**

- 07 The port of Arcachon (44° 39.8' N — 1° 09.1' W) is both a very large marina and a well-equipped fishing port, situated on the SE edge of the beautiful roadstead of Eyrac. Its 21 ha water area is protected to the NE and E by a 1300 m-long dyke and to the W by a small counter jetty. It is equipped, outside of it, on the SE side of the dyke, with a small "service port", which is separated from the basin by the technical area terreplein.

01 **6.6.6.1. Access**

- 07 An access channel, marked by two pairs of port and starboard lateral mark light buoys, leads to the entrance passage to the port. This passage, which is 4.5 m deep, opens out to the N between the heads of the dyke and the counter jetty, which each bear a light. Access does not pose any difficulties. The passage can be made out easily on the right of a large calvary situated at the NW end of the dyke, with the tall church of Saint-Ferdinand near the port in the background. For information about the currents, see section 6.6.1.3.
- 13 The inner channel of the basin is dredged to a depth of 4 m. At the entrance, on the right-hand side, there is a large floating tube on the edge of the channel, which protects three pontoons established parallel to the counter jetty from the choppy sea and from the wake of trawlers. The dyke has loose boulders standing off it on the other side.

01 **6.6.6.2. Port**

- 07 The main marina (view 6.6.6.2.) is made up of 18 pontoons connected to the dyke. These pontoons, the N end of which dries and the S end of which sits in 2 m of water, can accommodate 2600 vessels with a maximum length of 20 m. It must be noted that silting up between two dredgings may limit the depth to 2 m at the S end of these pontoons.
- 13 Pontoons with catwalks have also been installed on the W side of the port, on either side of a T-shaped stockade that is reserved for passenger vessels. This group of pontoons constitutes the small marina where the depths vary from 1.5 to 2.5 m.

19 The fishing port occupies the S part of the basin and is bordered here by tall quays that extend a long, robust pontoon to the NW. The technical area is situated on the terreplein that closes off the basin to the SE.

25

[photo]

6.6.6.2. – Arcachon, to the S (*photo port of Arcachon, 2009*).

01 **6.6.6.3. Equipment. Resources**

07 The main equipment and services provided are as follows: 2600 berths, of which 400 are for vessels in transit; maximum length 15 m, draught 2.5 m; water and electricity at the pontoons; sanitary facilities; fuel at a small pontoon connected to the dyke immediately after the entrance, in 1.6 m of water; 20 t travelling crane, lifts with capacities of 45 t and 180 t; two slipways, grounding grids, recovery of black water and scrubbing station; naval building and repair yards for hulls, engines and electronics; shops with all kinds of marine supplies.

01 **6.6.6.4. Town**

07 Department of the Gironde (33); 11,850 inhabitants.

13 INFORMATION.

19 Port manager (fishing and marina): Quai du Commandant Silhouette; tel: +33 (0)5.56.22.36.70; fax: +33 (0)5.56.22.36.74.

25 Marina harbour master's office: on the dyke; tel: +33 (0)8.90.71.17.33; fax: +33 (0)5.56.22.36.74; VHF: channel 9 (watch from 0800 to 2030 in season); website: [www.port-arcachon.com](http://www.port-arcachon.com); email: [plaisance@port-arcachon.com](mailto:plaisance@port-arcachon.com)

31 Maritime affairs: 5 Quai du Capitaine Allègre; tel: +33 (0)5.57.52.57.00.

37 Customs: at the fish market; tel: +33 (0)5.56.83.05.89.

43 National police [gendarmerie]: rue Coste; tel: +33 (0)5.57.72.24.50.

49 Cap Ferret semaphore: tel: +33 (0)5.56.60.60.03.

55 CONNECTIONS. – Express road 33 km away; Bordeaux 60 km away. Railway station. Bordeaux-Mérignac airport (58 km away). Arcachon-la-Teste-de-Buch airfield (15 km).

61 Several daily maritime connections between Jetée d'Eyrac situated 0.6 M W of the port and the Bélisaire landing stage, 0.8 M NNE of the Cap Ferret lighthouse.

01 **6.6.7. INNER CHANNELS**

07 The inner channels of the basin (view 6.6.7.), known locally as “esteys”, pass between the sandbanks and mudbanks that uncover 3 m on average.

13

[photo]

6.6.7. – Bassin d’Arcachon. Inner channels.

01 **6.6.7.1. Beaconage and identification of the channels**

06 The main channels in the basin are marked by special marks installed by the *Syndicat intercommunal des communes riveraines du Bassin d’Arcachon* [Intercommunal syndicate of the riverside communities of Bassin d’Arcachon] (SIBA). The beacons, which may be moved depending on the movement of the banks, are made up of a minor post surmounted by a cylindrical topmark bearing the name of the beacon (a letter characteristic of the port and the channel concerned and a one or two-digit number). The access channels to the ports of Gujan Mestras (with the exception of the port of Hune) and La Teste are marked in their upstream part by standard marks on minor posts installed by the Gironde general council.

11 The correspondence between the letters and the ports and channels is given below:

16 No letter. Île aux Oiseaux peripheral channel (branches of Chenal du Piquey, § 6.6.7.2.).

21 A. **Les Jacquets**, via Estey des Jacquets. (view 6.6.7.1.)

26 B. **Jane de Boy** and **Claouey** via **Chenal de Lège**.

31 C. **Arès** via **Chenal de Graveyron**.

36 D. **Andernos-les-Bains** via **Chenal d’Andernos**.

41 E. **Fontaine-Vieille** and **Taussat** via **Chenal de Moutchalette** and **Chenal de Taussat**.

46 F. **Cassy** and **Lanton** via **Chenal de Lanton**.

51 G. **Audenge** via **Chenal d’Audenge**.

56 H. **Biganos** via **Chenal de Touze**.

61 J. **Biganos** via **Chenal de Comprian**.

66 K. **Gujan-Mestras** (Mestras, Barbotière, Larros, Gujan), **Meyran**, **La Hume**, **Le Rocher**, **Canal des Landes** via **Chenal de Gujan**; **Teich** and **Biganos** via **Chenal du Teich**.

71 The origin of channel K is located at the entrance to **Trincat-de-Gentille** (immediately E of the port of Arcachon), extended to the S by **Canelette de la Teste**, which leads to the **La Teste-de-Buch** installations. Farther on on the S bank, **Estey de la Hume** leads to **Canal de Cazaux** (or **Canal des Landes**).

76 Nearly all of the channels leave from **Rade d’Eyrac**, off Arcachon, and lead to the ports to the E, NE and S of the basin.

81

[photo]

## 6.6.7.1. – Les Jacquets.

01 **6.6.7.2. Chenal du Piquey**

07 Chenal du Piquey extends to the W, along the Cap Ferret peninsula, then to the N of Île aux Oiseaux, it splits into two branches, one of which is **Chenal d'Arès**, extended by Chenal de Lège mentioned in section 6.6.7.1., and the other is **Chenal de l'Île**.

13 This channel is maintained naturally at depths of 5 to 10 m in fairly strong currents, which are created by the emptying of the N part of the basin. It constitutes a water area that is well sheltered from W winds by the dunes on the coast to the N of Cap Ferret.

01 **6.6.8. S COAST OF BASSIN D'ARCACHON**

07 The small ports described below, from W to E, are situated along the S coast, to the E of the port of Arcachon.

01 **6.6.8.1. La Teste**

07 The port of La Teste (44° 38.7' N — 1° 08.7' W) [view 6.6.8.1.], situated immediately E of the port of Arcachon, is the largest oyster-farming port in the basin. It is accessed from Chenal de Gujan (beacon "K1") via Trincat-de-Gentille, a channel that passes opposite the service port of Arcachon and that is then marked by perches with channel marks and yellow buoys. There is a grounding area for leisure vessels and craft to the SE of this service port and on the SW edge of the channel, as well as another farther S, after having rounded Pointe de l'Aiguillon, on the W edge of Canelette de la Teste, a name taken by the channel. Mariners must pay special attention to navigation in the Canelette channel, bearing in mind the overflow of the anchorage area.

13 The central islet and W dyke are reserved for professionals and mooring at them is reserved. Berths for leisure vessels on the pontoon are available along the E dyke. At the inner end of the port, the riprap of the S dyke is not equipped for mooring at. The port is equipped with a launching slipway at the inner end of the E dock. Taking significant silting up into consideration, the user must watch out for shallow waters.

19

[photo]

6.6.8.1. – La Teste, to the S.

**01 6.6.8.2. Rocher**

07 Vessels access the port of Rocher (44° 38.8' N — 1° 07.6' W) from the access channel to the port of La Teste. Level with the Aiguillon headland, there is a channel marked by wooden perches assembled on the starboard side. The entrance is shown by two dykes made up of loose boulders on either side. The E dyke of the port is dedicated to oyster-farming vessels. Vessels can ground on the W edge; the port is not equipped for mooring.

**01 6.6.8.3. La Hume**

07 The port of La Hume (44° 38.6' N — 1° 07.0' W) [view 6.6.8.3.] is both an oyster-farming port and a marina; it is made up of two grounding areas. The access channel, from beacon "K3", is marked by perches then by small yellow buoys; it is not easy to make out.

13 The area to the E is reserved for leisure and the area to the W for oyster-farming. A terreplein, bordered by quays and bearing flimsy huts for oyster-farmers, separates these two parts. A fuel distribution berth and a launching slipway are situated in the NE part of the port.

19

[photo]

6.6.8.3. – La Hume, to the S (2008).

25 Harbour master's office: tel: +33 (0)5.56.66.71.60.

01 **6.6.8.4. Ports of Gujan-Mestras**

07 The six oyster-farming ports of the commune of Gujan-Mestras (44° 38.8' N — 1° 04.6' W) are respectively from W to E: Meyran, Gujan, Larros, Canal, La Barbotière and La Molle. With the exception of the port of La Molle, equipped with a single basin, the other five ports are equipped with two basins, W and E.

13 **Meyran** (44° 38.8' N — 1° 05.9' W) [view 6.6.8.4.A.] is accessible from Chenal de Gujan (beacon “K5”); the W basin is dedicated to oyster-farming professionals. A building harbour accommodates leisure vessels for launching or repair operations. The N part of the E basin is entirely reserved for oyster-farming vessels. The inner end of the basin, which is very narrow, accommodates traditional leisure vessels.

19

[photo]

6.6.8.4.A. – Port of Meyran, to the S (2008).

25 **Gujan** (44° 38.8' N — 1° 04.6' W) [view 6.6.8.4.B.] is accessible via the channel shared with the port of Larros, marked by beacon “K9”. The W basin is flanked by two oyster-farming terrepleins. The inner end of the dock has a launching slipway. The E basin is bordered by an oyster-farming dyke on the W edge. On the E edge, grounding is prohibited (sensitive salt marsh) and mooring in the inner end of the dock is not safe.

31

[photo]

Larros

Gujan

6.6.8.4.B. – Ports of Gujan and Larros, to the S (2008).

37 The port of **Larros** (44° 38.8' N — 1° 04.6' W) [view 6.6.8.4.B.] forms an extensive inner basin surrounded by gently-sloping riprap; it is accessed via the shared channel of Gujan marked by beacon “K9”. The entrance to the basin is extended to the W by a dyke made up of loose boulders with a calvary at its head. The L-shaped E basin, dedicated exclusively to oyster farming, is very narrow. The W basin, which is much wider, has a mixed port activity; it is equipped with a launching slipway.



- 43 The port of **Canal** (44° 38.7' N — 1° 04' W) [view 6.6.8.4.C.] indents several hundred metres into the land. It is made up of 3 basins, the activity of which is dedicated to oyster farming. Vessels access the port via the channel marked by beacon “K11” and the depth of which is greater than in the neighbouring channels. The W basin is equipped with a launching slipway, the slope of which is not very steep, and users must be careful when approaching it. The L-shaped central basin indents more deeply into the land. The E basin, on the other hand, is short. These last two basins are not fitted out.

49

[photo]

La Barbotière

Canal

## 6.6.8.4.C. – Ports of Canal and La Barbotière, to the S (2008).

- 55 Vessels access the port of **La Barbotière** (44° 38.8' N — 1° 03.7' W) [view 6.6.8.4.C.] via the channel marked by beacon “K13”. The access channels to the two basins are separated a good distance downstream of the basins. The N part of the Y-shaped W basin is bordered by oyster-farming establishments; the inner end of the basin is equipped with a launching slipway and scrubbing area for professional use. The E basin is short with only one dyked bank; it is not very manoeuvrable and does not provide a real grounding area.
- 61 **La Molle** (44° 38.7' N — 1° 03.2' W), the access channel of which is very narrow and particularly dangerous and is marked by beacon “K15”; it must be noted that there are no beacons to mark the shoals. There is no longer any oyster-farming activity in this port, which only has one grounding area.

01 **6.6.8.5. Le Teich**

- 07 The Le Teich marina (44° 38.5' N — 1° 01.0' W) [view 6.6.8.5.] is a dry harbour situated in the SE corner of Bassin d’Arcachon, to the S of **Île de Malprat** on a branch of the river Eyre. It comprises six pontoons providing 180 berths.
- 13 Its access channel begins at<sup>18</sup> beacon “J5”; it is 1600 m long and very winding, and is marked by spars bearing lateral marks.
- 19 Visitors, who are only admitted in small numbers, berth at the end of the pontoons. The port has a wide launching slipway in the SW corner and sanitary facilities on land. There is a basin reserved for bathing in the vicinity of the port. A bird sanctuary very nearby can be visited from 1 March to 30 September.
- 25 Le Teich town hall (port manager); tel: +33 (0)5.56.22.33.60.

<sup>18</sup> Translator’s note: “Se prend à” seems to be an unusual construction in this situation; we believe that this is what it means.

31

[photo]

6.6.8.5. – Le Teich, to the SSE (2008).

**01 6.6.9. NE COAST OF BASSIN D'ARCACHON**

07 The small ports described hereinafter, from SE to NW, are located along this coastline.

**01 6.6.9.1. Biganos**

07 The port of Biganos (44° 38.8' N — 0° 59.9' W) is situated in the SE corner of the basin, on the river Eyre. It is made up of a rectangular basin bordered by a slipway and the large centre line of which is occupied by a pontoon. Inside this basin, vessels are sheltered from the currents, which can be strong in the river on the ebb.

13 In the river estuary, which is obstructed by islets and banks covered with reeds, it is fairly difficult for vessels to get their bearings. It is accessed either via Chenal de Touze (beacons "H0" to "H5") or via Chenal de Comprian (beacons "J0" to "J5"). From beacon "H5", where the channels converge, vessels go up the course of the river carefully at around high water.

**01 6.6.9.2. Audenge**

07 Audenge (44° 40.6' N — 1° 01.6' W) [view 6.6.9.2.] is an oyster-farming port that is equipped with a marina formed of two basins flanking the channel bordered by quays used by oyster-farming vessels. This port is situated at the end of Chenal d'Audenge (beacons "G0" to "G8"). Vessels must be wary, on entering, of the sandy and muddy shoals that are quite poorly delimited. The port is accessible after 4 hours of flood at springs and 5 hours at neaps.

13 The pontoons, equipped with catwalks, can accommodate 215 leisure vessels up to 10 m long; there are 25 berths intended for visitors; water on the pontoons; electricity; fuel; sanitary facilities; slipway.

19 Town hall: tel: +33 (0)5.56.03.81.50.

25

[photo]

6.6.9.2. – Audenge, to the E (2008).

**01 6.6.9.3. Cassy**

07 The port of Cassy (44° 42.6' N — 1° 03.3' W) [view 6.6.9.3.], which is accessible via Chenal de Lanton (beacons “F0” to “F3”), which follows on from Chenal du Teychan and comprises three basins for leisure, equipped with pontoons. Quays situated on the left when entering and in the first basin, are reserved for oyster-farming vessels.

13 From beacon “F3”, the channel, oriented on a bearing of 040°, is marked by perches. It is navigable, as is the port, at around high water at neaps and from 2 hours before springs. Within the port, this channel is sometimes obstructed by oyster-farming barges. The basins dry on a flat sandy bottom. Shoring up is obligatory.

19 The port has 225 berths available for leisure vessels; only 5 or 6 are set aside for visitors. 1 t lift.

25 Harbour master’s office: tel: +33 (0)5.56.82.93.09.

31

[photo]

6.6.9.3. – Cassy, to the NE (2008).

**01 6.6.9.4. Taussat**

07 The port of Taussat (44° 43.0' N — 1° 04.1' W) [view 6.6.9.4.], accessible via Chenal de Moutchalette, which follows on from Chenal de Girouasse, is a simple grounding dock, the longitudinal axis of which is that of a small stream that flows at a right angle into Bassin d’Arcachon. This oyster-farming port accommodates around fifty local leisure vessels.

