

49 INFORMATION. – Department of Finistère (29); commune of Névez (2500 inhabitants). The town of Névez is located 7 km from Trévignon and 11 km from the express route; link by coaches with the Quimperlé railway station.

55 Névez town hall: tel: +33 (0)2 98 06 81 23.

01 **2.5.5.4. Raguénez anchorage**

07 To the NE of **Île Raguénez**, 2.4 M E of Pointe de Trévignon, an anchorage area (47° 47.1' N – 3° 47.8' W) [view 2.5.6.1.A.] offers around thirty berths for fishing and leisure vessels. This anchorage area, which is not very sheltered, is managed by Névez town hall and can be used in summer only.

13 A launching slipway is rooted to Pointe de Raguénez, 0.2 M N of the island, over uncovering bottoms.

19 ACCESS. – This anchorage is reached by coming from the SE and by leaving to port the S cardinal pole that marks the rocks lying off Île Raguénez to the SE. Mariners should be wary of the rocky head covered by 0.8 m of water, 500 m N of the beacon.

01 **2.5.6. FROM ÎLE VERTE TO POINTE DU TALUT**

01 **2.5.6.1. Coast, landmarks and anchorages**

07 Between Île Verte and **Pointe du Talut**, 15 M to the ESE, the E coast consists of rocky cliffs interrupted by beaches and mouths of rivers. The coast is foul within 1.5 M of the shore, up to the longitude of Port-Manec'h, and within 1 M of it after this point.

13 **Île Verte** (view 2.5.6.1.A.) and **Pointe de Raguénez**, 1 M to the N, each bear a grey landmark in the shape of a gable end. The leading line on a bearing of 013.7° of these two landmarks, shows the clearing line to the E of the Basse Jaune plateau (§ 2.3.2.2.) that lies to the E of Îles de Glénan. 1.5 M to the ESE of Île Verte, the **Ar Gazeg** shoal, covered by 4.3 m of water, is not marked.

19

[photo]

Raguénez anchorage

Île Verte

Landmark

2.5.6.1.A. – Île Verte, to the N.

25 At the mouth shared by the Aven and Rivière de Belon, the **Port-Manec'h (Beg ar Véchen)** lighthouse [view 2.5.6.1.B.] , a white beacon tower with a red top (10 m), is visible on the W side. The red sector of its light (311° – 328°) covers **Les Verrès**, a rocky plateau marked by an isolated danger beacon tower, and a rock that uncovers 0.8 m, located 0.4 M to the NW of this beacon tower.

- 31 Port-Manec'h and the Aven are described in section 2.5.6.2., Rivière de Belon in section 2.5.6.3.
- 37 3.7 M to the ESE of Port-Manec'h, the **Merrien** lighthouse is a white square beacon tower with a red top (8 m). Visible 2 M to the NNE of this lighthouse are the slender spire of the **Moëlan-sur-Mer** bell tower and nearby, to the N, a water tower. On the shore, the lighthouses of the leading line of Doëlan are white towers with a red band and top in the case of the rear lighthouse, and a green band and top in the case of the front lighthouse (view 2.5.6.5).

43

[photo]

## 2.5.6.1.B. – Port-Manec'h lighthouse, to the N.

- 49 The ports of Brigneau, Merrien and Doëlan are described in sections 2.5.6.4. and 2.5.6.5.
- 55 3 M to the E of Doëlan, **Anse du Pouldu** opens at the mouth of the Laïta (§ 2.5.6.6.). This is an outer anchorage, in 6 to 12 m of water, well-sheltered from the E winds, but without protection against the winds and sea from other directions. The muddy bottoms are of good holding, except in the SE part where they are of rock or sand.
- 61 The Laïta and the ports that it houses are described in section 2.5.6.6.
- 67 Two water towers are well visible on either side of the mouth of the Laïta: the **Keranquernat** water tower, to the N of the Pouldu on the W bank, and the **Kerbigot** water tower, on the E bank.

73

[photo]

## 2.5.6.1.C. – Fort Bloqué, to the NNE.

- 79 **Fort Bloqué** (view 2.5.6.1.C), isolated on a rock separated from the coast, is located around 2 M farther SE. The Grand Cochon rock bears a S cardinal beacon tower that marks the dangers lying off the fort, from W

to S. A shoal covered by 4.7 m of water is located 0.2 M to the SSW of the rock. **Grand Cochon** and the neighbouring dangers are covered by the green sector (305° – 314°) of the Doëlan light.

- 85 1.5 M to the SE of Fort Bloqué, the white marks of a kaolin quarry are clearly visible. Farther SE, Pointe du Talut bears, in its NW part, the **Kerroc'h** lighthouse (view 2.5.6.1.D.), a white truncated conical tower with a red top (8 m).

91

[photos]

2.5.6.1.D. – Port and lighthouse of Kerroc'h (Pointe du Talut), to the E.

01 **2.5.6.2. Port-Manec'h and the Aven**

- 07 The **Port-Manec'h** anchorage (47° 48.1' N – 3° 44.3' W), located at the entrance to the Aven (or Pont-Aven river) [view 2.5.6.2.], is sheltered from the winds from SW to NNE by N. The coastal current is weak and does not exceed 0.5 knots.
- 13 *Vessels anchor outside, in 10 to 15 m of water, over a bottom of sand.* In bad weather, this anchorage cannot be used. The port has a small mole and terreplein at which vessels can berth. The terreplein is extended by a slipway at the bottom of which there is a small tidal flat for careening. In winds from SE to SW the backwash is felt here. An area of anchorage on buoys is established for fishing and leisure vessels. It is managed by Névez town hall (§ 2.5.5.3.).
- 19 Vessels can access the ports of Kerdruc, Rosbraz and Pont-Aven by navigating upstream of the **Aven (Pont-Aven river)**.
- 25 The entrance to the river is blocked by a flat sandbank that uncovers less than 1 m between the port lateral beacon marking **Le Roc'h**, on the W bank, and **Pointe de Penquernéo (Pointe de Riec)**, on the E bank. On the ebb, a sandbar may form over this bank.
- 31 **CHANNEL.** – The channel in the river, over bottoms of sand and mud, has unlit beaconage as far as Pont-Aven. The channel dries 1 m as far as Kerdruc-Rosbraz, 1.2 M upstream of the entrance, and then 1.9 m as far as Pont-Aven. The small inlets in the river are well sheltered and offer good grounding areas.
- 37 **ANCHORAGES ON BUOYS.** – Collective anchorages are established between the mouth of the Aven and the ports of Kerdruc and Rosbraz; the 144 berths on the right bank and the 54 berths on the left bank are managed respectively by the commune of Névez and by the commune of Riec-sur-Belon.
- 43 **PORTS OF ROSBRAZ AND KERDRUC** (view 2.5.6.2.). – The port of **Rosbraz**, on the E bank of the Aven, has a quay with two slipways over bottoms that uncover 1.2 m. Opposite this, in **Kerdruc**, on the W bank, there is a 30 m quay with a slipway over bottoms of sand and rock that uncover 1 m.
- 49 Supplies of provisions, water and fuel possible. Electricity at the Kerdruc quay. The mechanics in Moëlan-sur-Mer, Pont-Aven and Riec-sur-Belon may be called out by telephone.

55

[photos]

2.5.6.2. – The Aven, Port-Manec'h to the NNW. Ports of Kerdruc and Rosbraz, to the SSE (2006).

- 61 PONT-AVEN. – The quays are built on the right bank of the Aven. The berths along the quays dry 1.9 m downstream and 2.9 m upstream. In season, stopping at Quai Théodore Botrel is limited to 72 hours without authorisation granted by the town hall, which manages the port. A water outlet and a power terminal are located to the N of this quay.
- 67 Department of Finistère (29); 3000 inhabitants. Brest-Lorient-Nantes express route 6 km away; Quimper 34 km away.
- 73 Pont-Aven town hall: tel: +33 (0)2 98 06 00 35.

01 **2.5.6.3. Rivière de Belon**

- 07 The river provides access to the small port of Belon (47° 48.8' N – 3° 42.3' W) located 1 M upstream of the mouth. The channel, bordered by uncovering shoals, is not marked. On the ebb, with a swell from the W, a sandbar may form over these shoals. Numerous oyster farms are located in the river.
- 13 PORT (view 2.5.6.3.). – The port has a 50 m-long quay on the right bank and a 65 m-long grounding quay on the left bank. This quay is extended downstream by a 70 m-long slipway, marked by two starboard lateral poles, and upstream by an area with a scrubbing grid and a launching slipway, the end of which uncovers 2 m.
- 19 The anchorages on buoys are organised in the middle of the river in a 3 to 4 m-deep trench. Craft in transit can avail themselves of four mooring berths. 150 m downstream, three aligned mooring buoys offer two additional end-on moorings. Three vessels can moor end-on alongside each other at the same berth.

25

[photo]

## 2.5.6.3. – Port of Belon, to the SE (2006).

- 31 Vessels are safe in winds from the W and SW. They do not ground in the channel but the anchorage requires a lot of chain (around 25 m).
- 37 The office of the guard for the ports of Belon, Brigneau and Merrien is located on the left shore of the port of Belon. These three ports are managed by Riec-sur-Belon town hall and have a capacity of 200 berths on buoys, 100 in open water, 15 of which are for visitors. Supplies of provisions and water. Mechanics in Moëlan-sur-Mer.
- 43 INFORMATION. – Department of Finistère (29); commune of Moëlan-sur-Mer (6800 inhabitants). Brest-Lorient-Nantes express route 7 km away; railway station.
- 49 Moëlan-sur-Mer town hall: tel: +33 (0)2 98 39 60 10.
- 55 Guard for the ports of Belon, Brigneau and Merrien: tel: +33 (0)2 98 06 91 04; fax: +33 (0)2 98 06 50 40.

01 **2.5.6.4. Brigneau and Merrien**

- 07 These small ports are located at the mouths of the two waterways that flow into the NW and NE ends of a bay that is largely open to the S. A rocky plateau oriented N-S, marked by a S cardinal buoy, separates the entrance to Brigneau from that of Merrien.
- 13 BRIGNEAU (47° 46.9' N – 3° 40.2' W) [view 2.5.6.4.]. – A small dry harbour that provides shelter to fishing and leisure craft in summer only. The dominant strong winds, from SSW to NNW and also from ENE in winter, cause a strong backwash that makes the entrance to the port dangerous. For the approach from the W, vessels should be wary of the uncovering **Le Cochon de Beg Morg** (Morc'h) rock, marked by a S cardinal buoy.
- 19 The access channel is covered by the white sector of the light on the head of the jetty. The support of this light, a white pylon with a red top, forms a daytime leading line on a bearing of 331° with an orange vertical stripe formed by a wire grille fixed on the terrace of a house, 110 m upstream. This leading line passes very close to the **Poull Krenn** rock, marked by a starboard lateral beacon.
- 25 The entrance to the port is protected by a short jetty. In rough weather, the sea passes over the jetty creating a backwash with a variation in the water level of 1 to 1.5 m. The quay, which uncovers, is extended by a slipway at the end of which the bottoms uncover 0.7 m. An anchorage area has been organised in the port. Craft in transit can avail themselves of 10 berths.
- 31 Supplies of provisions, water and fuel possible. 6 t port crane.

37

[photos]

## 2.5.6.4. – Brigneau and Merrien, to the NE (2006).

- 43 MERRIEN (47° 47.0' N – 3° 38.8' W) [view 2.5.6.4.]. – The mouth of the river is sheltered from the swell from the W by the **Baz Couz** and **Le Cochon** rocks. The rocky shoals lying off **Pointe de Kersécol**, to the E of the access channel, are marked by a starboard beacon that vessels must round, giving it a wide berth, in order to avoid the rock at a height of 0 m located 80 m W.
- 49 The approach to the port is easy, however the landmarks are visible only in a reduced sector. Vessels head for the lighthouse in the arc of visibility of the latter (004° – 009°).
- 55 At the entrance to the river, at Beg Laon, on the left bank, there is a landing stage that is covered at high water and bears at its end a starboard lateral beacon.
- 61 An unmarked channel leads to the port located 0.3 M from the mouth. Anchoring is prohibited in the channel.
- 67 The port has, on the left bank, a 30 m quay and two slipways over bottoms that uncover over 1 m, and on the right bank, a small landing quay at the end of which it is practically always possible to berth. This end is marked by a port lateral beacon.
- 73 *The anchorage is safe and well-protected from the dominant winds (SSW to NNW). Vessels ground at low water.*
- 79 INFORMATION. – See section 2.5.6.3.
- 01 **2.5.6.5. Doëlan**
- 07 Doëlan (47° 46.3' N – 3° 36.6' W) [view 2.5.6.5.], a fishing port and marina, is formed by a cove that is 1100 m long and 70 m wide on average, oriented NNE-SSW. There is a trench that is 250 m long and 40 m wide, the theoretical depth of 2 m has not been dredged (2011).
- 13 ACCESS. – The entrance is located between the **Basse la Croix** port lateral beacon and the “**Le Four**” starboard lateral buoy. The leading line on a bearing of 013.8° of the Doëlan lighthouses passes between these two dangers. The entrance to the port can be dangerous in rough weather from the SW.

19

[photo]

Penclou landmark

Lighthouses

2.5.6.5. – Doëlan, to the NNE (2006). Landmarks of the leading line on a bearing of 013.8°.

- 25 PORT. – At the entrance, on the W side, the Grande-Vache mole is rooted in an E-W direction. However, this structure does not prevent the backwash from being violent. On both shores, the quays are extended by slipways. The main quays are located on the E shore with bottoms that uncover 0.7 to 1.5 m. At the foot of Quai Peyron, on the W shore, the bottom uncovers 1.5 m. Vessels may anchor in different locations within the port, however, in bad weather, there is a risk of touching the bottom as the backwash is felt here. The bottoms are of hard sand, mud and gravel.
- 31 Anchoring is restricted and mooring at the quay is prohibited. The port has 23 orange buoys in open water, those marked with the letter P followed by a number are reserved for craft in transit. A holding mooring buoy is sometimes anchored outside the port, 200 m to the SW of the end of the mole.
- 37 RESOURCES. – Fuel storage site at the cooperative of mariners and fishermen; careening area, 5 t crane; maritime links (right shore) with Île de Groix during the summer.
- 43 INFORMATION. – Department of Finistère (29); commune of Clohars-Carnoët (4000 inhabitants); Brest-Lorient-Nantes express route 10 km away; railway station; Quimperlé 14 km from the port.
- 49 Harbour master's office: tel: +33 (0)2 98 71 53 98.