- 13 It is accessed by leaving beacon “E8” to port in order to head NE in a channel marked by starboard perches. The entrance is bordered by two quays. The S quay, which is marked by a large number of perches, is covered at high water. The N quay bears the sailing club building and a flagpole. The bed of the stream runs very close to the S quay while the bottom rises in a fairly steep slope towards the N quay.
- 19 In the dock, the muddy bottoms uncover except in the very narrow and hollow bed of the stream. Vessels moor with their bow towards the quays and their stern towards the stream. In good weather, leisure vessels can ground on flat and firm sandy bottoms outside the port.
- 25 There are two slipways, one in the dock and the other at the entrance (at the outer end of the N quay, for the sailing club).
- 31

[photo]

6.6.9.4. – Taussat, to the NE.

01 **6.6.9.5. Fontaine-Vieille**

- 07 The port of Fontaine-Vieille (44° 43.3' N — 1° 04.6' W) [view 6.6.9.5.] is a private marina situated 1000 m NW of the previous one. It is accessed in the same way up to beacon “E8”, which vessels leave to starboard. The channel is then delimited by several perches. This channel, which only forms a slight indentation in the hard sandbanks, leads almost in a straight line to the angled entrance to the basin; three perches mark a submersible wall extending the slipway established on the N bank of the entrance. This port is accessible at half tide for vessels with a draught of 1 m.
- 13 The basin can accommodate 180 vessels on five pontoons equipped with catwalks and there are two berths set aside for visitors. An area of deadmen extends outside the port on the SE side of the channel. Drinking water on the pontoons. Fuel station at a small pontoon connected to the N bank, between the slipway and the basin.

19

[photo]

6.6.9.5. – Fontaine-Vieille, to the ENE (2008).

01 **6.6.9.6. Le Bétey**

07 The Le Bétey marina (44° 44.1' N — 1° 05.6' W) [view 6.6.9.6.] is accessible via Chenal d'Andernos, which vessels leave by heading to the NE at beacon "D14" in order to follow a channel marked by perches. It is made up of a fairly long basin angled in its centre from N to NNE towards inland. It provides 4 m of water at high water springs and dries 1 hour 30 minutes before low water. This access channel is reserved exclusively for vessels in transit to enter or exit the port.

13

[photo]

6.6.9.6. – Le Bétey, to the NNE (2008).

19 The port is accessible 2 hours 30 minutes before high water springs and 2 hours before high water neaps for vessels with a draught of 1 m. A wall made of sheet piling on the left side of the entrance and a pontoon (for receiving visitors) on the right side partially break up the choppy sea.

25 Vessels moor perpendicular to the quays. Grounding on muddy bottoms is completely safe. Of the 150 berths (maximum length 11 m), only two are reserved for visitors. Several vessels can also ground outside the port, for 48 hours only, on the edge of the channel and beyond the perches, on flat sandy bottoms.

31 There is a slipway situated just outside the entrance, on the W side. Water at the quay. Sanitary facilities, shower and telephone. Public showers on the beach.

37 Harbour master's office: tel: +33 (0)5.56.82.00.12.

43 Sailing club: tel: +33 (0)5.56.82.07.03.

**01 6.6.9.7. Andernos**

- 07 The port of Andernos (44° 44.1' N — 1° 05.6' W) [view 6.6.9.7.] is an oyster-farming port, which vessels access via Chenal d'Andernos by following it as far as the port. The port channel is reserved exclusively for the navigation of oyster-farming, fishing and leisure vessels entering or exiting the port. Other activities carried out by registered vessels or craft are prohibited here. Stopping and anchoring are prohibited.
- 13 The access passage is open between two structures made up of loose boulders, the ends of which each bear a light. Halfway between this port and the port of Le Bétey, described above, a long concrete stockade separates two areas where vessels can ground in complete safety.
- 19 To the SW of the entrance to the port, a rise in the bottoms protects the latter from the choppy sea but reduces the width of the entrance; grounding is possible on the other side of the channel. Inside the port, vessels ground along the quays. Several leisure vessels can find a berth here.
- 25 700 m SE of the port, a pontoon installed on the extension of a jetty can be used as a maritime stopover for leisure vessels. Beaconage consisting of lateral perches allows vessels to access it.
- 31

[photo]

6.6.9.7. – Andernos, to the N (2008).

**01 6.6.9.8. Arès**

- 07 The port of Arès (44° 45.8' N — 1° 08.9' W) [view 6.6.9.8.], reserved only for oyster-farming vessels, is situated almost at the N end of Bassin d'Arcachon. It is accessed via the channels of Piquey, Arès and Graveyron; vessels leave the latter at beacon "C8", which is left to starboard in order to take, towards the NNW then N, Canelette d'Arès, which is marked by perches.
- 13

[photo]

6.6.9.8. – Arès, to the NNW (2008).

**01 6.6.10. W COAST OF BASSIN D'ARCACHON**

- 07 The oyster-farming port of Piraillan and the private marina of La Vigne, sometimes known as Port-la-Vigné, are located in the commune of Lège-Cap-Ferret. There are numerous vessels at anchor between Jane de Boy and Cap Ferret; in addition to the aforementioned port, there are two sailing clubs, one at Claouey and the other near Grand Piquey (view 6.6.10.). There are also three landing stages, including those of Le Canon and Bélisaire

(§ 6.6.5.5.). The Arès nature reserve occupies a small triangular area at the E headland of the basin (§ 6.6.2.6.).

13

[photo]

6.6.10. – Mouillage du Grand Piquey (2008).

01 **6.6.10.1. Piraillan**

07 The port of Piraillan (44° 42.6' N — 1° 13.3' W), reserved exclusively for oyster-farming vessels, is situated 5.5 M N of Cap Ferret. It is accessed directly via Chenal du Piquey, on the edge of which it is located. Its muddy bottoms uncover entirely.

13 *Vessels can remain at anchor in the opening of the cove, in 5 to 7 m of water, over a sand and mud bottom, in weak currents.* A stockade 0.5 M NE of the port allows vessels to land. There is also an anchorage, with a landing stage, to the S, off **Le Canon**. There are numerous deadmen anchored off the cove of the port of Piraillan.

01 **6.6.10.2. La Vigne (Port-la-Vigne)**

07 The port of La Vigne (44° 40.5' N — 1° 14.4' W) [view 6.6.10.2.], situated 3.5 M N of Cap Ferret, is a private marina that can accommodate 300 vessels on pontoons and at the quay, in 1 m of water. There are only two berths set aside for visitors.

13 It is accessed, from the main entrance channel to Bassin d'Arcachon, via an anchorage area that constitutes a narrow trench to the S of the port (§ 6.6.5.5.) and in which deadmen are anchored. This approach is subjected to fairly strong currents, on the ebb. The entrance passage is marked by a light on a white concrete structure with a red top (3 m) situated on the W terreplein. A port lateral perch and a starboard lateral perch mark the passage. A channel 80 m long, 18 m wide and 0 m deep leads to the entrance to the basin. At the entrance to the basin, on the E side, a gate protects it from the swell in strong winds from E to S. Visitors moor at the quay immediately to the left when entering.

19 Water and electricity at the quay; fuel station at a pontoon at the W end of Quai Sud; 2.5 t crane in the middle of this quay; harbour master's office; sanitary facilities and showers on the Quai Ouest terreplein; launching slipway outside the port, 75 m S of the entrance to the channel; repair workshops and supplies near the port.

25 Harbour master's office: tel: +33 (0)5.56.60.54.36.

31 Maritime affairs: at Le Canon; tel: +33 (0)5.57.60.62.76.

37

[photo]

6.6.10.2. – Port-la-Vigne, to the NW (2008).



**01 6.7. FROM POINTE D'ARCACHON TO THE ADOUR**

07 Charts 6786 and 7440.

13 ENC FR302040 and FR302050.

**01 6.7.1. GENERAL INFORMATION**

07 The coast of Landes (view 6.7.1.), which is straight and lined with dunes covered in pine trees, does not provide any shelter against bad weather from S to N by W. Vessels must reach the Adour in the hope of finding shelter, but its mouth can sometimes be impassable in heavy weather or strong flood.

13 Fishing is an important activity in the area. Fishing with gillnets, in particular, is practised all along the coast of Landes.

19

[photo]

Dune du Pilat

6.7.1. – The coast of Landes.

**01 6.7.1.1. Signal stations**

07 Cap Ferret, semaphore (44° 37.8' N — 1° 15.1' W); Messanges, semaphore (43° 48.7' N — 1° 24.0' W) [§ 1.4.7.2.].

**01 6.7.1.2. Rescue stations**

07 Cap Ferret (44° 39.3' N — 1° 14.3' W); Arcachon (44° 39.7' N — 1° 08.8' W); Capbreton (43° 39.2' N — 1° 26.3' W); The Ardour (Anglet) [4° 31.6' N — 1° 30.4' W].

**01 6.7.1.3. Tidal currents**

07 The tidal currents are insignificant compared with the currents resulting from prevailing winds; their maximum speed is around 0.5 knots.

**01 6.7.2. AREAS****01 6.7.2.1. Centre d'essais de lancement de missiles [Missile Launching Test Centre] (formerly Centre d'Essais des Landes) [Landes Test Centre]**

07 See section 1.6.4.4.

13 PROHIBITED AREA. – The navigation of all vessels and craft is prohibited around the CELM mooring buoy, within an area limited by latitudes 44° 23.57' and 44° 21.97' N and by longitudes 1° 24.72' and 1° 26.22' W (*Decree 2001/45 of 18 July 2001 of the Maritime Prefect of the Atlantic*).

**01 6.7.2.2. Boucau firing range**

07 See section 1.6.4.3.

**01 6.7.2.3. Prohibited anchoring areas**

07 ACCESS TO CAPRETON. – In order not to block the entrance to the port of Capbreton, it is prohibited to anchor and berth any craft within an area, the limits of which are marked on the chart, extending up to 0.3 M WNW of the end of Digue Nord of Canal de Boucarot and 0.7 M N and S of the entrance to the port (*Decree 8/88 of 2 May 1988 of the Maritime Prefect of the Second Region*).

13 APPROACHES TO THE MOUTH OF THE ADOUR. – In the approaches to the mouth of the Adour, outside the anchorage area described in section 6.8.2.3., anchorage is prohibited within an area, marked on the chart, which is delimited to the N by bearing 120° of the Ondres water tower (43° 33.7' N — 1° 26.8' W), to the S by bearing 120° of the Pointe Saint-Martin lighthouse (Biarritz lighthouse), to the W by an arc of circle with a radius of 7 M centred on the Digue Nord light, and to the E by the coast (*Decree 75/98 of 7 September 1998 of the Maritime Prefect of the Atlantic*).

**01 6.7.2.4. Fish havens**

07 Around 2 M S of Mimizan-Plage, very close to the coast and at latitude 44° 11.0' N, there is an artificial reef made up of ballasted tyres and marked by a special mark light buoy, anchored near a wreck in 24 m of water.

13 Other artificial reefs made up of concrete pipe culverts, standing less than 3 m above the bottom, which are not marked, have been established at the following positions:

– 2.4 M NNW of the Messanges semaphore (three reefs, in 18 m of water);

– 2.6 M SW of the same semaphore (seven reefs, in 19 m of water);

– 1.2 M WSW of the Capbreton jetties (three reefs, in 17 m of water).

19 Anchoring, professional fishing, hunting and diving are prohibited on these reefs.

**01 6.7.2.5. Restricted area in the approaches to Bayonne**

07 The laying of fixed fishing gear is prohibited within a circular area with a radius of 0.9 M, marked on the chart and centred on position 43° 32.7' N — 1° 32.7' W marked by the Bayonne "BA" landfall buoy, increased by the space lying between this circle and the heads of the N and S dykes (*Decree 75/98 of 7 September 1998 of the Maritime Prefect of the Atlantic*).

13 Within this area, fishing and leisure vessels must manoeuvre giving priority to vessels coming from or heading to the port of Bayonne.

**01 6.7.2.6. Explosives temporary dumping ground**

07 See also section 6.6.2.4.

13 A circular area with a radius of 200 m, designated as a temporary dumping ground for suspect devices caught by fishing nets or fishing equipment (§ 1.6.2.5.) is established in the approaches to Bayonne around position 43° 33.75' N — 1° 31.52' W.

01 **6.7.3. COAST, LANDMARKS AND ANCHORAGES**

07 Charts 6786 and 7440.

13 ENC FR302040, FR302050 and FR474400.

19 The coast is a long monotonous beach lined with wooded dunes with few landmarks. There is almost no shelter to speak of between Bassin d'Arcachon and the large Capbreton marina, situated around 60 M S; the small mouths of Mimizan-Plage, Contis-les-Bains and Vieux-Boucau-les-Bains, to which access is tricky in bad weather, constitute mediocre refuges for leisure vessels.

01 **6.7.3.1. From Pointe d'Arcachon to Contis-les-Bains**

07 **Wharf de la Salie** (view 6.7.3.1.A.), 800 m long, extends to the WSW at a distance of 1.6 M S of Pointe d'Arcachon. Its end bears a light. The wharf bears the waste water outfall for the river communes of Bassin d'Arcachon, which extends up to 3.2 M from the coast. An isolated danger light buoy marks this submarine pipeline in its middle. 0.8 M out to sea of the buoy, the pipeline passes amongst the remains of an artificial reef made up of ballasted tyres.

13

[photo]

6.7.3.1.A. – Wharf de la Salie, to the SSE.

19 The installations of the Missile Launching Test Centre (CELM) are distributed along the coast over a distance of around 16 M from Pointe d'Arcachon. In this area, mariners notice, from N to S, from Wharf de la Salie: at a distance of 4 M, the houses and water tower of **Biscarosse-Plage**; at a distance of 8.4 M, a tall white cylindrical tower; at a distance of 10.4 M, the Biscarosse beacon, a black pyramidal pillar with a black circular topmark with an opening in the middle by day; at a distance of 14 M, a white and red pylon (100 m); at a distance of 16.8 M, the **Belvédère des Lamanchs**, then the Mimizan-Plage water tower; finally, at a distance of 21.2 M, buildings bearing three cupolas.

25 At **Mimizan-Plage** (44° 12.7' N — 1° 17.6' W) [view 6.7.3.1.B.] upstream of the road bridge, craft with a vertical clearance of less than 3 m can anchor at the maritime stopover on the left bank. The access channel, 35 m wide, is protected to the N by a jetty, the head of which, curved to the S, stands around 30 m off the coast. Two beacons mark the passage.

31

[photo]

6.7.3.1.B. – Mimizan-Plage, to the E (2008).

**01 6.7.3.2. From Contis-les-Bains to the Adour**

07 7 M S of Mimizan-Plage, the village of Contis-les-Bains is dominated by the Contis lighthouse, a tower (42 m) with black and white diagonal bands and a black dome (view 6.7.3.2.A.) situated behind some houses, and to the N of a small watercourse, Courant de Contis, which is crossed by a bridge. The mouth of this watercourse, which is channelled between loose boulders, dries completely. The passage (view 6.7.3.2.B.) is narrow and often blocked by large breakers; access to it is dangerous.

13

[photo]

6.7.3.2.A. – Contis lighthouse, to the E (2008).

19

[photo]

## 6.7.3.2.B. – Contis-les-Bains, to the E (2008).

- 25 The **Huchet beacon**, a black rectangular metal pylon with two black triangular openwork topmarks, one on top of the other, with their tips pointing upwards, stands 12.4 M S of the Contis lighthouse.
- 31 2.2 M S of the Huchet beacon, mariners see two water towers then, 4.8 M from the beacon, the tall tower (59 m) of the **Messanges semaphore** (view 6.7.3.2.C.) bearing air obstruction lights. 1.5 M farther S, mariners recognise the village of **Vieux-Boucau-les-Bains** because of its bell tower and water tower.
- 37 Around 5 M farther S, there is a 100 m-long pier established perpendicular to the Penon beach at Seignosse. A little farther S, **Capbreton** can be made out because of the two water towers shaped like huge towers and the buildings with red, slightly sloping roofs.

43

[photo]

## 6.7.3.2.C. – Messanges semaphore, to the ESE.

- 49 5.5 M S of Capbreton, mariners see the **Ondres** water tower and another one situated 1.5 M farther SSW. These two structures, as well as the long Digue Nord and the tall signal tower (29 m) [view 6.8.6.3.], help mariners to locate the entrance to the Adour.

01 **6.7.3.3. Gouf de Capbreton anchorage**

- 07 The depths increase regularly along the coast of Landes as vessels get farther away from the coast, and the isobaths are mainly parallel to the shore. On the other hand, at Capbreton there is a

relatively narrow trench known as Gouf de Capbreton, oriented E-W, in which the depths are 50 m at a distance of 0.3 M WNW of the entrance to Capbreton, then 100 m at a distance of 0.7 M from this entrance.

- 13 In bad weather from the W, the swell does not pour into the trench, whereas it does so over the depths of less than 50 m that border it to the N and to the S. Moreover, there are muddy bottoms of good holding in the trench. Also, vessels have been able to ride out the strong gales here by anchoring in at least 60 m of water and by letting out a lot of chain.
- 19 *Vessels reach the anchorage point by setting course on a bearing of 093° on the Hossegor water tower (43° 39.60' N — 1° 25.45' W) then anchor with the chimney of the sanatorium, situated 1.05 M farther SW, on a bearing of 147°.*
- 25 This anchorage is only used in bad weather if vessels are unable to make for Saint-Jean-de-Luz or Pasajes (Spain).