01 **2.5.6.6. The Laïta (Quimperlé river)**

- 06 The ports of Pouldu (**Le Pouldu**), **Guidel** and Quimperlé are located 0.5 M, 0.6 M and 7 M from the mouth of the Laïta respectively.

- 11 ACCESS. – The surrounding landmarks are described in section 2.5.6.1. The entrance to the river is foul (view 2.5.6.6.), obstructed by the uncovering **Yann Zu** rocky patch and by shifting sandbanks over which a dangerous sandbar often forms. Rocky heads are scattered on the W bank between the “Men-Du” and “Saint-Julien” beacons, and a short line of concrete posts lies off the E bank 0.3 M upstream of Yann Zu.
- 16 It is difficult to pass the sandbar, in the slightest swell, due to the strong current that can reach 6 knots at half-tide. Consequently, mariners are recommended to cross the sandbar in good weather only, at the slack of high water. The assistance of a pilot is recommended for those who do not know the area well.
- 21 Due to the shallow depths of the river, vessels must wait at least 2 hours after low water before navigating up the river.
- 26 The entrance shared by the ports of Le Pouldu and Guidel is marked by a port lateral pole and a lateral preferred channel pole to starboard.
- 31 LE POULDU (47° 46.3' N – 3° 31.9' W) [inset view 2.5.6.6.]. – The port of Le Pouldu, over bottoms of sand, offers a safe haven to vessels. It has the capacity to accommodate 98 fishing and leisure craft in open water. It has two small pontoons connected to land by two footbridges, and by a quay with a slipway at the end. The height of the water along the pontoons is around 3.5 to 4 m at high water and 1.5 m at low water.
- 36 The coves of Stervilin and Porsmorlic, upstream of Le Pouldu on the right bank, permit easy grounding for vessels. A sand extraction site is in operation on this same bank, upstream of Anse de Stervilin.
- 41

[photos]

Guidel

Le Pouldu

2.5.6.6. – Access to the Laïta. Ports of Le Pouldu and Guidel, to the N (2006) [inset].

- 46 GUIDEL (47° 46.3' N – 3° 31.8' W) [inset view 2.5.6.6.]. – The small marina of Guidel (of **Le Bas Pouldu**) is located on the left bank, opposite the port of Le Pouldu. It is protected to the S by a dyke bearing a starboard lateral beacon at its end. Dredged to a theoretical depth of 1 m, it is equipped with two pontoons and a slipway; water and electricity at the pontoons. The port, which has the capacity to accommodate 100 leisure craft, is accessible around 2 hours before and 2 hours after high water for a vessel with a draught of 1.3 m.
- 51 ANCHORAGES ON BUOYS. – 100 anchorages are located between the port of Guidel and Anse de Porsmorlic. Certain berths, in over 2 m of water, are reserved for craft in transit. Information can be obtained from the harbour master's offices of Le Pouldu and Guidel, or from the intercommunal syndicate of Guidel/Clohars-Carnoët.
- 56 QUIMPERLÉ. – In order to access Quimperlé, vessels must pass under the bridge that spans the river 2 M upstream of the mouth. The permitted vertical clearance is 8 m. The port is difficult to access. Quays line both banks. The possibilities for grounding are mediocre.
- 61 INFORMATION. – Le Pouldu: Department of Finistère (29); commune of Clohars-Carnoët (4000 inhabitants) [§ 2.5.6.5.].
- 66 Guidel: Department of Morbihan (56); 9400 inhabitants.
- 71 Quimperlé: Department of Finistère; 11,530 inhabitants.



76 Le Pouldu harbour master's office: tel. : +33 (0)2 98 39 90 20.

81 Guidel harbour master's office: tel: +33 (0)2 97 05 99 92 – (0)6 07 18 11 54.

01 **2.6. ÎLE DE GROIX AND APPROACHES TO LORIENT**01 **2.6.1. GENERAL INFORMATION**

07 Charts 7031 and 7139.

13 ENC FR402320 and FR402300.

19 **Île de Groix** (view 2.6.1.) separated from the mainland by a 3 M-wide passage known as **Les Coureaux de Groix**, protects the entrance to the Lorient roadstead to the SW. Its coasts are rocky and generally clean, except to the SE where the dangers extend for up to 2 M. Outside of Port-Tudy, on the N coast, there is no safe haven on the island.

25

[photo]

Beg Melen semaphore

Pen Men lighthouse

2.6.1. – Île de Groix, to the SE.

31 **Lorient** is located at the confluence of the **Ter**, **Blavet** and **Scorff** rivers. Vessels access Lorient through two passages, one to the W and one to the S, which end in the narrow passage of Citadelle de Port-Louis. The Port-Louis and Pen Mané roadsteads, respectively to the S and N of Île Saint-Michel, and several ports described in section 2.7 are located to the N of this passage.01 **2.6.1.1. Signal stations**

07 Beg Melen (Île de Groix), lookout station (47° 39.1' N – 3° 30.1' W); Port-Louis, citadel (47° 42.6' N – 3° 21.9' W) [port traffic signals] (§ 1.4.7.2.).

01 **2.6.1.2. Rescue stations**

07 Port-Tudy (47° 38.7' N – 3° 26.8' W); Lorient.

01 **2.6.1.3. Tidal currents**07 See the chart tables and the atlas *Courants de marée de la côte Sud de la Bretagne, d'Audierne au Croisic* [Tidal currents of the S coast of Brittany, from Audierne to Le Croisic].

13 At Citadelle de Port-Louis, with high coefficients and during spates, the current can reach a speed of 4 knots. When vessels navigate upstream to the N, the speeds decrease significantly and do not reach 2 knots at springs.

19 Near Citadelle de Port-Louis, between starboard lateral buoy "1" and the "Le Pot" buoy, during the ebb and at the end of the flood, the current is a cross-current and heads for the Le Pot and La Jument shoals. During the ebb, this is due to the current coming from Port-Louis. At the end of the flood, this is due to the current coming from Baie de Locmalo.

25 During the ebb, an entering vessel is initially swept towards the Citadelle and then towards Basse du Pot as soon as the bow passes the N wall of the Citadelle.

31 At the "Banc du Turc" buoy, S of Pointe de Kéroman, the ebb heads for the Kernével marina, whereas the flood heads for the buoy.

37 At the oil tanker pier, N of Île Saint-Michel, the ebb heads WSW and the flood heads NE.

- 43 Farther N, at Quai de Kergroise, the ebb current is a cross-current and heads WSW towards the quay in its N part. It runs parallel to the quay in its S part. With high coefficients and during spates, the ebb current is very violent. N of Quai de Kergroise, a counter-current becomes established during the flood and ebb.
- 49 In N winds or after heavy rains, it is possible for the ebb current to last for 7 hours to 7 hours 30 minutes in the Scorff. In case of a spate, it is even possible for the surface current to continue heading downstream, even though there is a flood current starting from a certain depth.

01 **2.6.2. AREAS**

07 Charts 7067 and 7139.

13 ENC FR402320 and FR402300.

19 The access passages to Lorient are located within the areas in which anchoring and fishing are prohibited (§ 2.7.4.2.), which are marked on the chart.

01 **2.6.2.1. Firing and practice areas**

07 See sections 1.6.3.1. and 1.6.4.

01 **2.6.2.2. Submarine cables and marine waste outfall**

07 With a view to protecting submarine power and telephone cables connecting the mainland to Île de Groix, anchoring, dredging and trawling are prohibited in an area, the limits of which are marked on the charts, extending to the S of Pointe du Talut (*Decree 93/97 of 4 December 1997 of the Maritime Prefect of the Atlantic*).

13 With a view to protecting a marine outfall submarine pipeline, anchoring, dredging and trawling are prohibited in an area, the limits of which are marked on the charts, extending to the SW of Pointe du Talut up to 1.2 M offshore.

19 Any vessels that may anchor in the areas defined above, following circumstances of *force majeure*, must let out their chain by the end after having equipped it with a buoy rope and a buoy.

01 **2.6.2.3. Spoil ground**

07 A spoil ground, the limits of which are marked on the charts, is located 1.7 M NW of Pen Men (*Decree 93/97 of 4 December 1997 of the Maritime Prefect of the Atlantic*).

01 **2.6.2.4. Explosives**

07 SUBMERGED EXPLOSIVES. – Two areas of submerged explosives are marked on the charts. One is a quadrilateral, located around 1.4 M NW of Pen Men. The other is a circle and its centre is located 2.3 M S of the same headland.

13 EXPLOSIVES TEMPORARY DUMPING GROUND. – A circular area with a radius of 200 m, intended for use as a temporary dumping ground for suspect devices caught by fishing nets or equipment (§ 1.6.2.5.), is located around position 47° 38.04' N - 3° 23.08' W.

01 **2.6.2.5. Marine farming**

07 Mussel farming areas, consisting of lines supported by floats, are located in the approaches to Port-Lay (Île de Groix, § 2.6.4.1.), around 200 m from the coast, in areas the limits of which, shown on the charts, are marked by yellow buoys.

01 **2.6.2.6. Marine reserve area for shellfish**

07 A marine reserve area for shellfish is located in an area, shown on the chart, extending up to around 2 M to the S of Pointe du Talut, limited to the N by the coast, to the W by the leading line of Tour du Génie at

Guermeur and Pointe du Talut, to the E by the leading line of this same tower and **Pointe de Ker-Biscart**, and to the S by the leading line of the “Les Errants” beacon tower and the “A 2” buoy anchored to the N of the entrance to Passe de l’Ouest at Lorient.

- 13 All fishing, including underwater fishing, and the collection of marine vegetation, are prohibited in this area (*Ministerial Decree of 4 April 1966*).

01 **2.6.2.7. Historic wreck**

- 07 Diving and the anchoring of any vessel, craft or floating equipment, motorised or not, are prohibited within an area with a radius of 300 m centred 0.7 M to the NNE of the entrance to Passe de l’Ouest. This area is marked on the chart (*Decree 77/89 of 6 September 1989 of the Maritime Prefect of the Second Region*).

01 **2.6.2.8. Anchoring prohibited in the access to Rade de Lorient**

- 07 Anchoring is prohibited in the two access passages to Lorient (*Decree 75/90 of 28 August 1990 of the Maritime Prefect of the Atlantic*) [§ 2.7.4.2.].

01 **2.6.3. PILOTAGE**

01 **2.6.3.1. Pilotage conditions and advance notice of arrival**

- 07 Pilotage is compulsory for all vessels (see also section 1.4.6.).
- 13 However, vessels with a length overall of less than 60 m are exempted from compulsory pilotage (see the publication *Radiocommunications pour la surveillance du trafic et le pilotage* [Radio communications for traffic monitoring and pilotage]).
- 19 The limit is lowered to 40 m for the Blavet part lying between Le Rohu and Hennebont.
- 25 The outer limit of the area of compulsory pilotage corresponds to a line starting from Pointe du Talut, passing 1 M to the W, to the S and to the E off Île de Groix and ending at Pointe de Gâvres.
- 31 Vessels are obliged to communicate their ETA to the Coureaux de Groix pilotage station 6 hours in advance (*Decree of 29 December 1988 of the Prefect of the Region of Brittany*).
- 37 Alongside the obligation to send this ETA, it is recommended that vessels due to arrive between 00:00 and 08:00 send an initial estimate of arrival before 18:00.
- 43 Vessels leaving one of the ports on the coast between Bénodet and Donges inclusive, in order to reach Lorient, must provide their ETA as soon as they have exited the port. Advance notice of arrival must be provided directly to the pilotage station. In addition to this compulsory advance notice, vessels are strongly advised to make contact via VHF with Lorient Port or with the pilotage station one hour before their arrival in Coureaux de Groix.
- 49 If necessary, contact via VHF can be made with Lorient Port or the Beg Melen semaphore, which can guarantee relay with the pilotage station.

01 **2.6.3.2. Anchorage and holding area**

- 07 By night and by day, the pilot cruising vessel puts to sea 30 minutes before the arrival of the vessel in Coureaux de Groix and makes contact with the latter via VHF channel 16.
- 13 The pilot cruising vessel is not on duty on the seas at all times. When the presence of a vessel is reported, it remains close to the “L-Banc des Truies” buoy or the “Bastresses Sud” buoy. *Waiting vessels may anchor in around 20 m of water, over a bottom of sand of good holding:*
- either a little E of the leading line in position 218° at a distance of 1.5 M from the Port-Tudy lights (Île de Groix);
  - or in position 075° at a distance of 4 M from the Pen Men lighthouse;
  - or in the holding area with a radius of 0.5 M around the position 47° 40’ N – 3° 24.5’ W.
- 19 In bad weather, they may move closer to Île de Groix by keeping to the E of the leading line of the two Port-Tudy lights due to the cable area in which anchoring is prohibited that is located to the W of the leading line.

01 **2.6.3.3. Pilot boarding**

07 Pilot boarding takes place, for Passe de l'Ouest at Lorient, 3 M to the ENE of the Pen Men lighthouse. For Passe du Sud, the pilot boards 2 M to the S of Pointe de Gâvres. The pilot cruising vessel itself pulls alongside the vessels, which must follow the pilot's directions in order to adjust their course and their speed. The pilot's ladder must be kept around 1 m above the water, on the appropriate side and without boat rope.

01 **2.6.4. ÎLE DE GROIX**

07 Chart 7139.

13 ENC FR502190.

01 **2.6.4.1. Coast, landmarks and anchorages**

06 To the W of **Île de Groix** the approaches are clear, however there is a decrease in depths over **Basse Buzig**, covered by 8.6 m of water 0.5 M to the SW of the Pen Men headland.