01 **6.7.3.4. Capbreton**

- 06 Capbreton (43° 39.4' N — 1° 26.8' W) is essentially a large marina where a good deal of fishing activity is carried out. It is located 9 M N of the Adour and extends between 700 and 1500 m upstream of the shared mouth of the **Bourret**, **Boudigau** and **Canal d'Hossegor** rivers. It is equipped with pontoons and catwalks, in 1.5 m of water.
- 11 ANCHORING PROHIBITED. — An area in which anchoring is prohibited covers the immediate approaches to the port (§ 6.7.2.3.).

16

[photo]

6.7.3.4.A.— Capbreton. Access to the Boucarot canal, to the ESE (2008).

- 21 ACCESS (view 6.7.3.4.A.). — The mouth is channelled (Passe or Canal du Boucarot) between Digue Nord and Estacade Sud. The white cylindrical tower of the light on the dyke bears the inscription "Capbreton". The Estacade Sud is extended over a length of around 30 m by a platform that is submerged at half tide and bears a light at its end.
- 26 The ebb current, which can reach 4 knots, creates waves breaking over the shoals at the entrance, even in calm seas. In rough seas, the passage can be impassable.
- 31 When the swell is higher than 1 m, it is recommended that vessels wait for high water before entering the passage, in particular in low tidal coefficients or in winds from the W and SW. It is not advisable to enter or exit by night.
- 36 Vessels set course on Digue Nord when coming from the NW, by Gouf de Capbreton where the sea is less rough. At the entrance, vessels must pass through the passage by keeping on the axis of the channel, then navigating very close to Digue Nord in order to avoid a bank uncovering 0.1 m standing off the head of Estacade Sud towards the passage.
- 41 The channel, which is 1.5 m deep, runs very close to Digue Nord as far as the statue monument (Notre-Dame des Marins) situated on the N bank, then follows the axis of Canal du Boucarot. It follows a slight curve in the approach to the entrance passage to the port. Vessels enter the port by navigating very close to Môle Sud, which bears the imposing building of the harbour master's office. The entrance passage is marked by two lights. Visitors are received at the second pontoon upstream of Môle Sud (pontoon B).46
- PORT (view 6.7.3.4.B.). — The three U-shaped pontoons, installed at the foot of the harbour master's office terreplein, are reserved for fishing vessels. All the other pontoons, 28 in total, which are equipped with catwalks, are intended for leisure vessels. Pontoons Alpha to Golf are connected to the N bank. To the W of these pontoons, there is a pontoon attached to the Môle Nord, entry to which is reserved for craft in transit and to the SNSM [*Société Nationale de Sauvetage en Mer* — National Lifeboat Association] lifeboat. Large vessels are received at the end of pontoons C to F.
- 51 EQUIPMENT. RESOURCES. — The main equipment and services provided are as follows: 990 berths of which 45 are for vessels in transit; maximum length 25 m, draught 2.4 m; water and electricity at the pontoons; sanitary facilities; recovery of black water; fuel; 1 t crane at the fishing port, mast cranes and 30 t lift; slipways and grounding grid, scrubbing station; building yards; repair workshops for hulls and engines; chandlery; all resources in the town.

56

[photo]

6.7.3.4.B. — Capbreton, to the SSE (2008).

- 61 INFORMATION. — Department of Landes (40); 6930 inhabitants. The urban area of Capbreton (Seignosse, Soorts-Hossegor) has 11,800 inhabitants.

- 66 Harbour master's office: Quai Pompidou, Capbreton; tel: +33 (0)5.58.72.21.23; VHF: channel 9 (working hours); email: port-capbreton@wanadoo.fr
- 71 CONNECTIONS. – A63 motorway (Bordeaux-Bayonne-Biarritz) 4 km away; Dax 35 km away; Bayonne 23 km away. Buses to the Bayonne railway station.
- 76 Biarritz-Bayonne-Anglet airport 33 km away; Dax-Seyresse airfield 40 km away.
- 81 Shuttle by craft (in transit) between the port and the town.

01 **6.8. THE ADOUR**

07 Charts 7440 and 7430.

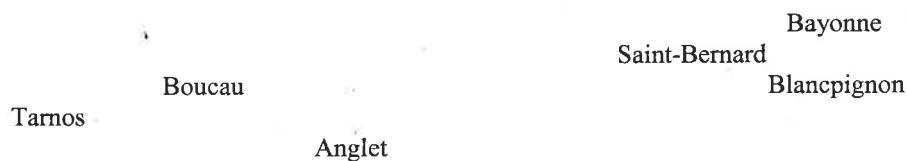
13 ENC FR474400 and FR574300.

01 **6.8.1. GENERAL INFORMATION**

07 The maritime Adour (view 6.8.1.) is the part of the river that is accessible to sea-going vessels, which extends from the mouth to the Henri Grenet bridge at Bayonne.

13

[photo]



## 6.8.1. – The Adour, as far as Bayonne.

- 19 It provides access, from downstream to upstream, to the port facilities:  
 – on the right bank, of Boucau-Tarnos, of Raffineries du Midi and Saint-Gobain piers, and of Saint-Bernard;  
 – on the left bank, of the marina of Anglet, Blancpignon and Allées Marines (Bayonne).
- 25 The characteristics of the reference vessel authorised to access the port are as follows: length 160 m, width 25 m, draught at the entrance 8.70 m, draught at the exit 9.60 m.
- 31 Access by a vessel with a characteristic greater than those of the reference vessel may be authorised by the harbour master's office once the pilotage service has given its opinion. In this case, it is advisable that the representatives of the vessel present the request for a stopover, which must include detailed characteristics of the vessel, to the harbour master's office at least one week before the anticipated movement.
- 37 Restrictions may be put in place by the harbour master's office for safety reasons or reasons relating to the depth of the channel or nautical and meteorological conditions.
- 43 By night, only vessels with dimensions not exceeding a length of 130 m and a draught of 7.00 m are authorised to move.
- 49 The entrance to the Adour may be impassable in heavy weather in the sea, or strong floods in the river, particularly on the ebb. Vessels therefore receive instructions from the harbour master's office on VHF channel 12, to leave their anchorage or to wait at sea.



55 Mist is practically non-existent in the inner end of the Bay of Biscay and if it does appear, generally in the morning in winds from E to SE, it dissipates fairly quickly when the sun rises.

01 **6.8.1.1. Signal station**

07 Signal tower on the S side of the entrance to the Adour (43° 31.7' N — 1° 31.3' W) [§ 6.8.4.].

13 HARBOUR MASTER'S OFFICE. – A conspicuous building with a red roof bearing the rear light of the leading line on a bearing of 111.5°, it is equipped with a radar and normally keeps a permanent watch on VHF channel 12 (call sign Bayonne-Port). In the event that it were unmanned, which can happen several nights per year, the information would be broadcast via a notice to users.

01 **6.8.1.2. Rescue station**

07 Anglet, at the marina (43° 31.6' N — 1° 30.5' W).

01 **6.8.1.3. Tide and currents**

07 Between the jetties at the entrance to the Adour, the flood current lasts 5 hours and the ebb current lasts 7 hours. The flood begins 4 hours before high water at Boucau. It reaches its maximum at around 1 hour before high water and ends 1 hour after. It heads E and reaches 2 to 4 knots. The floods of the Adour can cancel out the flood current and strengthen the ebb current.

13 The main flood current heads S at the end of Digue Nord then bends on the axis of the passage. A secondary current heads N level with the jetties. In a high tidal coefficient, this current inflects against the Jetée Nord, creating a chicane between the jetties.

19 TIDE SCALES. – All tide scales have their zero at 0.91 m above chart datum.

01 **6.8.2. AREAS**

01 **6.8.2.1. Restricted areas**

07 See sections 6.7.2.3. and 6.7.2.5.

01 **6.8.2.2. Explosives temporary dumping ground**

07 See section 6.7.2.6.

01 **6.8.2.3. Anchorage area**

07 The anchoring of vessels is authorised within an area, marked on the chart, delimited to the N by the bearing of 120° of the Ondres water tower, to the S by the bearing of 120° of the signal tower, to the E and W by lines at a distance of 2 M and 4 M from the coast (*Decree 75/98 of 7 September 1998 of the Maritime Prefect of the Atlantic*).

13 Within this area, fishing and leisure vessels must manoeuvre to give priority to vessels coming from or heading for the port of Bayonne.

19 If the circumstances so require, especially in the event of bad weather, the Bayonne port officials may enjoin vessels to leave the anchorage.

01 **6.8.3. PILOTAGE**

07 Pilotage is compulsory for vessels with a length equal to or greater than 60 m.

13 The pilotage area extends 3 M out to sea and is limited to the N by latitude 43° 50' N and to the S by the Franco-Spanish line separating the territorial waters.

- 19 The pilotage service is installed in the signal tower.
- 25 Vessels must inform the pilotage service, call sign *Pilotage de l'Adour*, at least 12 hours prior to their arrival and keep a permanent listening watch on VHF channels 12 and 16 upon approach and within the pilotage area (publication *Radio communications for monitoring traffic and pilotage*). The notification must be made early in the morning in order to be able to land in the afternoon, and before 1800 in order to land during the night or in the morning of the following day. The pilotage service will respond specifying the pilot boarding time and place. Vessels that have not announced their arrival in good time shall be dealt with after those that have observed the notification deadlines.
- 31 Off the Adour, the pilot comes aboard at the expected time for entry, that is:  
– by day, generally between 4 hours before and 1 hour after high water;  
– by night, at the time of high water.
- 37 The pilotage service keeps the VHF watch in principal from 0800 to 1200 and from 1400 to 1800, as well as, outside of these hours, during entry or departure manoeuvres by vessels with a pilot on board.
- 43 Entry to and departure from the port of Bayonne may be suspended when the sea reaches force 5.

01 **6.8.4. LANDFALL AND APPROACH**

07 Charts 6786 and 7440.

13 ENC FR474400.

19 When coming from out to sea, mariners recognise the tall mountains that line the Spanish border, in particular **La Couronnée (Peña de Aya or La Batallera)**, which has three summits (43° 17.2' N — 1° 47.0' W) and **La Rhune** (43° 18.5' N — 1° 37.9' W) [view 6.8.4.A.], the conical summit of which bears a radio pylon.

25

[photo]

Château d'ABBADIE

6.8.4.A. – La Rhune, to the SE.

- 31 2.5 M SW of the mouth of the Adour, the tall cliffs of **Pointe Saint-Martin**, which bears a lighthouse, a white tower with a black top (47 m) [view 6.8.4.B.], culminating at 73 m, provide good radar echoes; it is the same closer to land, on the long Digue Nord.

37

[photo]

6.8.4.B. – Pointe Saint-Martin lighthouse, to the SSW (2008).

- 43 The “BA” safe water mark landfall light buoy, equipped with AIS, is anchored 0.9 M NW of the Digue Nord light. The **Ondres** water tower can be seen 4 M ENE of this same light.
- 49 At the entrance to the Adour (view 6.8.6.3.), on the right bank, mariners notice the lighted beacon tower on the end of Digue Nord, the two pylons of the Boucau leading lights, the **Boucau-Tarnos** industrial complex, the Aciérie de l’Atlantique [steelworks] (ADA) as well as a grain silo at the start of the first bend.
- 55 On the left bank, mariners notice the signal tower, white with a black vertical stripe (29 m) [view 6.8.4.C.], installed at the root of Jetée Sud. A 320 m-long dyke, perpendicular to the coast, is rooted 500 m S of this jetty; its end bears a light on a W cardinal pylon.

61

[photo]

6.8.4.C. – Entrance to the Adour. Signal tower (*photo Port of Bayonne*).**01 6.8.5. OFFSHORE DANGERS**

- 07 For Plateau de Saint-Jean-de-Luz, in particular for the Loutrou shoal, see section 6.10.3.

01 **6.8.6. ACCESS AND CHANNEL**

07 Chart 7430.

13 ENC FR474400 and FR574300.

01 **6.8.6.1. Admissible depths, draughts and vertical clearances**

07 The depths at the mouth vary according to the season; they are maintained by dredging. They are practically never lower than 9.5 m in summer, but they can decrease in winter following storms from W to SW.

13 The permissible draught depends on the tidal coefficient, the sea state, the winds and the amount of silting up at the mouth of the Adour, as well as the height of the water at the mooring berth requested. In ideal conditions, the maximum permissible draught is: by day, 8.70 m at the entrance and 9.60 m at the exit; by night, 7 m.

19 The Henri Grenet bridge, situated 3.1 M from the mouth of the Adour, allows a vertical clearance of 9.5 m in relation to chart datum.

01 **6.8.6.2. Regulations. Compulsory access track for vessels transporting oil or dangerous substances, the gross tonnage of which is greater than 3000**

07 *Decree 2006/69 of 30 August 2006 of the Maritime Prefect of the Second Region (§ 7.4.2.).*

13 1. Approach channel. This channel is limited:

- to the N and S, by lines oriented on bearings of 300° and 270° from the light on Digue Nord;
- to the W, the channel begins 7 M from the light on Digue Nord, 1 M E of this same light.

19 2. Holding area. A holding area is limited:

- to the N, by the line oriented on a bearing of 300° from the Ondres water tower;
- to the S, by the line oriented on a bearing of 300° from the signal tower;
- to the E and W, by the distances of 2 M and 4 M from the coastline.

25 3. Access channel. From the E end of the approach channel, vessels follow the pilot's instructions.

31 4. Lookout station concerned: Socoa.

01 **6.8.6.3. Entrance**

07 The mouth of the Adour (view 6.8.6.3.) is protected to the N by the long Digue Nord, and to the S by the shorter Digue Sud, situated more than 500 m from the passage. These two structures made up of loose boulders each bear a light at their head. The line connecting these two lights constitutes the outer limit of the port of Bayonne (section 6.9.). An intermediary dyke made up of loose boulders, which is 320 m long and perpendicular to the coast, is rooted 350 m N of Digue Sud.

13

[photo]

Digue Nord Signal tower

6.8.6.3. – Entrance to the Adour, to the E.

19 The entrance to the Adour is channelled between two parallel jetties, bearing a light at their end, off which loose boulders stand up to 20 m in the river. The passage, open to the WNW, is 60 m wide between the 10 m isobaths. The jetties are extended upstream by breakwaters bearing a lateral light beaconage.

- 25 In order to pass through the passage, vessels follow the leading line (known as the Boucau leading line) on a bearing of 090° of two lights on two white metal pylons with red tops (6 m and 12 m). The rear pylon bears a red board with a white band and the front pylon bears a white board with a red band. It is advisable to then follow the leading line on a bearing of 111.5° of two lights lit by day and night. The front light is borne by a handmast (4 m) equipped with an openwork frame with a green central band and two white lateral bands, and the rear light by the white square tower (9 m) of the harbour master's office building.

01 **6.8.6.4. Channel**

- 07 There is no leading line marking the axis of the channel from the E end of the jetties (to the N of the signal tower) to the first bend in the river. On the left bank, two cement blocks, the remains of an old pier, lie off Digue Est of the Anglet marina, 200 m downstream of a submersible dyke marked by a light and by starboard lateral beacon "9". There is a pontoon reserved for tugs and for the port pilot cruising vessels located 50 m upstream of this beacon.
- 13 In the first bend, the axis of the channel is shown, for vessels heading upstream, by the leading lights on a bearing of 141° of the Saint-Gobain lights formed of two red and white boards. For vessels heading downstream, it is shown by the leading lights on a bearing of 322.4° of the Les Forges lights. The final part of vessels passing through the channel towards Bayonne is facilitated, by night, by the white sector of the Pont de l'Aveugle direction light situated 0.4 M upstream of the naval base. The channel is marked by lateral buoys and beacons, some of which are lighted.
- 19 The least depth of the channel is 7.5 m between the mouth and the naval base. There are several wrecks lying in the approaches to the channel. Only those that are dangerous to navigation are marked.
- 25 There is a turning area of 450 m over 360 m, dredged to 7 m, situated upstream of buoy "2".

01 **6.8.7. DIRECTIONS**

01 **6.8.7.1. At the entrance**

- 07 Upon arrival, vessels remain in the W and in the vicinity of the "BA" landfall buoy whilst awaiting instructions from Bayonne-Port or from the pilot (for vessels subject to the pilotage obligation), broadcast via VHF channel 12.

01 **6.8.7.2. In the channel**

- 07 Follow the leading lines marked on the chart and comply with the beaconage. Pont Henri Grenet, situated upstream of Quai Edmont Foy, constitutes the maritime navigation limit. Numerous craft carry out fishing activities in the channel.

01 **6.8.7.3. Reduction of speed**

- 07 Vessels must navigate at a reduced speed in the approaches to the Anglet marina.

01 **6.8.7.4. Departure by night**

- 07 The masters of the vessels wishing to depart by night must submit this request to Bayonne-Port and the pilotage service (§ 6.9.4.1.).

01 **6.8.8. SIGNALS**

- 07 The international light signals for entry and departure are displayed by day and by night on the signal tower, on the S side of the entrance to the Adour (view 6.8.4.C. and 6.8.6.3.).
- 13 In the event of a conflict between a port signal and an order from Bayonne-Port, it is the order from Bayonne-Port that must be taken into consideration.

01 **6.9. BAYONNE**

07 Chart 7430.

13 ENC FR574300.

01 **6.9.1. GENERAL INFORMATION**

07 See also section 6.8.

13 The port of **Bayonne**, established on both banks of the Adour, has the following administrative limits: downstream, the line connecting the heads of Digue Sud and Digue Nord, and upstream, the Saint-Esprit bridge (on the Adour) and the Mayou bridge (on the Nive). However, maritime traffic is not possible beyond Pont Henri Grenet, situated 0.5 M downstream of Pont Saint-Esprit. The port comprises the following areas:

19 1) On the right bank, from downstream to upstream;

– the **Boucau-Tarnos** area, extending downstream from the Banc Saint-Bernard terreplein, which is the most extensive and the most active,

– the **Saint-Bernard** area, which has an extensive 28 hectare terreplein, created by the filling of the bank of the same name;

25 2) On the left bank, from downstream to upstream;

– the **Anglet** marina, opposite the downstream quays of Boucau-Tarnos,

– the **Blancpignon (Blanc Pignon)** area, which, situated in the bend opposite the Saint-Bernard area, is a good shelter against the prevailing winds, as it benefits from self-dredging,

– the Adour naval base area, sheltering launches and floating craft belonging to the Navy, the customs and Maritime Affairs,

– the **Allées Marines** area, in the vicinity of the town, used in particular by cruise ships and military vessels.

01 **6.9.1.1. Tidal currents and manoeuvres**

07 See also section 6.8.1.3.

13 At Bayonne, the flood begins at – 0430 HW at Boucau and the ebb begins at around high water at Boucau. The speeds reach 3 knots. However, the flood has been observed up to + 0130 HW at Boucau in very high tidal coefficients.

19 When the Adour floods, the flood current is sometimes not felt and the ebb sometimes reaches 6 to 7 knots.

25 Manoeuvres for getting underway are carried out in principal during the flood for vessels over 85 m long. When the river floods (end of winter, beginning of spring), these manoeuvres are difficult.

31 There are no compulsory regulations for mooring, which can be carried out on the flood or on the ebb current. The manoeuvre depends on the current and the berth.

37 Sometimes, due to the backwash, berthed vessels must get underway and move in an upstream direction. The position of vessels is trickier at low water when there is little water under the keel of the vessel.

01 **6.9.2. AREAS**

01 **6.9.2.1. Submarine obstructions**

07 The presence of reinforced concrete debris, in 8 m of water, is reported in an area 30 m long and 10 m wide situated downstream of Quai Édouard Castel (Blancpignon). A wreck lies at the N end of Banc Saint-Bernard, to the E of buoy “2”.

**01 6.9.2.2. Submarine pipelines**

07 A siphon made up of two submarine pipelines has been installed in the Adour, level with Pont d'Aveugle (43° 30.1' N — 1° 29.5' W). The greatest height of the siphon is 11 m below chart datum and it is covered with 3 m of sand and mud.

**01 6.9.3. PORT**

07 All of the facilities and equipment of the commercial port are the subject of sections 6.9.3.1. to 6.9.3.4; the Anglet marina is described in section 6.9.3.5.

**01 6.9.3.1. Boucau-Tarnos port facilities**

07 The port of Boucau-Tarnos (view 6.9.3.1.A.) comprises 1100 m of continuous quays. It is used in particular for liquid and solid bulk: fertiliser, chemical products, oils and by-products, wood and scrap metal (liquid bulk: 1.61 million tonnes, of which 744,000 t were oil products; solid bulk: 1.70 million tonnes, of which 520,000 t were cereals in 2006).

13

[photo]

**6.9.3.1.A. – Boucau-Tarnos, to the E.**

19 It comprises, from downstream to upstream:

25

Quay	Berth	Length (m)	Permissible draught (m)	Use/observation
Deep-water quay	Tarnos downstream	365	10	Solid bulk. Miscellaneous goods
Quai Européen	1 to 3	185	10	Bulk. Chemical and oil tankers. Berth no. 1 downstream, no. 2 in the middle, no. 3 upstream
Quai Marcel Forgues	–	160	10	Scrap metal, steel
Quai Léon Tramut	–	167	10	Scrap metal, steel
Quai Delure	–	170	10	Steel
Poste Carnot	–	160	7	Solid bulk. Miscellaneous goods
Poste Maïsica	6	> 140	7	Made up of five gabions with 4 dolphins. Cereal silo
Poste Shell	–	< 80	–	Private berth
Poste Saint-Gobain	–	180	9.8	Equipped with an oil product unloading arm

**6.9.3.1.B. – Boucau-Tarnos. Port facilities.**

31 Note: the depth indicated is that maintained by dredging.

37 The special police regulations of the port of Bayonne provide for the berthing and occupation priorities with regard to the use of the two mixed-usage areas (Quai Européen). This quay is equipped to accommodate tanker vessels (chemical tankers and oil tankers);

43

[photo]

6.9.3.1.C. – Boucau-Tarnos. Poste Maïstica (2009).

01 **6.9.3.2. Saint-Bernard and the Allées Marines port facilities**

07 The **Saint-Bernard** area (view 6.9.3.2.B.), situated on the right bank, comprises:

13

Quay	Length (m)	Permissible draught (m)	Use/observation
Holding berth	120	7	Equipped with 4 dolphins
Quai Saint-Bernard	130	7	Wood. Bulk
Ro-Ro downstream	140	6.8	Ro-Ro. Equipped with 5 dolphins and a 35 m x 25 m floating pontoon shared between 2 berths
Ro-Ro upstream	140	4.4	Ro-Ro. Equipped with 5 dolphins and a 35 m x 25 m floating pontoon shared between 2 berths
Poste Pierre Leroy	130	6.5	Ro-Ro vessel with a side door. Equipped with 4 dolphins and a hard ramp.

6.9.3.2.A. – Saint-Bernard. Port facilities.

19 Note: The depth indicated is that maintained by dredging.

25

[photo]

Allées Marines

Saint-Bernard

6.9.3.2.B. – Saint-Bernard area, to the S.

31 On the left bank, the **Allées Marines** area is equipped with a vertical quay, Quai Edmond Foy, with a length of 240 m on the edge of a 5.5 m-deep bed. This quay receives cruise ships and military vessels. The upstream part cannot be berthed at.

37 At Poste Pierre Leroy and Quai Edmond Foy, berthing and casting off manoeuvres must only be carried out at high water slack or on the ebb, with a tug.



01 **6.9.3.3. Blancpignon port facilities**

07 From upstream to downstream, the port of Blancpignon is equipped with:

13

Quay	Length (m)	Permissible draught (m)	Use/observation
Graving dock	90	—	Sill of the first "tain" <sup>19</sup> 1.41 m below chart datum
Quai Armand Gommès	200	7	Bulk chemical products, wood. 6 dolphins, bed 200 m long and 7 m deep by 25 m wide
Quai Édouard Castel	195	8.3	Bulk chemical products, wood. 6 dolphins, bed 370 m long and 8 m deep by 30 m wide

## 6.9.3.3.A. – Blancpignon. Port facilities.

19 Note: the depth indicated is that maintained by dredging.

25 Vessels with a deadweight tonnage of 15,000 and a length of 145 m are admitted in this area. A warehouse, means of storing and loading liquid sulphur and cement and grain silos are located here. The quays also handle the movement of wood, plywood, petroleum coke, bulk cement and miscellaneous goods.

31

[photo]

## 6.9.3.3.B. – Blancpignon facilities, to the NW.

37 The naval base (Adour launches) is situated 250 m upstream of the graving dock. It has an 180 m-long pier established parallel to the bank.

01 **6.9.3.4. Towing. Equipment. Supplies. Repairs**

07 The port has two tugs: a 2500 HP tug (30 t traction) belonging to the Bayonne Chamber of Commerce and Industry, manned by the company Chambon, and a pilot cruising vessel-tug with a power of around 1000 HP (15 t traction), manned by the pilotage station. In the event that another tug were required for the operation of the port, a request can be submitted to the company FACAL of the port of Pasajes (Spain).

13 PUBLIC EQUIPMENT. – At Quai Armand Gommès: two 6 t cranes on rails.

19 At Quai Européen (liquid berths):

- berth L1, a crude oil loading arm, a chemical and oil products loading arm, a fixed phosphoric acid pipeline and a fixed sulphuric acid pipeline mounted on a movable truck;
- berth L2, a fixed bitumen unloading arm mounted on a movable truck;
- berth L3, a fixed arm for chemical and oil products.

25 At the Tarnos downstream quays and in a downstream mixed area: four 10 t to 12 t cranes on rails, with hoppers.

31 At Quai Saint-Bernard: a 40 t crane capable of bearing up to 80 t for heavy loads; can be equipped with a log clamp.

37 PRIVATE EQUIPMENT. – At Quai Édouard Castel: a solid sulphur loading gantry (700 t/h); a liquid sulphur pipeline.

43 At the Maïstica berth: two grain loading gantries (750 t/h).

49 At the Marcel Forgues, Léon Tramut and Delure quays: two self-propelled cranes on wheels with a capacity of 30 t, for unloading scrap metal and loading steel billets.

55 At the Tarnos quays, berths T3 and T4: a belt for unloading fertiliser (around 600 t/h).

<sup>19</sup> Translator's note: We cannot find a translation of "tain" that fits in the context; it can mean "foil" or "tin-bath".

- 61 At Quai Armand Gommès: an anti-dust hopper for bulk powdery goods; two electric cranes on rails with a capacity of 6 t, equipped with buckets and hooks.
- 67 SUPPLIES. – Water taps on the quays; the pipelines are for public use. Facilities for fuel replenishment.
- 73 REPAIRS. – Graving dock with a 6 t self-propelled crane. Repair workshops in the vicinity.

01 **6.9.3.5. Anglet marina**

- 07 This port, also known as **Port du Brise-Lames** (43° 31.6' N — 1° 30.5' W) [view 6.9.3.5.], is established on the left bank of the Adour, 0.7 M from the entrance to the river. It is equipped with pontoons and catwalks.
- 13 For access to the Adour, see section 6.8.6. The passage to the port opens out to the N 0.6 M upstream of the signal tower, between the heads of the two dykes formed of large loose boulders parallel to the bank. Largely uncovering bottoms and concrete blocks as well as solid sections of stone walls remaining from an old dyke lie off Digue Est. There is a light installed on the head of Digue Ouest. The passage between this head and the head of Digue Est is 30 m wide between 3 m isobaths.
- 19 The port is divided into two areas, E and W, by a central terreplein on which the harbour master's office is situated. Visitors are received at a pontoon bordering this terreplein to the N. Pontoons for vessels staying in the port are connected by footbridges to the bank bordered with sloping loose boulders at which berthing is not permitted. The flat scrubbing area situated on the edge and on the inside of Digue Est is not in use. A technical area (scrubbing and wintering) is established at the root of this jetty.

25

[photo]

Bayonne

6.9.3.5. – Anglet. Port du Brises-Lames, to the SW.

- 31 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 425 berths of which 40 are for vessels in transit; maximum length 18 m, draught 3 m; water and electricity at the pontoons; sanitary facilities; fuel; recovery of oily wastes; 1.3 t travelling crane and 25 t lift; slipway (paying services), scrubbing area; chandleries and shops selling nautical equipment; hull and engine repair workshops.
- 37 INFORMATION. – Department of Pyrénées-Atlantiques (64); 36,750 inhabitants.
- 43 Marina harbour master's office: 118 avenue de l'Adour, 64600 Anglet; tel: +33 (0)5.59.63.05.45 (working hours: from 0730 to 1930 in season); fax: +33 (0)5.59.63.22.12; VHF: channel 9; email: portdeplaisance@agglo-bab.fr
- 49 Maritime affairs and customs: at Bayonne (§ 6.9.4.1.).

01 **6.9.4. TOWN**

- 07 Department of Pyrénées-Atlantiques (64); sub-prefecture; headquarters of a unit of the French national navy (Adour naval base); 41,800 inhabitants (214,000 for the urban area).

**01 6.9.4.1. Information**

- 07 Bayonne harbour master's office: 128, avenue de l'Adour, 64600 Anglet;  
– reception/secretariat: tel: +33 (0)5.59.58.29.36; fax: +33 (0)5.59.42.09.43; telex: 550 457; email: capitport.bayonne@developpement-durable.gouv.fr;  
– office for berthing vessels/safety: tel: +33 (0)5.59.63.11.57 (24 hours a day);  
– mobile telephone number of service port official: tel: +33 (0)6.85.10.09.41 (24 hours a day).
- 13 The Adour pilotage; Tour des Signaux, La Barre, 64600 Anglet; tel: +33 (0)5.59.58.54.54; fax: +33 (0)5.59.58.54.59; email: veillepilote.adour@wanadoo.fr
- 19 Towing: Chamber of Commerce and Industry.
- 25 Operation/equipment service (at Tarnos, right bank): tel: +33(0)5.59.64.97.81.
- 31 Regional Council of Aquitaine – *service du développement et de l'exploitation du port de Bayonne* [development and operation service of the port of Bayonne] (SDEPB): 8 avenue de l'Adour, 64600 Anglet; tel: +33 (0)5.59.44.72.72; fax: +33 (0)5.59.44.72.79.
- 37 Maritime affairs: 6 Quai de Lesseps, 64100 Bayonne; tel: +33 (0)5.59.50.31.50; fax: +33 (0)5.59.55.51.45; navigation inspector: tel: +33 (0)5.59.50.31.62.
- 43 French national navy (the Adour naval base) [Comar Bayonne]: 4 avenue de l'Adour, BP 266, 64602 Anglet; tel: +33 (0)5.59.58.34.30; fax: +33 (0)5.59.58.34.31; maritime police: tel: +33 (0)5.59.58.34.20.
- 49 Customs: 8 Allées Marines, 64100 Bayonne; tel: +33 (0)5.59.59.08.29; fax: +33 (0)5.59.59.76.22.
- 55 Hospital and SAMU [emergency medical assistance]: 13 avenue Interne Jacques Loëb; tel: +33 (0)5.59.44.35.35.
- 61 Police: 6 avenue Marhum; tel: +33 (0)5.59.46.22.22.
- 67 Maritime police: 4 avenue de l'Adour; tel: +33 (0)5.59.58.34.44, fax: +33 (0)5.59.58.34.20.

**01 6.9.4.2. Connections**

- 07 Motorway links: A63 towards Paris and Bilbao (Spain); A64 towards Toulouse and the Mediterranean; motorway from Bayonne to Barcelona (Spain).
- 13 Ferry links with Italy, Spain and Portugal; TGV [high-speed train] Atlantic.
- 19 Air links to all large French and European cities from the Biarritz-Bayonne-Anglet international airport situated 6 km SW of the town.

**01 6.10. BETWEEN THE ADOUR AND THE SPANISH BORDER**

07 Charts 6786 and 7440.

**01 6.10.1. GENERAL INFORMATION**

07 Between the Adour and the Spanish border, the coast forms a wide arc of circle, turning its hollow part to the NW. It is first lined by a sandy beach as far as Pointe Saint-Martin, to the N of Biarritz, then it is formed of rocky headlands alternating with sandy beaches. It shelters the bays of Saint-Jean-de-Luz and Fontarabie.

13 The coastal strip is foul and there are breakers up to 4 M offshore.

19 Saint-Jean-de-Luz and Hendaye are the only ports of a certain size.

**01 6.10.1.1. Signal station**

07 Socoa, lookout station (43° 23.7' N — 1° 41.2' W) [§ 1.4.7.2.].

**01 6.10.1.2. Rescue stations**

07 Saint-Jean-de-Luz (43° 23.1' N — 1° 40.0' W); Hendaye (43° 22.2' N — 1° 47.1' W).

**01 6.10.2. AREAS****01 6.10.2.1. Approaches to the Adour. Anchoring prohibited. Restricted areas**

07 See section 6.7.2.3.

**01 6.10.2.2. Approaches to Biarritz. Entry prohibited**

07 In the approaches to Biarritz, all nautical activities are prohibited within a 20 m-wide area around the Le Boucalot rocks (43° 29.0' N — 1° 34.4' W) and Roche Ronde (43° 29.4' N — 1° 33.4' W).

**01 6.10.2.3. Guéthary marine reserve area for fish**

07 Fishing is prohibited within a marine reserve area for fish, marked on the chart, which extends for 500 m offshore off Guéthary, 3 M NE of Saint-Jean-de-Luz (*Decree of 3 December 2003 of the Ministry for Agriculture and Fisheries*).