11 *Vessels may anchor anywhere to the N of the island, in Les Coureaux de Groix, outside of the prohibited areas, between the island and the entrance to Lorient, over bottoms of sand and shells of good holding, sheltered from the winds from S to SW.* To the W of these areas, vessels should be wary of the rocky bottoms of **Basse des Bretons**.

16 The N coast of the island is made up of small cliffs. At the W end, dominating the headland bearing the same name, the **Pen Men** lighthouse (47° 38.9' N – 3° 30.5' W) is a white square tower with a black top (28 m). 0.4 M to the NE of the lighthouse, the cliff bears the white block of the **Beg Melen** semaphore.

21

[photos]

2.6.4.1.A. – Pen Men lighthouse and Beg Melen semaphore, to the SE.

26 The small dry harbour of **Port-Lay** (view 2.6.4.1.B.), 2.2 M to the E of Pen Men, is sheltered by two jetties leaving between them a 7 m-wide passage, open to the NE. The backwash is so violent here that the hold is sometimes impossible. Mussel farming facilities are located in the approaches to the port (§ 2.6.2.5.).

31

[photos]

2.6.4.1.B. – Port-Lay and marine farming facilities.

- 36 0.5 M farther E, the jetties of Port-Tudy are visible, bearing a light on their heads. This port is described in section 2.6.4.2.
- 41 0.5 M to the NE of Port-Tudy, the “Speerbrecker” E cardinal buoy marks two wrecks, in less than 13 m of water, to the NE and ENE of the entrance to the port.
- 46 The **Pointe de la Croix** lighthouse, on the E end of the island, is a red lantern on a white support (4 m), which is not very visible as a daytime landmark. From the N, the white dome of the observatory is more clearly visible, located 200 m to the SW, on **Fort de Surville**.
- 51 Dangers lie off the coast between Port-Tudy and Pointe de la Croix (view 2.6.4.1.C.). They are marked by the “Basse Mérite” N cardinal buoy, to the NNW of the danger bearing the same name, and by the “Édouard de Cougy” E cardinal buoy, 0.7 M E of Pointe de la Croix.
- 56 Uneven bottoms, with depths of less than 8.5 m, extend up to 4 M to the E of Pointe de la Croix (**Basse du Guihel**).
- 61

[photo]

2.6.4.1.C. – Pointe de la Croix. Moving sandbank.

- 66 At the SE end of the island, on a low-lying headland, the **Pointe des Chats** lighthouse is a white square tower with a red lantern (15 m) and a house. The headland has Chaussée des Chats, an uncovering rocky plateau, lying up to 2 M off it to the SE. The plateau is extended by Basse des Chats, covered by 3.4 m of water and marked by the “Les Chats” S cardinal light buoy. This shoal is located in the red sector (336° – 345°) of the Pointe de la Croix light.
- 71 The SW coast of the island is very exposed to the dominant winds and vessels should not navigate too close to it in bad weather from the W. It does not offer any safe havens. The main landmarks on this coast are as follows: the **Lomener** water tower (47° 38.0' N - 3° 27.5' W), with a flared top and the **Saint-Nicolas** landmark, a black and white trapezoid-shaped gable end, 1.2 M farther WNW.
- 76 **Locmaria** is a dry harbour located 0.7 M to the NW of Pointe des Chats. It shelters small fishing and leisure vessels in a cove open to the S. Access is through a channel, the entrance of which is marked to the E by the “**Er Brazelleg**” starboard lateral beacon tower. The channel subsequently splits into two branches marked by lateral and cardinal poles. The depth in the W branch is 0.5 m; the E branch dries 0.6 m. The cove, which is protected by a jetty in its E part, has a slipway in its W part, over bottoms that uncover 1.5 m.
- 81 The approaches to Locmaria contain several unmarked uncovering rocks.

01 **2.6.4.2. Port-Tudy**

- 05 Port-Tudy (47° 38.7' N – 3° 26.8' W) [view 2.6.4.2.], on the N coast, is the most important port of Île de Groix. It is protected by Môle Nord and Môle Nord-Est, the heads of which bear lights. It consists of an outer harbour, a tidal basin and a non-tidal basin. It can receive fishing and leisure vessels at all times. The width of the passage is reduced to 20 m due to loose boulders lying off the heads. The depth of this passage is 4 m.

09

[photo]

## 2.6.4.2. – Port Tudy, to the WSW (2006).

- 13 **SPECIAL PHENOMENON.** – In certain meteorological situations, Port-Tudy is the site of basin oscillations (or seiche), known locally as backwash. This phenomenon appears mainly in winter, with crosswinds at Les Coureaux de Groix, and especially with a strong swell from the SW. This seiche always lasts 5 minutes. The height of the oscillations is generally of around a few decimetres, in exceptional cases it exceeds one metre (maximum observed 1.7 m). In these extreme situations, the current can exceed 8 knots in the port and manoeuvres become hazardous, if not impossible.
- 17 **ACCESS.** – Shuttle vessels travelling between Lorient and Port Tudy use a 100 m-wide channel, oriented at 215° from a point located in position 125° at a distance of 50 m from the “Speerbrecker” buoy (47° 39.1' N – 3° 26.3' W).
- 21 Stopping, anchoring of fishing equipment and diving are prohibited in this channel (*Decree 2004/36 of 11 June 2004 of the Maritime Prefect of the Atlantic*).
- 25 **OUTER HARBOUR.** – The outer harbour is separated from the basins by Môle Central, which bears on its N side Cale Guyot. This slipway is reserved for shuttle vessels that are swinging in the vicinity, in the E part of the water area.
- 29 Anchoring is prohibited in the swinging area and along Môle Nord, in the access channel to the lifeboat slipway located at the root of the mole.
- 33 Mooring buoys and posts are anchored in the W part of the outer harbour, in 2 to 4 m of water.
- 37 **BASSIN DE L'EST.** – Bassin de l'Est, open to the N onto the outer harbour, has a slipway positioned against the S side of Môle Central. This slipway, in 1.5 to 2.0 m of water, can be used by any professional vessel, but only for short-term operations.
- 41 The inner side of Môle Nord-Est, equipped with pontoons in its central part, receives fishing vessels in 2.5 m of water in a 70 m-long and 25 m-wide trench.
- 45 The S part of the basin has a scrubbing grid, at the root of the mole, and a grounding area that dries around 2 m.
- 49 The pontoons for leisure vessels, rooted to the SW, occupy the majority of the basin, in depths of 1 m to 2.5 m.
- 53 **NON-TIDAL BASIN.** – The non-tidal basin is equipped to receive leisure vessels on pontoons and catwalks. The sill of the gate, 7 m wide, uncovers 1 m. The water level in the basin is maintained at 3.5 m above chart datum, which makes it possible to remain afloat, depending on the location, for vessels with a draught of 1.7 to 3 m. Access is possible from 2 hours before to 2 hours after high water. The opening times may be shortened at neaps. It is not opened in the event of backwash.
- 57 **EQUIPMENT. RESOURCES.** – The main equipment and services provided are as follows: 200 berths on pontoons, 45 of which are for craft in transit; 145 berths on buoys, 100 of which are for craft in transit; water and electricity at the pontoons; sanitary facilities; 2 slipways, ship repairs.
- 61 **INFORMATION.** – Department of Morbihan (56); commune of Groix (2300 inhabitants).