**01 6.10.2.4. Explosives temporary dumping ground**

07 Two circular areas with a radius of 200 m, designated as temporary dumping grounds for suspect devices caught by fishing nets or fishing equipment (§ 1.6.2.5.) are established around positions 43° 27.38' N — 1° 36.92' W (N approaches to Guéthary) and 43° 24.21' N — 1° 43.52' W (W approaches to Saint-Jean-de-Luz).

**01 6.10.2.5. Restricted anchorage**

07 The anchoring of passenger vessels is restricted in the approaches to the ports of Biarritz, Saint-Jean-de-Luz and Hendaye (*Decree 12/2006 of 25 April 2006 of the Maritime Prefect of the Atlantic*) [see § 7.5.3.].

**01 6.10.3. DANGERS**

07 Charts 6786 and 7440.

13 **Plateau de Saint-Jean-de-Luz** extends out to sea of this part of the coast at a distance that varies between 1.5 and 4 M. This rocky plateau is dangerous in swell from the W and NW due to breakers that form there. The

heads covered with the least amount of water are the shoals of **Loutrou** (11.7 m) 1.4 M SW of the entrance to the Adour, **Chouroubiague** (10.6 m) 0.8 M SW of the previous one, and **Basse des Esclaves** (10 m) 2.7 M SW of Pointe Saint-Martin.

- 19 It is dangerous to anchor over the Loutrou shoal. Vessels remain W of the entire plateau and do not pass, to the E, the bearing of 222° of the Jaizquível summit to the right of the Cabo Higuer lighthouse.
- 25 In strong swell from the W, the sea breaks over the plateaux of **Belhara Perdun**, 1.8 M NW, and **Mabessin**, 0.7 M NNE of the Socoa semaphore. In very heavy weather, the same occurs at the **Illarguita** plateau 3 M NNW of this semaphore.
- 31 0.5 M N of Pointe Saint-Anne, the E end of Baie de Fontarabie, **Les Briquets** are dangerous rocks over which the sea breaks in swell from the W. Vessels must pass clearly to the N of these rocks.

01 **6.10.4. COAST, LANDMARKS AND ANCHORAGES**

07 Charts 7430, 7431 and 7440.

01 **6.10.4.1. Coast and landmarks**

07 The main landmarks used for landfall were described in § 6.8.4.

13 **Pointe de Biarritz** shelters the port of the same name, described in section 6.10.4.2., on its N side.

19 To the SW of Pointe de Biarritz, the coast is formed of rocky cliffs bordered by a narrow sandy beach. The **Ilbarritz** castle (43° 27.6' N — 1° 34.6' W) is clearly visible. The small port of Guéthary, described in section 6.10.4.3., is located 2.4 M farther SW.

25 To the NE of Saint-Jean-de-Luz, the cliffs are uneven, diversely coloured and interspersed with vegetation. To the SW, they are formed of light grey rocks.

31 In the approaches to Saint-Jean-de-Luz, mariners recognise, on the W entry tip at Socoa, the fort, a large round tower, the lighthouse and the semaphore (view 6.10.4.1.A.). The large **Tour de Bordagain** can be seen to the S of the bay.

37

[photo]

6.10.4.1.A. – Lighthouse and semaphore of Socoa, to the SE.

43 Baie de Saint-Jean-de-Luz and the port of the same name are described in § 6.10.5.

49 The conspicuous headlands around **Baie de Fontarabie** (Fuenterrabia), sometimes known as Baie du Figuier (§ 6.10.6.1.), are as follows: on the E side of the entrance, **Pointe Sainte-Anne**, dominated by the **Abbadie castle** (view 6.8.4.A.) and off this, the rocks of **Les Deux Jumeaux** and **Les Roches Noires**; on the W side, **Cabo Higuer** bearing a lighthouse (43° 23.6' N — 1° 47.4' W) [view 6.10.4.1.B.]; 4 M SW of the cape, **Monte**

**Jaizquivel**, the highest point (548 m) of the chain of mountains extending from the cape as far as **Pasajes**; in the bay, the houses of **Hendaye** and Fuenterrabia.

55

[photo]

6.10.4.1.B. – Cabo Higuer, to the SSW (2008).

61 Baie de Fontarabie and the port of Hendaye are described in section 6.10.6.

67 For the description of the coast to the W of Cabo Higuer, see the *Sailing Directions, volume C3*.**01 6.10.4.2. Biarritz (port of Les Pêcheurs)**

07 This small shelter-port of Les Pêcheurs [43° 29.0' N — 1° 34.0' W] (view 6.10.4.2.) is situated on the N side of Pointe de Biarritz, behind a group of rocks and boulders.

13

[photo]

6.10.4.2. – Biarritz. Port of Les Pêcheurs, to the S (2008).

19 The very narrow entrance is only passable in good weather. It is accessed by following the leading lights on a bearing of 174°, marked on the chart, of two lights on white metal masts (4 m). The port is only accessible for vessels with a length of less than 15 m. They may only enter the basins without their masts. The port comprises successively an outer harbour and three grounding basins drying 0.8 m over a flat sandy bottom. These basins have been laid out by connecting the high boulders that surround them to low walls. However, the backwash is strong here in heavy weather.

25 Water taps have been installed on the S terreplein of the first basin. At this berth, the bottom uncovers 0.8 to 1 m. There is a slipway situated in the outer harbour and another in the second basin.

**01 6.10.4.3. Guéthary**

07 Guéthary (43° 25.7' N — 1° 36.5' W), a small seaside resort, the buildings and villas of which are located easily at a high level on the side of the craggy shore, is equipped with a short jetty partially protecting a grounding area for craft.

13 The access passage, which is narrow between the rocks, is not marked. A leading line on a bearing of 123° of two lights, one on a white post with a red top and a white rectangular topmark (8 m), and the other, the rear light, on a white tower (7 m), marks the axis of the passage. The port has no lighting.

19 The bottoms uncover as far as the head of the jetty and the berths, over a bottom scattered with rocks, are not clear. A wide slipway is situated at the foot of a large white building. It is exposed to the swell and has a fairly steep slope.

01 **6.10.5. BAIE DE SAINT-JEAN-DE-LUZ**

07 Chart 7431.

13 Baie de Saint-Jean-de-Luz (view 6.10.5.) lies between Pointe Sainte-Barbe to the E and Pointe de Socoa to the W and is protected by three dykes: **Digue de Socoa** (or **Digue des Criquas**) rooted on the headland of the same name and the end of which bears a white square hut (5 m) with a light on top; **Digue d'Artha**, which is free-standing; **Digue Sainte-Barbe**, rooted on the headland of the same name. The normal entrance (Passe de l'Ouest), 200 m wide and 12 to 15 m deep, is situated between the E head of Digue de Socoa (43° 23.9' N — 1° 40.6' W) and the W head of Digue d'Artha.

19

[photo]

6.10.5. – Baie de Saint-Jean-de-Luz, to the SSE.

25 Baie de Saint-Jean-de-Luz receives the waters of the **Nivelle** river, at the mouth of which the port of Saint-Jean-de-Luz is located, and the waters of the **Untxin** river, to the N of the mouth of which the small port of Socoa is located (view 6.10.5.6.).

01 **6.10.5.1. Tidal currents**

07 The flood current enters Baie de Saint-Jean-de-Luz on either side of Digue d'Artha. It circumnavigates the bay to head into the Nivelle. On the ebb, the waters of the Nivelle leave the roadstead through Passe de l'Ouest. The current does not leave the bay in heavy weather. It deflects along Digue d'Artha and returns to the entrance to the port by circumnavigating the bay in the same direction as the flood current.

13 Between the mouth of the Untxin and the entrance to the port of Socoa located in the NW corner of the bay, the current always heads N at a speed of 0.5 knots on the flood and 1 knot on the ebb.

01 **6.10.5.2. Pilotage**

07 Baie de Saint-Jean-de-Luz is situated within the Adour pilotage area (§ 6.8.3.). Pilotage is compulsory for vessels with a length equal to or greater than 40 m.

01 **6.10.5.3. Access**

07 Four passages allow vessels to access the bay through the Saint-Jean-de-Luz plateau. In heavy weather from the W, the only navigable passage is the Illarguita passage but entry is tricky. It is even dangerous by night for a vessel sailing in ballast. In any case, vessels with a fairly large tonnage must avoid entering the passage on the ebb current and at low water.

13 PASSE D'ILLARGUITA. – **Passe d'Illarguita** is the main passage. It is the only one that vessels are advised to use. It is navigable by day and by night. Vessels pass to the SW of the Illarguita shoals and to the NE of the Belhara Perdun shoals by keeping the Bordagain tower to the right of the Socoa lighthouse. By night, vessels follow the leading line of the Bordagain light by the Socoa light on a bearing of 138.4°. They then pass S of Plateau de Mabessin by following the leading line on a bearing of 101° of the Pointe Sainte-Barbe lighthouses (view 6.10.5.3.). In order to reach the entrance to the bay, they then take the leading line on a bearing of 150.6° of the Saint-Jean-de-Luz lighthouses, white pyramidal towers with an identical structure showing on the leading line side a red vertical stripe for the front lighthouse (14 m), and a green vertical stripe for the rear lighthouse (27 m).

19

[photo]

Rear

Front

6.10.5.3. – Pointe Sainte-Barbe. Leading line on a bearing of 101°.

25 PASSE D'HERRECA. – **Passe d'Herreca** is not recommended for vessels that do not know it. Vessels approach by setting course on a bearing of around 161° on the summit of La Rhune seen between Digue d'Artha and Digue des Criquas. This route takes vessels to the E of the Illarguita shoals, but they must round Plateau de Mabessin to the W in order to join the leading line on a bearing of 101° of Passe d'Illarguita, then the last leading line of this passage.

31 PASSE DE BELHARA PERDUN. – **Passe de Belhara Perdun**, which is used by the locals, is not recommended and must not be used in bad weather. Its axis is given by the leading line on a bearing of 101° of the Pointe Sainte-Barbe lighthouses, which takes vessels to the S of Plateau de Belhara Perdun and through which vessels locate Passe d'Illarguita.

37 PASSE DE L'EST. – **Passe de l'Est** is dangerous, access to it is difficult and it is only navigable for local fishing and leisure craft. Vessels are advised against using it. The route passes very close to the W of **Esquilletac**. Vessels enter the bay via the passage located between Digue d'Artha and Digue de Sainte-Barbe, off which lie shoals.

01 **6.10.5.4. Regulations**

07 *Decree 2006/33 of 20 June 2006 of the Maritime Prefect of the Atlantic.*

13 These regulations apply during the summer period, from 1 June to 15 September.

19 ACCESS TRACKS. – The access tracks to the port of Saint-Jean-de-Luz and the port of Ciboure, to the port of Soccoa (*sic*) and Cale aux Chevaux, situated on the E side of the bay, are marked by lateral buoys.



- 25 Any turning of vessels, craft or floating sailing or motorised craft is prohibited in these access tracks, other than that necessary for manoeuvres for entry to or departure from the ports, Cale aux Chevaux or the bay, or that necessary to reach the water areas situated either side of the access tracks. Vessels must cross an access track as close as possible to perpendicular to the longitudinal axis of the track in question.
- 31 SPEED. – The movement of all vessels, craft and floating craft is prohibited at a speed greater than 7 knots in the bay.
- 37 Motorised nautical sport craft towing water skiers or tubes are authorised to move at a speed greater than 7 knots and up to 10 knots for towed tubes, from 1000 to 2000 in the areas reserved for them.
- 43 LEISURE VESSEL ANCHORAGES. CRAFT LIFT NETS. – There are two anchorage areas in the W part and one in the E part of the bay that are reserved for leisure vessels. A craft lift net anchorage area, reserved for professional fishing vessels, is situated in the W part of the bay. The anchoring of any leisure vessel or craft is prohibited outside of these areas.

01 **6.10.5.5. Anchorages**

- 07 OUTER ANCHORAGE. – *To the N of Banc Mabessin, there are pebble bottoms of good holding in 19 m of water on the leading line of the Saint-Jean-de-Luz lighthouses on a bearing of 150.6° and on the leading line of the Fontarabie bell tower by the Deux Jumeaux (Roches Noires) on a bearing of 231°.*
- 13 INNER ANCHORAGE. – It is possible to anchor, outside of the period from 1 June to 15 September, in the E part of the bay between Digue d'Artha to the N and the leisure vessel anchorage to the S, to the E of the line connecting the head of Jetée Est of the port of Saint-Jean-de-Luz and the W head of Digue d'Artha. *Anchoring over sand and gravel bottoms provides the best holding to the S of this area, where the current that circumnavigates the bay from E to W is less noticeable. Thus, vessels maintain their bow facing in the direction of the swell. Vessels anchor in 6 to 8 m of water by letting out around 60 m of chain. If the wind freshens, they must get underway and remain out to sea at a distance of more than 10 M from the coast.*

01 **6.10.5.6. Port of Socoa**

- 07 Socoa (43° 23.8' N — 1° 40.9' W) [view 6.10.5.6.], a small dry harbour located between Jetée NE, known as Jetée du Marégraphe, and Jetée Sud (Quai aux Poissons), provides leisure vessels with a good shelter. The backwash, however, is sometimes felt here. It comprises an outer harbour separated from the port by a small mole parallel to Jetée du Marégraphe. A slipway the end of which uncovers 2 m is rooted to a groyne at the SW end of Jetée Sud. The grounding basin is largely drying on flat sandy bottoms. There is only around 1 m of water at its entrance at low water. The berths here are clear to the right of Jetée Sud.

13

[photo]

6.10.5.6. – Socoa, to the WNW (2008).

- 19 RESOURCES. – Small building yard. Repairs for hulls (wooden or plastic) and engines. 32 t boat hoist.  
25 LANDING OUTSIDE THE PORT. – A terreplein, accessible from the sea by an artificial beach for launching or landing of the light dinghies, has been established outside the port between Jetée Sud (Quai aux Poissons) and the left bank of the Untxin.

01 **6.10.5.7. Port of Saint-Jean-de-Luz and Ciboure**

- 06 ACCESS. – Established at the mouth of the **Nivelle**, Saint-Jean-de-Luz and Ciboure (43° 23.3' N — 1° 40.1' W) [views 6.10.5.7.A and 6.10.5.7.B.], fishing port and marina, are accessible for vessels with a draught of up to 1.6 m, taking into consideration a rise in the bottoms nearby to the W of the entrance leading line between 50 and 100 m from the passage.

11

[photo]

6.10.5.7.A. – Saint-Jean-de-Luz and Ciboure. Access, to the SSE.

- 16 The port is accessed via a narrow canal (40 m) between two jetties. The shorter NE jetty bears a light at its head and also, near its inner end, the front lighthouse of the leading line on a bearing of 150.6°. Port lateral beacons mark the loose boulders that stand off this jetty and reduce the useful width of the passage.  
21 The ebb current is very violent at the entrance, especially if the river is flooding. It can reach 6 knots. In heavy seas from the W, a bar forms between the jetties and large overfalls make the passage dangerous, especially the entrance, which vessels should only risk at around high water. In the port, a backwash can occur in gusts from W to NW.  
26 The speed of vessels in the port must not exceed 5 knots. Navigation using sails is prohibited.

- 31 The water area is divided into two basins by the large Récollets terreplein (Presqu'île des Récollets). The W basin, also known as Bassin or **port of Larraldenia**, constitutes the marina. The E basin is reserved for fishing.

36

[photo]

6.10.5.7.B. – Saint-Jean-de-Luz and Ciboure, to the SSE.

- 41 **MARINA.** – Protected to the NNW by a dyke formed of loose boulders rooted at Quai Maurice Ravel, it has four pontoons with catwalks, in 1.5 to 2.5 m of water. There is a slipway for large vessels located in the SE corner along the Récollets terreplein.
- 46 **FISHING PORT.** – Located at the mouth of the Nivelle, it is bordered to the E by Quai Maréchal Leclerc (the N-most 170 m) and to the W by Quai A. Rousseau, at the foot of which there are 3 to 5 m of water. To the N, three pontoons in 3 m of water are connected perpendicular to Quai de l'Infante, at which vessels cannot berth. To the S, between Quai Maréchal Leclerc and the bridge over the Nivelle, there are two pontoons located on the edge of the E side of the basin.
- 51 Access to the fishing port is exceptionally authorised for leisure vessels in strong gales when there are no more berths available at the marina.
- 56 **ANCHORAGES IN THE NIVELLE.** – The low vertical clearance under the road and rail bridges prohibits access by sailing vessels that have not removed their masts. Upstream of these bridges, there are numerous deadman mooring buoys on uncovering bottoms. These anchorages are managed by the marina.
- 61 **EQUIPMENT. RESOURCES.** – The main equipment and services provided are as follows: 81 berths at the pontoons, 7 of which are for vessels in transit; maximum length 15 m, draught 1.6 m; water and electricity at the pontoons; sanitary facilities; fuel (diesel at the fishing port); 2 and 3 t cranes at the fishing port; 100 t slipway at the marina, slipways in both ports and in the Nivelle; small building and repair yards; nautical equipment shops and chandleries.
- 66 **INFORMATION.** – Department of Pyrénées-Atlantiques (64); commune of Saint-Jean-de-Luz (13,650 inhabitants) ; commune of Ciboure (6450 inhabitants).
- 71 Fishing harbour master's office: Quai des Récollets (W side of the terreplein): tel: +33 (0)5.59.47.03.58 or +33 (0)6.71.92.51.47.
- 76 Marina harbour master's office: tel: +33 (0)5.59.47.26.81.
- 81 Maritime affairs: at Ciboure; tel: +33 (0)5.59.47.14.55.
- 86 Customs: at Hendaye.
- 91 **CONNECTIONS.** – A63 motorway (Bayonne-Bilbao in Spain) 3 km away. Railway station.

01 **6.10.6. BAIE DE FONTARABIE AND BAIE DE CHINGOUDY**

07 Chart 7431.

01 **6.10.6.1. Baie de Fontarabie (Fuenterrabia) or Baie du Figuier**

07 This bay opens out between **Pointe Sainte-Anne** (view 6.10.6.1.A.) and **Cabo Higuier (Cap du Figuier)**. It tends to silt up in its S part, where the **Bidassoa** river ends, which constitutes the border between France and Spain.

13 From a jurisdiction point of view (*Franco-Spanish agreement of 16 April 1879*), the bay is divided into three areas, the limits of which are marked on the chart: a) a Franco-Spanish area of sovereignty in the centre; b) a French area of sovereignty in the E part; c) a Spanish area of sovereignty in the W part.

19 The meridian of the middle (M) of the N limit (BC) of the communal area constitutes the Franco-Spanish limit of the territorial waters.

25

[photo]

Baie de Fontarabie

6.10.6.1.A. – Pointe Sainte-Anne, to the SW (2008).

31 **ANCHORAGES.** – *The best anchorage in W winds is located in 11 to 14 m of water in position 305° at a distance of 0.6 M from the Cabo Higuier lighthouse and in position 169° at a distance of 1.6 M from the bell tower of the Hendaye church.* The bottom is formed of sand and mud but it is rocky on **Banc Iruarri** nearby to the E of this anchorage.

37 Fishing and leisure vessels waiting for half tide to enter the Bidassoa find a good anchorage off Port de Refuge located S of the Cabo Higuier lighthouse, where numerous deadmen are anchored.

43 **PORT DE REFUGE.** – **Port de Refuge (Puerto de Refugio** - Port of Distress) [43° 23.1' N — 1° 47.4' W] (view 6.10.6.1.B.) is located in the Spanish area immediately S of the Cabo Higuier lighthouse. It is a good shelter for fishing and leisure vessels; it is described in the *Sailing Directions, volume C3*.

49

[photo]

6.10.6.1.B. – Puerto de Refugio, to the NW.

55 HONDARRIBIA MARINA. – The Spanish marina of **Hondarribia** (Marina de Hondarribia) [view 6.10.6.1.C.] is situated on the left bank of the Bidassoa, upstream of Port de Refuge. It provides around 652 berths; it is described in the *Sailing Directions, volume C3*.

61

[photo]

6.10.6.1.C. – Marina de Hondarribia, to the WNW (2008).

01 **6.10.6.2. Hendaye**

06 Hendaye (43° 22.1' N — 1° 47.1' W) is essentially a marina with a small amount of fishing activity. It is situated in **Baie de Chingoudy** (view 6.10.6.2.A.), which crosses the Bidassoa before flowing into Baie de Fontarabie between two long, slightly curved dykes made of loose boulders, the seaward ends of which each bear a light.

11

[photo]

Hendaye

Port of Hendaye

The Bidassoa

## 6.10.6.2.A. – Baie de Chingoudy, to the S.

- 16 PILOTAGE. – Hendaye is situated within the Adour pilotage area (§ 6.8.3.). Pilotage is compulsory for vessels with a length equal to or greater than 60 m.
- 21 ACCESS. – The Bidassoa and Baie de Chingoudy are only accessible for shallow-draught vessels (2 m) at low water.
- 26 On the Spanish side, the jetty is rooted just to the N of the Marina de Hondarribia passage, marked by two lights. Marked loose boulders stand off Punta Roca farther to the S.
- 31 Upstream of Punta Roca, the channel, which moves closer to the French bank, is marked by two starboard lateral light perches and by the lights of the marina.
- 36 During spring tides, and especially in winter when the Bidassoa is flooding, the ebb current is fairly violent at half tide. In order to navigate against the current, vessels must have a good speed (at least 5 knots).
- 41 MARINA (view 6.10.6.2.B.). – This port, also known as the port of **Sokoburu**, is situated on the right bank of the Bidassoa, immediately at the entrance to the bay. Its entrance passage, open to the WSW and 25 m wide, is marked by a light on the E side.
- 46 It is equipped with pontoons and catwalks in 2.5 to 3 m of water. A 100 m-long “pontoon d’honneur”<sup>20</sup> can receive vessels of 25 m. Outside the port, a line of pontoons is installed along Quai de la Floride, in order to receive large vessels in transit. This quay, 490 m long, is bordered by a 40 m-wide bed that has been cleared of rocks to 5 m below chart datum.
- 51 There are deadmen anchored off Hendaye for the use of local leisure vessels as well as for the use of fishing vessels.
- 56

[photo]

## 6.10.6.2.B. – Hendaye, to the N (2008).

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<sup>20</sup> Translator’s note: We are unsure as to what “pontoon d’honneur” refers to.

- 61 FISHING PORT. – Formerly established along Quai de la Floride, the fishing port does not occupy more than a few berths along the E part of this quay, near the technical area.
- 66 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 850 berths of which 24 are for vessels in transit; maximum length 16 m, draught 3 m; water and electricity at the pontoons; sanitary facilities; fuel; 32 t and 300 t lifts; launching slipway, scrubbing area and recovery of black water.
- 71 INFORMATION. – Department of Pyrénées-Atlantiques (64); 12,950 inhabitants.
- 76 Marina harbour master's office: tel: +33 (0)5.59.48.06.10; fax: +33 (0)5.59.48.06.01; email: station.littorale@hendaye.com
- 81 Customs: rue Hapetenia; tel: +33 (0)5.59.48.10.68.
- 86 CONNECTIONS. – A63 motorway 2 km away. Railway station (TGV [high-speed train] links). San Sebastián airport (Spain) on the other side of Baie de Chingoudy.
- 91 A shuttle service operates in season between the two banks of the Bidassoa.

**CHAPTER 7**

**ANNEXES**



01 7.1. ANNEX I – GRAVING DOCKS, FLOATING DOCKS AND SLIPWAYS  
07

Port	Nature and name of the structure or equipment	Useable length  (metres)	Width at the entrance		Level (+ or -) of the sill, the keel blocks or permissible draught  (metres)	Lifting capacity  (tonnes)
			At the top  (metres)	At the bottom  (metres)		
GUILVINEC	Hoist					225
CONCARNEAU	Dry graving dock	130	27	27	-3.35	
	Slipway	43	8.4	8.4	-7	400
LORIENT	Hoist	95	15	15	-3	2000
	Basins					
	no. 1	141.8	18.24	15.5	-4.19	
	no. 2	186.2	29.92	26.33	-4.19	
	no. 3	203.42	36	36	-7	
	Slipway of the fishing port	60			4.5	650
LA TURBALLE	Hoist					260
LE CROISIC	Hoist					180
SAINT-NAZAIRE	Forme-écluse Joubert	350	53	50	-7.35	
	Dry dock no. 1	226	35.3	30	-2.91	
	Dry dock no. 2	117	13	9.8	0.52	
	Dry dock no. 3	159	18	14	-2.97	
	Sheerlegs of Bassin de Penhoët					400
PAIMBEUF	Dry dock for service craft	73	12.4	12.4	1.48	
LES SABLES D'OLONNES	Hoist					500
LA ROCHELLE-PALLICE	Dry dock no. 1	176	22	21.8	-3.2	
	Dry dock no. 2	107	14	13.8	-2.2	
	Hoist					300
LA ROCHELLE-VILLE	Hoist					150
ROCHEFORT	Building dry dock	95	12	12	1.72	
LA COTINIÈRE	Hoist					160
BORDEAUX	Dry dock no. 3 (Bassens)	247	37	34	-8.5	
	Sheerlegs of the Bassin à Flot					400
	Slipway				1.5	
ARCACHON	Dry dock of the Auroux building yard	65	12	12	DR 3.85	
	Hoist					180
BAYONNE	Dry graving dock	98	15	15	-1.41	
SAINT-JEAN-DE-LUZ	Socoa slipway					80
	Saint-Jean-de-Luz slipway					100
HENDAYE	Hoist					300

Note: numerous marinas have hoists with a lifting capacity of less than 100 tonnes.

7.1. — Graving docks, floating docks and slipways.

01 7.2. ANNEX II – LIST OF MAIN PORTS WITH THEIR DEPTHS  
07

PORTS	Depths below chart datum		Permitted draughts  (m)	Heights above chart datum in mean tides			
	At the entrance  (metres)	At the outer anchorage  (metres)		Springs		Neaps	
				HW (m)	LW (m)	HW (m)	LW (m)
	QUIMPER-CORNIGUEL	1 to 2		11	4 (grounding at LW)	4.9	0.3
CONCARNEAU	3	7 to 15	5.7	5	0.8	3.9	1.9
LORIENT	7 or 4.4	15 to 24	10 at Quai de Kergroise	5.1	0.8	4	2
LE PALAIS	3	3 to 18	1.7	5.1	0.7	4	2
PORT MARIA	3	6 to 11	1.2	5.3	0.9	4.1	1.9
PORT HALIGUEN	4	6 to 11	2.5	5.2	0.7	4.1	2
LA TRINITÉ-SUR-MER	3.2	0.5 to 3	4	5.4	0.8	4.3	2.1
LE CROUESTY	1.8	2	2.5	5.3	0.7	4.2	2
VANNES	0.5 to 0.9	3 (Conleau)	2.4	3.3	0.5	2.7	1
PIRIAC-SUR-MER	Uncovering sill	2 to 4	2.2	5.4	0.7	4.3	2
LA TURBALLE	2.2	2 to 4	2.5	5.4	0.7	4.3	2
LE CROISIC	1.5	2 to 5	2	5.4	0.7	4.3	2
ARZAL-CAMOËL	2	2	4.5				
LA ROCHE-BERNARD	4.1	1 to 3.5	3				
REDON	4.1	In the river:					
		5 to 8	3				
LE POULIGUEN	Dries	3 to 4	2	5.4	0.7	4.3	2
PORNICHET	2.5	3.2	2.5	5.5	0.8	4.4	2.1
SAINT-NAZAIRE	4.6	9	8.5	5.8	0.8	4.6	2.2
MONTOIR	12.4		12.5 at Quai TDMC 9 at the Ro-Ro berths	5.9	0.6	4.7	2.1
DONGES	12.4		15.6	5.9	0.6	4.7	2.1
NANTES	4.7		9.6 at Quai de Cheviré	6.4	0.8	5	1.7
PORNIC-LA NOËVEILLARD	1	3 to 5	2	5.8	0.8	4.6	2.2
L'HERBAUDIÈRE	1.5	3 to 5	3	5.5	0.8	4.4	2.1
PORT-JOINVILLE	1.5	2 to 7	2.5	5	0.7	4	1.9
SAINT-GILLES-CROIX-DE-VIE	1	3 to 4	3	5.1	0.7	4.1	2
LES SABLES-D'OLONNE	1.5	6 to 10	5	5.2	0.7	4.1	2
BOURGENAY	1	5 to 6	2	5.2	0.7	4.1	2
MARANS	4.5 (Channel)		4.5				

## 7.2.A. – Main ports, from Quimper to Marans.

13

PORTS	Depths below chart datum		Permitted draughts  (m)	Heights above chart datum in mean tides			
	At the entrance  (metres)	At the outer anchorage  (metres)		Springs		Neaps	
				HW (m)	LW (m)	HW (m)	LW (m)
	ARS-EN-RÉ LA ROCHELLE-PALLICE	Dries 9.5 to 12		1 (Fier d'Ars) 15 to 20	2 12 (Stopover mole) 12.5 (Chef de Baie) 9 (non-tidal basin)	6 6	0.9 0.9
LA ROCHELLE-VILLE LES MINIMES	0 0	1.3 to 1.7 1.3 to 7	1 to 5 (depending on the basin) 2	6 6	0.9 0.9	4.9 4.9	2.4 2.4
ROCHEFORT	1 (mouth)		2 to 6.5 (depending on the basin)	6.4	0.8	5.1	2
TONNAY-CHARENTE	1 (mouth)		5.8 (NEAPS) 6.5 (SPRINGS)	6.4	0.8	5.1	2
MARENNES	Dries	7 to 10	2	6	0.9	4.9	2.4
BOYARDVILLE	Dries	8 to 12	2	6	0.9	4.9	2.4
DOUHET	Dries	2 to 6	2.2	6	0.9	4.9	2.4
SAINT-DENIS-D'OLÉRON	Uncovering sill	2	2.5	6	0.9	4.9	2.4
LA COTINIÈRE	0.5		Grounding	6	0.9	4.9	2.4
ROYAN	1.2	16 to 20	2.5	5.1	1	4.2	2.1
PORT-BLOC	10	10 to 15	3	5.4	1	4.4	2.1
PORT-MÉDOC	3	10 to 15	3	5.4	1	4.4	2.1
LE VERDON	11	10 to 15	12.5	5.4	1	4.4	2.1
MESCHERS-SUR-GIRONDE	Dries		2.5	5.4	1	4.4	2.1
MORTAGNE-SUR-GIRONDE	Dries		2.6	5.4	1	4.4	2.1
PAULLIAC	9.4 to 10.7		10.45 (commercial) 2 (leisure)	5.5 5.5	0.5 0.5	4.4 4.4	1.1 1.1
BLAYE	8.9 to 10.2		9.5	5.5	0.5	4.4	1.1
AMBÈS	9.4 to 10.7		10.5	5.1	0.1	4	0.6
BORDEAUX	8.7 to 9.9		7 to 12 (depending on the quay)	5.3	0	4.2	0.4
ARCACHON	4.5	15 to 20	2.5	4.3	0.4	4.4	1.3
CAPBRETON	1.5	Deep	2.4	3.8	0.5	3	1.4
BAYONNE	8.5		8.7	4.2	0.7	3.3	1.7
ANGLET	3		2.5	4.2	0.7	3.3	1.7
SAINT-JEAN-DE-LUZ	15 (bay) 1.6 (port)	3 to 9 (in the bay)	4.5 (fishing) 1.6 (leisure)	4.3 4.3	0.6 0.6	3.3 3.3	1.5 1.5
HENDAYE	2	11 to 14	3	4.3	0.6	3.3	1.5

## 7.2.B. – Main ports, from Ars-en-Ré to Hendaye.

## 01 7.3. ANNEX III – BRETON LANGUAGE

- 07 Breton is a Celtic language. It is generally accepted that, as Armorica had been made to speak Latin like the rest of Gaul, the Breton language was introduced there between 450 and 650 when it was invaded by emigrants from Great Britain, having been chased out by the Anglo-Saxons.
- 13 According to another theory, Breton – and more particularly Breton from the Vannes region – may be nothing other than a modern form of Gaulish, a Celtic language that was believed to be lost and that was modified only by a few imports from Celtic Great Britain, between the V<sup>th</sup> and VII<sup>th</sup> centuries.
- 19 Breton comprises four dialects: Trégorais, Vannetais, Léonard (North Finistère) and Cornouaillais (South Finistère), which present variations.
- 25 It is only spoken in Lower Brittany, or “Bretagne bretonnante”, to the W of the Plouha-Vannes line that separates it from Upper Brittany, or “pays gallo”. However, place names of Breton origin are also found to the E of this line.
- 31 The nautical place names on the coasts of Lower Brittany have been the subject of the following SHOM publications: extracts from the *Annales hydrographiques [Hydrographic Annals]* nos. 1359, 1372, 1376, 1378, 1379, 1381, 1383, 1384, 1387, 1391 A and B, 1399, 1402, 1406, 1419, 1426, 1431 and 1441.
- 37 The following vocabulary is taken from the general alphabetical index (no. 1395 of 1962).