- 65 Harbour master's office: Môle Central; tel: +33 (0)2 97 86 54 62; fax: +33 (0)2 97 86 61 37; VHF: channel 9 (access times to the non-tidal basin); email: port-tudy@orange.fr
- 69 Town hall: tel: +33 (0)2 97 86 80 15.
- 73 Customs: in Lorient (§ 2.7.5.6.).
- 77 Maritime Affairs: in Lorient (§ 2.7.5.6.).
- 81 CONNECTIONS. – Daily service by boat between Île de Groix and Lorient.

01 **2.6.5. FROM POINTE DU TALUT TO POINTE DE GÂVRES**

07 Charts 7032 and 7139.

13 ENC FR402300.

01 **2.6.5.1. Coast, landmarks and anchorages**

- 07 **Pointe du Talut** bears on its NW part the **Kerroc'h** lighthouse (view 2.5.6.1.D.), a white truncated conical tower with a red top (8 m), and in its SE part, a fort that dominates Anse du Pérello.
- 13 The Anse du Pérello anchorage is described in section 2.6.5.2.
- 19 0.7 M farther E, Anse de Stole houses the port of Loménéer, described in section 2.6.5.3.
- 25 E of Loménéer, the following are visible in succession: the buildings of the **Kerpape** rehabilitation centre, the **Kergalan** water tower and the large Larmor-Plage bell tower, near the entrance to Rade de Lorient. 0.8 M to the N and 1.5 M to the NW of this bell tower, the **Kervaugam** water tower and a microwave tower are visible, both of which bear air obstruction lights.
- 31 To the E of the entrance to Rade de Lorient, in addition to the **old Kerbel lighthouse**, a white tower (25 m), the **Citadelle** and the **Port-Louis bell tower** are very visible, as well as the **Lohic** landmark, a 9 m-high light grey wall, to the S of the bell tower. The little steeple of the **Gâvres** chapel, located in the S village of the peninsula (Porh-Gâvres) is another landmark used by local mariners.
- 37 In the background, when following the leading lights on a bearing of 016.5° of Île de Saint-Michel (§ 2.7.2.3.), two silos are visible, rising above the port facilities, and the cranes in the S part of Quai de Kergroise. The one that is farthest S (68 m) bears air obstruction lights. Two red and white pylons, bearing air obstruction lights, are also conspicuous 0.5 M to the NE of Pointe de l'**Espérance**, at the confluence of the Scorff and the Blavet.
- 43 The following beacon towers constitute the main landmarks that border Passe de l'Ouest: to the N, the "**Grasu rock**" S cardinal beacon tower and the "**La Pierre d'Orge rock**" E cardinal beacon tower located respectively 1.4 M to the ESE and 2.4 M to the E of Pointe du Talut. To the S, the starboard lateral beacon tower of the NW rock of the **Les Truies** plateau and the "**Les Trois Pierres**" light beacon tower located respectively 1.7 M to the SW and 1.1 M to the SSW of the Citadelle.
- 49 0.4 M to the E of the Les Truies plateau, on the W edge of Passe du Sud, the **Les Errants** plateau bears a white beacon tower with a black metal square topmark (view 2.7.1.).
- 55 To the S of Passage de la Citadelle, between 0.7 and 0.4 M from it, the two access passages, which merge, leave the following landmarks to the E: the "**La Paix**" isolated danger beacon tower, the "**Les Sœurs**" light beacon tower, red with white stripes, and the "**La Potée de Beurre**" starboard lateral beacon tower.

01 **2.6.5.2. Anse du Pérello**

- 07 The Pérello cove (47° 41.9' N – 3° 26.6' W), located 0.4 M to the E of Pointe du Talut, is an excellent anchorage except in SE winds. In W winds, the swell is felt at the open end of the cove and it is therefore preferable to move nearer to the beach in order to take up anchorage.
- 13 Vessels access this cove with ease from the SE, by day only, after having spotted Fort du Talut. The cove is the second and largest one, lined with a fine sandy beach, to the E of the fort. Its E shore is very rocky. There is a slipway at the edge of this shore.
- 19 *Vessels anchor in 1.5 m of water or in 0.5 m uncovering, over a bottom of sand of good holding and with clear berths.*



01 **2.6.5.3. Loménéer**07 In **Anse de Stole**, the anchorage is well sheltered from the winds from the NW to the NE.13 In order to reach this anchorage, follow the leading line of the Plœmeur bell tower and the Loménéer (Anse de Stole) beacon tower, bearing a direction light, on a bearing of 357.2°. This leading line passes to the W of the "Grasu" beacon tower and to the E of the Les Trois Pierres rocks. *Vessels anchor on this leading line over bottoms of sand and rock.*19 **PORT OF LOMÉNER** (47° 42.1' N – 3° 25.6' W) [view 2.6.5.3.]. – It is protected by a jetty oriented to the SE, rooted to an old mole that bears a slipway on its N side. Its end rests on the **Roliou plateau**, marked by an E cardinal beacon. The depths along the jetty are of 0 to 1.9 m.

25 A second slipway is located 150 m to the N of the first. The bottoms uncover 1 m along the S slipway, and 2.2 m along the N slipway. A large careening tidal flat is located at the corner of the old mole and a terreplein at which vessels can berth.

31

[photo]

2.6.5.3. – Loménéer, to the N (2006).

37 **INFORMATION.** – Department of Morbihan (56); commune of Plœmeur (19,200 inhabitants).

43 Plœmeur town hall: tel: +33 (0)2 97 86 40 40.

01 **2.6.5.4. Larmor-Plage**

07 The small port of Larmor-Plage (47° 42.3' N – 3° 22.8' W) is protected, except in winds and swells from the SE, by two dykes. The N dyke, which is very short, is extended by a slipway bearing a starboard lateral pole at its end. The S dyke is marked by a port lateral pole. A slipway, rooted to the middle of the S jetty, is oriented to the SE and bears a port lateral pole at its end. To the W of this slipway, the bottoms uncover to a large extent. The bottom of sand, with clear berths, uncovers 0 to 1 m between the dykes. Vessels can berth at the quay after half-tide. An uncovering wreck, grounded off the entrance to the port, is marked by two N and S cardinal poles.

13 N of the port, at the W end of the Toulhars beach, a small mole rooted towards the NNW forms a small safe grounding haven, over a bottom of sand with a gentle slope, which is generally obstructed. A small outer slipway heads to the NE from the root of the mole.

19 In fair weather, craft anchor off the **Les Saisies** plateau, located 0.5 M to the SW of the port and the top of which bears a special mark beacon. A submersible dyke, rooted on this plateau in a SSW direction, is marked at its end by a special mark buoy.

25 The port of Kernével, a port of the Lorient roadstead in the commune of Larmor-Plage, is described in section 2.7.6.5.

01 **2.6.5.5. Baie de Locmalo**

07 Baie de Locmalo (47° 42.2' N – 3° 20.8' W) [view 2.6.5.5.], or **Petite Mer de Gâvres**, located between Port-Louis and Presqu'île de Gâvres, is used by fishing and leisure vessels from Port-Louis, Gâvres, Locmalo and Riantec. Access is difficult, although the bay is marked. Speed here is limited to 5 knots.

13 On the N side of the entrance there are three slipways, the main one of which, to the S of the Lohic landmark (§ 2.6.5.1.), is used for the berthing of shuttle ferries navigating to and from Gâvres. The end of this slipway, marked by a port lateral beacon, is at a depth of 0 m.

19

[photo]

Locmalo

Port of Ban-Gâvres

2.6.5.5. – Baie de Locmalo. Port of Ban-Gâvres and port of Locmalo, to the E (2006).

25 PORTS. – The port of Locmalo, 0.5 M to the NE of the entrance to the bay, is sheltered to the S by a jetty oriented roughly to the NE, angled in two places and allowing berthing of vessels on either side, in depths of 1 m at the end and of 0 m at the W-most bend. A slipway is attached on the outside, near the root. Another slipway, inside the port, is positioned against the shore wall. Vessels ground on bottoms of firm sand, between the jetty and the inner slipway.

31 The port is managed by the commune of Port-Louis: tel: +33 (0)2 97 82 11 34.

37 The port of Ban-Gâvres (view 2.6.5.5.), located immediately to the S of the entrance to the bay, is protected to the W by a breakwater rooted to the N end of the peninsula and oriented to the NW. The port is limited to the W by a dyke, the inner side of which has a slipway, to the NE by a breakwater pontoon, 115 m long, connected by a footbridge to a mole rooted to a terreplein. The access passage is open between the end of the dyke and the end of the pontoon, each of which is marked by a light. Vessels can berth at the SW side of the breakwater pontoon. It is reserved for fishing vessels. A landing stage with catwalks, parallel to the pontoon, offers 80 berths for leisure craft. Between the end of this landing stage and the root of the dyke, a small pontoon accommodates passenger vessels.

43 INFORMATION. – Department of Morbihan (56); communes of Port-Louis (§ 2.7.6.3.) and Gâvres (900 inhabitants).

49 Harbour master's office: (Ports of Lorient-Kernével) tel: +33 (0)2 97 65 48 25; VHF: channel 9.

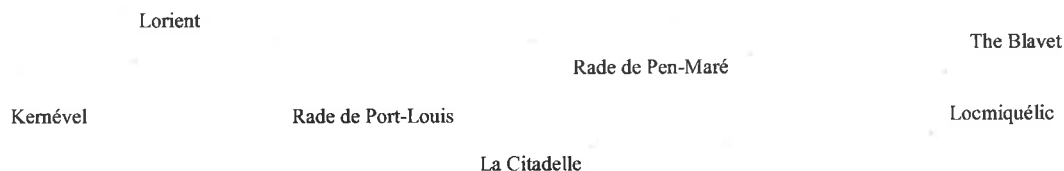
**01 2.7. RADE DE LORIENT****07** Chart 7140.**13** ENC FR602190.**01 2.7.1. GENERAL INFORMATION****07** The limits of the port of Lorient are as follows:

– to the S, the line of Citadelle de Port-Louis – Pointe de Kernével;

– to the N, the line of Pointe de l'Espérance – N side of the outer harbour of the recreational non-tidal basin.

**13** **Rade de Lorient** (view 2.7.1.) extends N of the citadel and consists of Rade de Port-Louis, to the S, and Rade de Pen Mané, to the N.**19** In the SW part of the roadstead, the following are visible from S to N: Kernével marina, Kéroman marina (old submarine base), the fishing port of Kéroman, the oil tanker pier, Quai de Kergroise, Lorient marina, consisting of a non-tidal basin and its outer harbour. In the N part of the roadstead, the mouth of the Scorff is an area in which defence activities are carried out.**25**

[photo]

**2.7.1. – Rade de Lorient to the NE (2008).****31** The operational height of the channel is 7.2 m, a height to which must be added the height of the water at the time of channelling. The depths of the trenches are 9.80 m at the oil tanker pier, 10 m along the 568 m quay, 8.5 m at the 150 m quay and 7.2 m at the Ro-Ro footbridge. The maximum length permitted is 250 m.**37** Entry and exit by vessels transporting oil or hazardous substances in bulk are subject to special regulations (§ 2.7.4.4.). Authorisations for movement must be requested from Lorient harbour master's office.**01 2.7.1.1. Signal station****07** Citadelle de Port-Louis (47° 42.7' N – 3° 21.8' W) [port traffic signals] (§ 1.4.7.2.).**01 2.7.1.2. Tidal currents****07** See section 2.6.1.3.**01 2.7.1.3. Areas****07** See section 2.6.2.

**01 2.7.1.4. Pilotage and holding area**

07 See section 2.6.3.

**01 2.7.2. CHANNELS, ACCESS PASSAGES**

07 Chart 7140.

13 ENC FR602190.

**01 2.7.2.1. General information**

07 Vessels can access Lorient through either Passe de l'Ouest (deep-draught vessels), or Passe du Sud (shallow-draught vessels).

13 In visibility of less than 700 m, vessels with a length of 100 m or more are advised against making any movements. Access to Lorient is regulated (§ 2.7.4.) and may be subject to restrictions, to a greater or lesser extent, depending on the length of the vessels.

19 From La Citadelle to Lorient (view 2.7.1.), the main channel is the one that passes to the W of Île Saint-Michel. The channel located to the E of Île Saint-Michel, at the edge of which lie several wrecks, can be used by small vessels only.

**01 2.7.2.2. Vessels transporting oil or hazardous substances with a gross tonnage greater than 3000**

07 An approach channel, marked on the charts, is provided for such vessels the gross tonnage of which is greater than 3000, transporting oil or hazardous substances (*Decree 2006/69 of 30 August 2006 of the Maritime Prefect of the Atlantic*) [§ 7.4.2.]. It leads vessels coming from the W between Île de Groix and Pointe du Talut. The precise definition of this channel is given in Annex IV, tables 7.4.2.A. and 7.4.2.B.

**01 2.7.2.3. Passe de l'Ouest and access to Rade de Port-Louis**

07 The axis of Passe de l'Ouest is shown by the leading lights on a bearing of 057° of the Port-Louis lighthouse, a metal pyramid-shaped pylon with a topmark with wide red and white horizontal bands, and the "Les Sœurs" red beacon tower with a wide white horizontal band (view 2.7.2.3.).

13

[photo]

Port-Louis lighthouse

Les Sœurs

2.7.2.3. – Passe de l'Ouest. Landmarks of the leading line on a bearing of 057°.