43

A	
aber.....	estuary, mouth of river
anaon.....	deceased
aod.....	shore, coast
ar.....	the, on
arvor.....	country on the sea, seashore
aven.....	river (old)
B	
balan, banal.....	broom
bann, benn.....	hillock, height
barr.....	summit, rocky shoal
baz.....	shoal, shallow
beg.....	headland, cape, summit
beniget, beniged.....	gap
benven, bosven.....	large rock that never covers
bian, bihan.....	small
bili, vili.....	pebbles
biz.....	northeast
bod.....	hamlet
bran.....	crow
bras, braz.....	large
bre, brenn.....	hill
Breiz.....	Brittany
bri, brienn.....	height, cliff, shore
D	
daou.....	two
don, doun.....	deep
dour.....	water
du.....	black
E	
ell.....	rock, shoal
enez, inis.....	island, islet
er.....	the
erienn (ou).....	cliff, dune
F	
fank.....	mud
feunten.....	fountain
froud, fred, freu.....	fast current, river
G	
garo.....	rugged, rough
gavr.....	goat
gevred.....	southeast
glas.....	green
goban.....	shoal
gromell (gromilli).....	grunt
gwenn.....	white
gwrac'h.....	old woman

H	
halegen.....	willow
harz.....	limit, edge
hir.....	long
hoc'h, houc'h.....	pig
I	
iliz.....	church
izel.....	low, shallow
K	
kan (iou), kanal.....	channel
karn.....	pile of stones
kareg.....	rock
kein.....	shoal
kel (ou).....	large rock
kern.....	summit, pointed top
kleuz (iou).....	hollow, deep
koad, goad.....	wood
kog, kogeun.....	butte
konk.....	angle, corner
kornog.....	horned, shoal
korvenn.....	eddy
koz.....	old
krech, kréac'h.....	hillock, land, summit
kreiz.....	middle
krenn.....	round, massive, large and squat
kriben.....	crest
L	
laez.....	high
lann, lan.....	monastery
laon, laouenn (ou).....	shallow, rocky plateau
lec'h, leac'h.....	flat rock
lec'hid.....	mud
ledan, ledonek.....	wide
lemm.....	pointed, sharp
leoneg.....	place
loc'h.....	pool
lok.....	monastery
lost, lostenn.....	line, overhang
louarn.....	fox
louzaouenn (ou).....	breaking
M	
mab.....	son
marc'h.....	horse
meilh (ou).....	mill
melen.....	yellow
men (mein).....	stone, rock
menez (eier).....	mount, hill
merc'h.....	daughter



01 **7.4. ANNEX IV – REGULATIONS RELATING TO NAVIGATION IN THE APPROACHES TO THE COASTS**

01 **7.4.1. INTERPREFECTURAL DECREE 2002/99 BREST – 2002/58 CHERBOURG (“SURNAV” DECREE)**

07 *Interprefectural Decree 2002/99 Brest of 18 October 2002 – 2002/58 Cherbourg of 11 December 2002* regulates navigation in the approaches to the French coasts of the Atlantic with a view to preventing accidental marine pollution.

01 **7.4.1.1. Title I: type of vessel**

07 Article I.

13 This decree applies:

- 1) To tanker vessels carrying oils or oily waste gases, the list of which is set by Annex I of the International Convention for the Prevention of Pollution from Ships, adopted in London on 2 November 1973 (MARPOL 73);
- 2) a/ To vessels carrying noxious liquid substances defined by Annex II of the MARPOL Convention and classified in categories A and B of the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk, known as the IBC Code.
- 19 b/ To vessels carrying dangerous substances as defined in paragraphs 2), 3), 4) and 5) of Article 1 of *Decree no. 79-703 of 7 August 1979*, the list of which is provided in Annex A of this decree;
- 25 – 3) To vessels carrying:
  - noxious liquid substances as defined in Annex II of the MARPOL Convention and that are not already covered by 2) above;
  - harmful substances as defined in Annex III of the MARPOL Convention;
  - harmful substances, within the meaning of:
  - the International Maritime Dangerous Goods Code (IMDG Code), including radioactive materials covered by the INF Code,
  - the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk, from the IMO (IBC Code) and,
  - the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, from the IMO (IGC Code).

01 **7.4.1.2. Title II: reporting of movements planned in French territorial waters and of manoeuvring and navigation capacities**

07 Article 2.

13 The master of any vessel covered by 1) and 2) of Article 1 of this decree that is about to pass through or stop in French territorial waters is required to send to the regional operational monitoring and rescue centre (CROSS) with geographical jurisdiction, as defined in Annex F, a message using the model provided in Annex B and specifying among other things, under the conditions indicated in the following articles:

- its movement intentions in the territorial waters;
  - the state of its manoeuvring and navigational capacities.
- 19 Article 3.
- 25 This message must be sent to the CROSS with geographical jurisdiction, as defined in Annex F:
  - six hours before entry into French territorial waters if the vessel comes from outside;
  - six hours before casting off, if the vessel is making ready to cast off from a port or anchorage, holding or deballasting area on the French coasts.
- 31 It must cover the whole of the transit planned in French territorial waters until departure from these waters or until arrival at the destination, even if, during such transit, the route of the vessel leads it to leave these waters and then to enter them.
- 37 Furthermore, any vessel covered by Article 1 coming from a port or anchorage situated outside the countries of the European Union and planning to anchor in French territorial waters must send the CROSS with geographical

jurisdiction, as defined in Annex F, when it leaves the loading port (or as soon as possible in case of a change of destination), a message including all information provided for in Annex E, or indicating what authority, within the European Union, holds this information.

43 Article 4.

49 In case of changes to the movement intentions or the manoeuvring and navigational capacities of the vessel arising after the message provided for in Article 2 has been sent, the master of the vessel concerned is required to send, as soon as possible and under the same conditions, a new message correcting the first.

55 Article 5.

61 The messages provided for in Articles 2, 3 and 4 are drawn up in accordance with the model in Annex B.

67 They should be sent by any means at their disposal or, if the vessel is located in a French port, via the harbour master's office.

#### 01 7.4.1.3. Title III: navigation and behaviour in territorial waters

07 Article 6.

13 For the entire duration of their transit or their stay in French territorial or internal waters, except when they are moored at a quay in a port, the vessels covered by Article 1 are required to keep a permanent watch on:

- international radiotelephony DSC calling frequencies (VHF channel 70 and HF 2187.5) and VHF channel 16;
- the specific frequency prescribed in certain areas.

19 They are required to respond to any call from state vessels and from French coastal stations, which can stipulate that they must change to an alternate frequency.

25 Article 7.

31 In the territorial waters, and subject to the provisions provided for in Article 8, vessels covered by paragraphs 1) and 2) of Article 1, with a tonnage greater than 3000 UMS or 1600 GRT, must remain permanently at least seven (7) nautical miles from the closest French coast except in:

- the NE lane of the Pas de Calais traffic separation scheme;
- the passages and channels defined by specific decree of the Maritime Prefect. The definition of these passages and channels and the regulations for navigation and behaviour applicable therein are set out by specific decrees.

37 Article 8.

43 In the territorial waters, the master of any vessel covered by Article 1 that does not have its normal capacity for manoeuvring or navigation is required to take all measures that the Maritime Prefect may prescribe in order to ensure navigational safety and to avoid the threat of pollution.

#### 01 7.4.1.4. Title IV: reporting of accidents at sea

07 Article 9.

13 SHOM note: this article has been repealed by *Interprefectural Decree 2004/02 Brest – 2004/04 Cherbourg of 27 January 2004*; for the reporting of accidents and incidents at sea in the French exclusive economic zone, see section 1.5.3.1.

19 Article 10.

25 The master of any vessel called to provide assistance to or to tow a vessel covered by Article 1 located less than fifty (50) nautical miles from the French coast is required to inform the CROSS with geographical jurisdiction, as defined in Annex F, immediately, by means of a message in accordance with the model included in Annex D.

31 Article 11.

37 Messages sent to the CROSS with geographical jurisdiction, as defined in Annex F, under Articles 9 and 10 are intended to inform the authorities and do not in any way constitute requests for help or assistance.

43 If the masters of the vessels concerned deem it necessary to request help or assistance, they are required to do so in addition to the above messages, under the conditions provided for by the regulations and keeping the CROSS informed.

- 49 Article 12.
- 55 If the vessel in difficulty covered by Articles 9 and 10 is in international waters, the master of this vessel and the master of the assisting vessel or tug are required:
- to inform the CROSS with geographical jurisdiction of the evolution of the situation by means of a message sent under the conditions provided for under Article 5;
  - to keep a permanent watch on the frequency provided for under Article 6 and to respond on this frequency;
  - to take all measures that the Maritime Prefect may prescribe in order to avoid dangers to navigation and the threat of pollution.
- 01 **7.4.1.5. Annexes**
- 04 ANNEX A.
- 07 List of vessels carrying dangerous substances covered by b) of paragraph 2 of Article 1 of this decree:
- 1) Vessels carrying the following substances;
  - 2) Vessels carrying the following substances in bulk;
  - 3) Incinerator vessels carrying organochlorine compounds;
  - 4) Vessels carrying liquefied gasses in bulk.
- 10 ANNEX B.
- 13 Model of the message giving advance notice of entry into French territorial waters (references: Articles 2 to 5 of this decree).
- 16 SHOM note: see table 1.5.3.1.A.
- 19 ANNEX C.
- 22 SHOM note: annex repealed. For the model of the message for reporting accidents and incidents at sea by the vessel involved in the accident, see table 1.5.3.1.C.
- 25 ANNEX D.
- 28 Model of the message for reporting accidents at sea by assisting vessels (reference: Article 10 of this decree).
- 31 SHOM note: see table 1.5.3.1.B.
- 34 ANNEX E.
- 37 Information concerning vessels transporting dangerous or polluting goods.
- 40 1. Name and callsign of the vessel.
- 43 2. Nationality of the vessel.
- 46 3. Length and draught of the vessel.
- 49 4. Port of destination.
- 52 5. Estimated time of arrival at the port of destination, at the pilot station or in the desired anchorage area, as required by the competent authority.
- 55 6. Estimated time of departure.
- 58 7. Proposed itinerary.
- 61 8. Exact technical name of the dangerous or polluting goods, numbers (UN) allocated, if necessary, by the United Nations, IMO risk class determined in accordance with the IMDG Code and the IBC and IGC Codes and, if necessary, the category of the vessel within the meaning of the INF Code.
- 64 9. Confirmation of the presence on board of an appropriate list, manifest or loading plan, describing in detail the dangerous or polluting goods loaded on board the vessel and their location.
- 67 10. Number of persons comprising the on-board crew.
- 70 ANNEX F.
- 73 SHOM note: for information regarding the CROSS that must be notified, see section 1.4.7.1.



01 **7.4.2. PREFECTURAL DECREE 2006/69 BREST (EXTRACTS)**

- 04 Decree 2006/69 of 30 August 2006 of the Maritime Prefect of the Atlantic relates to access to the French ports of the Atlantic and the western English Channel for vessels carrying oils and certain dangerous substances.
- 07 Article 1.
- 10 The following vessels with a gross tonnage greater than 3000 (UMS) or 1600 GRT must remain permanently at a distance of more than 7 M from the coasts of France, except in the channels defined by decree of the Maritime Prefect:
- 13 1) vessels carrying oils or oily waste gases, the list of which is set by *Annex I of the International Convention for the Prevention of Pollution from Ships, adopted in London on 2 November 1973 (MARPOL 73)*;
- 16 2) a) vessels carrying noxious liquid substances defined by *Annex II of the MARPOL Convention* and classified in categories A and B of the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk, known as the IBC Code;
- 19 b) vessels carrying dangerous substances as defined in *paragraphs 2, 3, 4 and 5 of Article 1 of Decree no. 79-703 of 7 August 1979*, the list of which is provided in Annex A of the *Joint Decree of 18 October and 11 December 2002* above (§ 7.4.1.5.);
- 22 c) non-inert tanker vessels.
- 25 The purpose of this decree is to define, for these vessels, the conditions for access to the French ports of the Atlantic and the western English Channel. Its provisions supplement and add to the general prescriptions of *Prefectural Decree 2004/10 of 5 April 2004 of the Maritime Prefect of the Atlantic* regulating the circulation of foreign vessels and the stopping of French and foreign vessels in the internal waters of the Atlantic maritime area.
- 28 Article 2.
- 31 An approach channel is a compulsory navigation route for all vessels covered by Article 1 that are entering or departing from a French port and joining or leaving its navigation area, which must be situated at a distance of more than 7 M from the coasts of France.
- 34 The approach channels connect the open sea area (more than 7 M from the coast) to port access channels, to maritime traffic service areas or to points beyond which pilotage is compulsory, in application of specific local regulations.
- 37 A holding area is a maritime area within which a vessel covered by Article 1 that is entering a French port is authorised to stop temporarily in order to wait to enter the port.
- 40 Article 3.
- 43 All vessels covered by Article 1 heading to or coming from French ports and roadsteads in the Atlantic and the western English Channel must, in order to leave or join port access channels or pilot boarding points, use the approach channels and the holding areas defined in annex to this decree.
- 46 They must report their entry into the approach channel to the port authorities and make contact on VHF channel 16 with the semaphore designated in annex.
- 49 Article 4.
- 52 a) In the areas and channels provided for in Article 3 and defined in annex, the vessels covered by Article 1 of this decree must hoist flag "B" of the *International Code* by day and display a red light visible over the entire horizon by night.
- 55 b) It is prohibited for any vessel or craft to anchor or stop in the approach channels, except in case of *force majeure*. Vessels or craft that are forced to anchor or stop in an approach channel urgently, due to a case of *force majeure*, must report this without delay via VHF (channel 16) to the CROSS with jurisdiction, which is either:
- CROSS Corsen to the N of latitude 47° 47.55' N;
  - CROSS Étel to the S of latitude 47° 47.55' N.
- 58 The CROSS, in addition to the measures that it must then take within the framework of its missions, shall inform the port authority concerned immediately.

- 61 c) Any vessel or craft that is passing through an approach channel must do so by following a route as near as possible perpendicular to the axis of the channel, and only after ensuring that its manoeuvre will not hinder any vessel using this channel.
- 64 Annex.
- 67 DEFINITION OF THE APPROACH CHANNELS AND HOLDING AREAS FOR THE FRENCH PORTS OF THE ATLANTIC AND THE WESTERN ENGLISH CHANNEL.

Ports	Approach channel	Holding area	Semaphore (or lookout station) concerned
CONCARNEAU	<p><b>Approach channel "Est":</b> Channel one (1) mile wide, the axis of which connects the following positions:  - 47° 36.940' N – 003° 44.083' W } oriented on a bearing of 336°  - 47° 43.590' N – 003° 48.583' W } oriented on a bearing of 298°  - 47° 47.415' N – 003° 58.909' W }  then follows the leading line bearing 028.5° of the entrance lights of the port of Concarneau as far as position:  47° 49.940' N – 003° 56.874' W.</p> <p><b>Approach channel "Ouest":</b>  a) - The axis of the channel is a line oriented on a bearing of 052° connecting the following positions:  - 47° 39.940' N – 004° 13.134' W  - 47° 47.415' N – 003° 58.909' W  then it follows the leading line bearing 028.5° of the entrance lights of the port of Concarneau as far as position 47° 49.940' N – 003° 56.874' W.  b) - Width of the channel:  One (1) mile from position 47° 39.940' N – 004° 13.134' W to the position of the axis on a bearing of 219° from the Île aux Moutons lighthouse.  Reduced to 0.5 miles at the position of the axis on a bearing of 101° from the Île aux Moutons lighthouse and the convergence of the lateral limits between the positions of the axis on bearings of 219° and 101° from the Île aux Moutons lighthouse.  Restored to one (1) mile from position 47° 47.415' N – 003° 58.909' W by the divergence of the lateral limits between the position of the axis on a bearing of 101° from the Île aux Moutons lighthouse and position 47° 47.940' N – 003° 56.874' W.</p>	None	Penmarc'h
LORIENT	<p>Channel one (1) mile wide, the axis of which connects the positions:  - 47° 38.325' N – 003° 41.500' W } oriented on a bearing of 067°  - 47° 40.418' N – 003° 34.218' W } oriented on a bearing of 090°  - 47° 40.418' N – 003° 26.440' W }</p>	Circle with a radius of 0.5 miles, centred on position: 47° 39.940' N – 003° 24.581' W.	Beg Melen (Île de Groix)
THE LOIRE	<p>Channel two (2) miles wide level with SNI: (47° 00.089' N – 002° 39.831' W):  - the axis of which, which passes between buoys SNI and SN2 (47° 02.089' N – 002° 33.531' W), is oriented on a bearing of 065°,  - leading to a gate formed by the Les Chevaux buoy (47° 03.530' N – 002° 26.381' W) to the S and the Thérésia buoy (47° 04.840' N – 002° 27.281' W) to the N,  - continuing towards entrance buoys no. 1 (47° 09.950' N – 002° 18.409' W) and no. 2 (47° 10.067' N – 002° 18.720' W) of the dredged channel the limits of which are:  - to the N: Thérésia/Lancastria (47° 08.881' N – 002° 20.369' W)/buoy no. 2  - to the S: Les Chevaux/La Couronnée (47° 07.600' N – 002° 20.051' W)/buoy no. 1.</p>	Triangular area delimited: - to the N: by latitude 47° 08.940' N - To the SE by the Thérésia-Lancastria line - To the SW by the Pilier-La Banche line	Chemoulin
LES SABLES D'OLONNE	<p>Channel 300 metres wide:  - the axis of which is the leading line bearing 032.5° of the La Potence lighthouse and the lighthouse (46° 29.424' N – 001° 46.365' W) located on the seafont.  - from a position located eight (8) miles from this lighthouse, as far as the leading line bearing 320° of the Tour d'Arundel lighthouse (46° 29.631' N – 1° 47.740' W) and the Les Sables jetty lighthouse (46° 29.439' N – 1° 47.504' W).  Then a channel 200 m wide:  - the axis of which is the leading line bearing 320° of the Tour d'Arundel lighthouse and the Les Sables jetty lighthouse,  - from a bridge located on the leading line bearing 051° of the La Potence lighthouse and the old L'Estacade lighthouse (46° 29.451' N – 001° 46.439' W), as far as 0.79 miles from the Jetée des Sables lighthouse.</p>	Delimited: - To the N and to the S by latitudes 46° 28.539' N and 46° 28.239' N - To the W and to the E by longitudes 001° 47.078' W and 001° 47.078' W and 001° 46.694' W.	Saint-Sauveur (Île d'Yeu) or Les Baleines (Île de Ré)

73

Ports	Approach channel	Holding area	Semaphore (or lookout station) concerned
LA ROCHELLE LA PALLICE	Channel one (1) mile wide, the axis of which connects the positions: - 46° 08.188' N – 001° 42.327' W } oriented on a bearing of 097.6° - 46° 05.844' N – 001° 17.082' W } - 46° 01.538' N – 001° 12.977' W } oriented on a bearing of 146.4°	Delimited: - To the N and to the S by latitudes 46° 05.438' N and 46° 02.938' W <sup>21</sup> - To the W and to the E by longitudes 001° 17.078' W and 001° 13.078' W outside of the approach channel to Charente	Chassiron
ROCHEFORT TONNAY CHARENTE	La Rochelle/La Pallice channel and then a channel one (1) mile wide, the axis of which connects the E end of the aforementioned La Rochelle/La Pallice channel to position: 46° 01.538' N – 001° 12.978' W.		
LA GIRONDE	Channel one (1) mile wide at its open end to the W, the axis of which corresponds to the access leading line of the Gironde marked channel (oriented on a bearing of 081.5°). This channel begins two (2) miles W of buoys no. 1 and no. 2 of Grande Passe de l'Ouest, which it joins when it narrows.	None	Pointe de Grave
BAYONNE	Channel delimited to the N and to the S by the lines oriented on bearings of 300° and 270° from the light on the N dyke. This channel begins to the W, seven (7) miles from the light on the dyke of the port and it extends, to the E, up to one (1) mile from the light on the N dyke.	Quadrilateral delimited: - to the N by the line oriented on a bearing of 300° from the Ondres water tower, - to the S by the line oriented on a bearing of 300° from the signal tower, - to the E and to the W by the distance of 2 miles and 4 miles from the coastline. Anchorage is authorised up to sea state 3 and provided that the manoeuvre for entering the port of Bayonne is planned for the tide that immediately follows the anchorage. However, the vessels specified in sections 1) and 2)A of Article 1 of this Decree may only anchor, under these conditions, by day. In any event, the harbour master's office of the port of Bayonne may order the vessel, if circumstances so require, to not take up anchorage or to get underway.	Socoa

## 7.4.2.B. – Definition of the approach channels, extracts.

<sup>21</sup> Translator's note: *sic*.

01 **7.5. ANNEX V – REGULATIONS RELATING TO CIRCULATION AND STOPPING IN THE WATERS AND ROADSTEADS**

01 **7.5.1. DECREE OF 4 JUNE 1962 – BREST**

07 *The Decree of 4 June 1962 of the Maritime Prefect of the Second Region* regulates circulation in the waters and roadsteads of the second maritime region (Atlantic maritime region).

13 Article 1.

19 The circulation of all vessels, craft, floating devices and, in particular, nautical sports craft is prohibited at a speed of greater than 5 knots beyond a limit of 300 m from the water's edge at a given time, along the whole of the coast lying between latitude 48° 52' N, to the N, and the estuary of the Bidassoa, to the S, as well as around the islands and islets off the coast under the same conditions.

25 Article 2.

31 In order to allow water skiing away from the shore, channels with a maximum width of 25 m can be defined across the 300 m strip. The position, route and beaconage of these channels are set by decree of the Maritime Prefect upon the request of the mayors of the communes involved, once the latter have sought the agreement of the Maritime Affairs service and the Bridges and Causeways service.

37 The same procedure can be used, if necessary, to define areas without speed limits reserved for the use of nautical sports craft within the 300 m strip.

43 Article 3.

49 The beaconage of the channels and areas mentioned in Article 2 above must comply with the standards set by the Lights and Beacons service, which must be consulted.

55 Article 4.

61 The prescriptions of Article 1 are not enforceable upon state vessels, craft or floating devices when they are incompatible with the requirements of the service.

67 Article 5.

73 Temporary exemptions may be granted to nautical companies organising sports competitions, upon written request sent to the chief administrator of the Maritime Affairs district involved, who shall decide after having sought the opinion of the mayor of the place where the competition is to take place.

79 Article 6.

85 This decree does not apply within the administrative limits of military or commercial ports.

01 **7.5.2. PREFECTURAL DECREE 2004/10 BREST (EXTRACTS)**

04 *Decree 2004/10 of 5 April 2004 of the Maritime Prefect of the Atlantic* regulates the circulation of foreign vessels and the stopping of French and foreign vessels in the internal waters of the Atlantic maritime region.

07 Article 1.

10 The provisions of this decree apply to the internal maritime waters, which is to say to the waters lying between the coast and the straight baselines or closing lines of the bays, as defined by the *Decree of 19 October 1967*, from Pointe du Grouin (Baie du Mont-Saint-Michel) to the Négade beacon (mouth of the Gironde), as well as in Bassin d'Arcachon.

13 Article 2.

16 This decree applies:

- 2.1. to vessels not flying the French flag with a length overall greater than or equal to 25 m circulating in the internal waters mentioned in Article 1;
- 2.2. to any vessel with a length overall greater than or equal to 25 m stopping in the internal waters mentioned in Article 1.

19 Article 3.

- 22 When navigational safety, protection of the environment or public order considerations so justify, the provisions of the following articles may be extended to vessels of less than 25 m. In this case, they shall be notified of the decision of the Maritime Prefect without delay by all appropriate means.
- 25 CIRCULATION OF FOREIGN VESSELS.
- 28 Article 4.
- 31 Within the waters defined in Article 1, the vessels covered by Article 2.1 are only authorised to circulate in the following cases:
- 1. with the purpose of providing assistance to persons, vessels or aircraft in danger or in distress;
  - 2. in order to head into a port on the Atlantic coast or an anchorage area, as long as, if applicable, the regulations or customs relating to advance notice of arrival have been respected, or in order to exit this port or area;
  - 3. when such circulation forms part of normal operational circumstances (coastal transport or exploitation of resources, maritime works, other), as long as the provisions of Article 257 of the *Customs Code* are respected;
  - 4. in case of bad weather, fault or other cases attributable to *force majeure*, after having informed the maritime authority;
  - 5. in other cases, with the authorisation of the maritime authority.
- 34 Article 5.
- 37 The vessels mentioned in Article 2.1 must obtain special authorisation from the maritime authority for any act other than circulating, stopping or anchoring in internal waters (launching of craft, communication with land, putting divers into the water, operation of aircraft, etc.).
- 40 REGULATIONS RELATING TO ANCHORING.
- 43 Article 6.
- 46 Within the waters defined in Article 1, the vessels mentioned in Article 2 are only authorised to anchor or stop in the following cases:
- 1. for a duration of less than 72 hours, when waiting to enter a port or when awaiting the order to exit a port, after informing the port authority and the CROSS with jurisdiction, within the duly defined holding anchorage areas;
  - 2. when such anchoring or stopping forms part of normal operational circumstances (fishing vessels, dredgers, sand carriers, etc.), as long as, if necessary, the exemption mentioned in Article 257 of the *Customs Code* has been granted for the activity concerned;
  - 3. for short-term stopovers by passenger vessels, with the authorisation of the maritime authority under the conditions set out by Article 15 of this decree;
  - 4. in case of bad weather, fault or other cases attributable to *force majeure*, with the authorisation of the maritime authority, which will provide information to the master of the vessel regarding the place and conditions of anchorage.
- 49 Article 7.
- 52 The anchorage of single-hull oil tankers with a deadweight tonnage of greater than or equal to 5000 t and carrying heavy oil products, whatever their flag, is strictly prohibited.
- 55 Article 8.
- 58 This decree applies without prejudice to specific texts setting out conditions peculiar to certain areas or to certain types of vessels. In particular, it does not form an obstacle to the application of customs laws and regulations.
- 61 MISCELLANEOUS PROVISIONS.
- 64 Article 9.
- 67 All vessels covered by this decree are required to keep a radiotelephone (VHF) watch on the international calling frequency (channel 16) or on the specific frequency provided for certain areas. It is required to respond to any request for information from the French authorities.
- 70 Article 10.
- 73 The requests for authorisation provided for in this decree are sent by the vessels concerned:
- to the Maritime Prefect of the Atlantic by telegraphy (address PREMAR ATLANT) or by fax (+33 (0)2 98 22 12 03);

- to the regional operational monitoring and rescue centres (CROSS) by the means of maritime transmission included in annex.
- 76 (SHOM note: for communications with the CROSS, see section 1.4.7.1.)
- 79 Article 11.
- 82 The duration of anchorage provided for in Article 6.1 for vessels waiting to enter a port or awaiting the order to exit a port may be extended at the request of the port authority or transmitted by the latter. This request is accompanied by the detailed opinion of the port authority.
- 85 All vessels at anchor, in application of Article 6, are required to report their intention to cast off 6 hours in advance to the port authorities and to the CROSS concerned.
- 88 Article 15.
- 91 Requests for short-term stopovers by passenger vessels, mentioned in Article 6.3 of this decree, are sent by post, telex or fax to the director of the regional operational monitoring and rescue centre with geographical jurisdiction. The latter shall authorise or refuse the request in view of the elements communicated relating to the vessel and the circumstances of the stopover. It shall inform the Maritime Prefect.

**01 7.5.3. PREFECTURAL DECREE 2006/12 BREST (EXTRACTS)**

- 07 *Decree 2006/12 of 25 April 2006 of the Maritime Prefect of the Atlantic regulates the stopping of French and foreign passenger vessels in the territorial waters of the department of Pyrénées-Atlantiques.*
- 13 Article 1.
- 19 The provisions of this Decree establish the conditions for the stopover at anchor of passenger cruise vessels, both French and foreign, on the coast of the department of Pyrénées-Atlantiques. They apply in the territorial waters, in the areas specified in annex to this Decree.
- 25 Article 2.
- 31 In the waters specified in Article 1, short-term stopover requests for French and foreign passenger vessels shall be sent by post, telex or fax to the director of the CROSS Étel seventy-two hours in advance of the planned stopover. The CROSS shall authorise or reject the request in accordance with the information provided regarding the vessel, the circumstances of the stopover and the opinion of the pilot station.
- 37 Article 5.
- 43 The presence of a pilot on board is essential for all manoeuvres for taking up anchor and casting off carried out within the context of the application of this Decree.
- 49 Article 6.
- 55 All vessels at anchor must keep their propulsion and manoeuvring apparatuses in an operational condition; vessels are not authorised to carry out work on these apparatuses during the stopover.
- 61 Article 7.
- 67 All vessels at anchor must keep a sufficient number of personnel on board so as to be able to cast off in the event of an emergency.
- 73 Article 8.
- 79 All vessels must maintain a radio watch on VHF channel 16, or on the specific frequency assigned to certain areas.
- 85 Article 9.
- 91 All vessels at anchor must report their intention to cast off to the CROSS Étel with six hours' notice.

01 **7.6. ANNEX VI – TEMPORARY DUMPING GROUNDS FOR DANGEROUS OR  
SUSPECT DEVICES**

07 Suspect devices caught by fishing nets or apparatus must be anchored, with a view to their destruction or neutralisation by the French navy, in small areas (generally circular areas within ports, defined by a Decree of the Maritime Prefect).

13 These areas are shown on the charts; their positions are provided by table 7.6. below.

19

Port	Centre of the ground (WGS 84)
Le Guilvinec	47° 45.36' N – 4° 16.29' W
Concarneau	47° 47.34' N – 3° 53.18' W
Lorient / Étel / Île de Groix	47° 38.04' N – 3° 23.08' W
Quiberon / Auray / La Trinité-sur-Mer / Belle-Île	47° 21.98' N – 3° 01.20' W
Vannes / Pénerf	47° 27.72' N – 2° 43.79' W
Piriac-sur-Mer / Le Croisic	47° 19.70' N – 2° 32.68' W
Saint-Nazaire	47° 10.13' N – 2° 16.93' W
Pornic / Île de Noirmoutier	47° 03.84' N – 2° 08.26' W
Île d'Yeu	46° 42.47' N – 2° 12.99' W
Saint-Gilles-Croix-de-Vie	46° 40.64' N – 1° 59.58' W
Les Sables-d'Olonne	46° 31.23' N – 1° 51.47' W
La Rochelle-Pallice / Île d'Oléron / Marennes	46° 05.70' N – 1° 13.47' W
Marennes / Bordeaux	45° 35.64' N – 1° 05.48' W
Arcachon	45° 34.05' N – 1° 14.40' W
	45° 35.93' N – 1° 13.27' W (radius of 35 m)
Bayonne	44° 33.75' N – 1° 31.52' W
Biarritz / Saint-Jean-de-Luz	43° 27.38' N – 1° 36.92' W
Saint-Jean-de-Luz / Hendaye	43° 24.21' N – 1° 43.52' W

7.6. – Explosives temporary dumping grounds.



**01 7.7. ANNEX VII – FRENCH CHARTS MENTIONED IN THIS PUBLICATION**

**01 7.7.1. PRINTED MARINE CHARTS**

07

[diagram]

7.7.1.A. – Index of French charts (Chapters 2 to 3).

13

[diagram]

7.7.1.B. – Index of French charts (Chapters 4 to 5).

19

[diagram]

7.7.1.C. – Index of French charts (Chapter 6).

25 For the list of marine charts in force in this region, see the SHOM website ([www.shom.fr](http://www.shom.fr)).

01 7.7.2. ELECTRONIC NAVIGATIONAL CHARTS (ENC)  
07

[diagram]

FRENCH	ENGLISH
Navigation cotière	Coastal navigation
Approches	Approaches
Couverture à grande échelle	Large-scale coverage
Couverture complète disponible	Complete coverage available
Couverture partielle disponible	Partial coverage available
Couverture programmée	Coverage planned

7.7.2. – Index of French electronic navigational charts (ENC).

13 For the list of marine charts in force in this region, see the SHOM website ([www.shom.fr](http://www.shom.fr)).

## 01 7.8. ANNEX VIII – KEY TO PORT PLANS

07

## GRAPHIC SYMBOLS USED

FR	EN
Port de pêche	Fishing port
Port de plaisance	Marina
Mouillage	Anchorage
Mouillage interdit	Anchoring prohibited
Pilotage	Pilotage
Station de sauvetage	Rescue station
Capitainerie, bureau du port	Harbour master's office
Poste d'amarrage	Mooring berth
Postes des visiteurs	Visitor berths
Tirant d'eau admis	Permitted draught
Gare maritime	Maritime terminal
Parking pour bateaux ou remorques	Parking for vessels or tugs
Entretien, réparation	Maintenance, repairs
Grue	Crane
Élévateur à bateau (plaisance)	Boat hoist (leisure craft)
Eau	Water
Carburant	Fuel
Électricité	Electricity
Feu, phare	Lighthouse, light
Bouée	Buoy
Bordure lumineuse	Strip light
Mât de pavillon	Flagpole
Mât de signaux, Club nautique	Signal mast, Sailing Club
Château d'eau	Water tower
Cheminée	Chimney
Tour	Tower
Tourelle	Beacon tower
Pyramide	Pyramid
Aéroport	Airport
Gare routière	Bus station
Parc automobile	Parking area
Bureau de poste	Post office
Hôpital	Hospital
Affaires Maritimes	Maritime Affairs
Douanes	Customs
Téléphone	Telephone
Nota: D'autres symboles peuvent être empruntés à l'ouvrage <i>Signes conventionnels figurant sur les cartes marines françaises</i> , édité par le SHOM.	Note: Other symbols may be taken from the publication <i>Conventional signs used on French marine charts</i> , published by SHOM.

## 7.8. — Key to port plans.

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[chart]

<b>French</b>	<b>English</b>
Irlande	Ireland
Royaume-Uni	United Kingdom
Belgique	Belgium
La Manche	The English Channel
Océan Atlantique	Atlantic Ocean
France	France
Espagne	Spain

[Emblem]

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