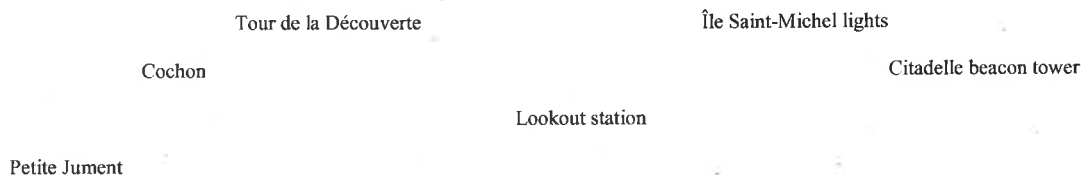
19 The front light of this leading line has an intensified sector that covers the axis of the passage as well as Banc des Truies and some of the dangers located in the SE vicinity of the passage.

- 25 The minimum depth is 8 m. The maximum permitted draught can reach 12.8 m depending on the tide and the swell. The limits of the channel are marked by lateral light buoys.
- 31 The leading line on a bearing of 060.5° of the old Kerbel lighthouse and the old Lohic lighthouse, as well as the landmark to the W of the latter (§ 2.6.5.1.), are used by vessels heading for Baie de Locmalo (§ 2.6.5.5.).
- 37 To the N of the “Les Trois Pierres” beacon tower (view 2.7.1.), the leading lights on a bearing of 016.5° of the main channel of Passage de la Citadelle is shown by two white towers with green tops standing on the W edge of **Île Saint-Michel**. The tallest grain silo of Quai de Kergroise (view 2.7.2.5.), which is conspicuous, is located on this leading line.
- 43 The dangers on either side of this leading line are marked by beacon towers or buoys, lit and unlit.
- 49 For vessels with a draught greater than 8 m, the channel is not very wide, around one hundred metres at most, and becomes narrower as far as Passage de la Citadelle, where its width is around sixty metres. On the E side of the passage in particular, an uncovering shoal lies around 30 m to the NW of the Citadelle beacon tower.
- 55 In order to free up the main channel level with La Citadelle, a secondary channel, dredged to 1 m above chart datum, allows small vessels to pass to the W of the Jument and Cochon reefs. It is marked by lateral poles. In addition, a preferred channel to starboard buoy is anchored at the S entrance to the channel, 0.1 M to the SSW of the “Petite Jument” light beacon tower. The “Cochon” light beacon tower also marks a preferred channel to starboard.
- 61 Severe magnetic anomalies have been observed in the vicinity of the “Le Pot” buoy (sometimes 15° to 20°).
- 01 **2.7.2.4. Passe du Sud as far as its intersection with Passe de l'Ouest**
- 07 The channel, which is marked, passes between two rocky plateaux.
- 13 The **Les Bastresses** plateau, located to the E of the entrance to the passage, is marked on its W side by the “Bastresses Sud” and “Bastresses Nord” starboard lateral light buoys. The **Les Errants** plateau, to the W of the passage, is marked on its E side by the “Les Errants” port lateral light buoy. 0.5 M to the N of Les Bastresses, the “Locmalo” starboard lateral light buoy marks the junction for vessels heading towards the small sea of Gâvres.
- 19 There are 4 m of water in Passe du Sud. It is, however, advisable to be wary of the rock covered by 2.2 m of water located 50 m to the W of the axis of the channel.
- 25 After having passed the bearing of 245° of the “Les Trois Pierres” beacon tower, head to the left in order to join the **Île de Saint-Michel** leading lights (§ 2.7.2.3.), in order to avoid the dangers that lie off the La Paix and La Potée de Beurre plateaux.

01 **2.7.2.5. Passage de la Citadelle**

07

[photo]



## 2.7.2.5. – Lorient. Passage de la Citadelle (2008).

- 13 DIRECTIONS. – By day: to enter, follow the leading line on a bearing of 016.5° of the Île Saint-Michel lighthouses. To exit, head on a bearing of 196.5° towards the “Les Trois Pierres” beacon tower, a route along which the “Les Errants” beacon tower appears to the right of the “Les Trois Pierres” beacon tower.
- 19 By night: to enter and exit, follow the leading line on a bearing of 016.5° (196.5°) of the Île Saint-Michel lighthouses. When exiting, whilst ensuring that the leading line on a bearing of 016.5° is to stern, vessels can follow the line separating the green and red sectors of the light of the “Les Trois Pierres” beacon tower. This light then appears white, a very narrow beam resulting from a chromatic phenomenon.
- 25 FAVOURABLE TIMES FOR PASSAGE. – Vessels of average size are advised to head for the Citadelle passage at the slack of the flood tide, which takes place normally 20 minutes before high water or, during spates, 30 to 45 minutes before high water at Port-Louis.
- 31 In tides with a coefficient greater than 70, vessels may need, on the advice of the pilot, to wait for the slack of the current for the Citadelle passage, taking into account their power and their turning ability.
- 37 Small vessels may enter and exit at any time at neaps. In the event of a coefficient greater than 75, it is preferable to arrive from 1 hour and 30 minutes before to 1 hour and 30 minutes after high water or low water at Port-Louis.
- 43 PORT TRAFFIC SIGNALS. – The following international signals are shown at La Citadelle:  
 – one-way traffic: international light signals nos. 2 and 3;  
 – two-way traffic: no signals displayed.

01 **2.7.2.6. Entrance to Rade de Port-Louis by W of Île Saint-Michel**

- 07 Two sets of leading lights on a bearing of 350°, made up of two pairs of direction lights located on the roof of the old submarine base of Kéroman, show two routes to follow in order to pass through the passage between **Banc du Turc** and the **Kernével** marina. The limits of the channel are marked by lateral buoys, lit and unlit.
- 13 The E-most route is used for normal traffic.
- 19 The W-most route is used by large vessels. The lights on the corresponding leading line are lit at the request of the pilot. The white sector (169.5° – 170.5°) of the direction light located on La Citadelle also covers this route.

- 25 Then (the “**Banc du Turc**” light buoy makes a good marker for turning, both upon entry and exit), the route bearing 037° towards the Pointe de l’**Espérance** direction light (036.7° – 037.2°), which is repeated to stern by the leading line bearing 217° of the Kernével lights, leads to the port facilities of Kergroise, and to the confluence of the Scorff and the Blavet. The dangers located on the E edge of the channel are marked by starboard lateral buoys, lit or unlit, the “J” N cardinal light buoy, marking **Banc Saint-Michel** and by the “**Pengarne**” starboard lateral light beacon tower. On the W side of the channel, an E cardinal light buoy marks an uncovering wreck lying in the vicinity of the old submarine base, to the S.
- 31 To the N of Rade de Pen Mané, on the W shore, the service footbridge of the Ro-Ro berth bears a light on its end. At a distance of less than 300 m to the N of this light, a port lateral light buoy marks the entrance to the outer harbour of the Lorient marina located in an arm that flows out on the right bank of the Scorff.

### 01 2.7.3. AREAS

#### 01 2.7.3.1. Anchoring and fishing prohibited

- 07 Anchoring is prohibited in the channels of the roadstead. Fishing is prohibited inside the roadstead (*Decree 75/90 of 28 August 1990 of the Maritime Prefect of the Atlantic*) [§ 2.7.4.2.].

#### 01 2.7.3.2. Areas used for defence activities

- 07 The organisation of access and nautical activities in the waters defined below falls under the jurisdiction of the defence authorities (*Decree 2006/96 of 19 December 2006 of the Maritime Prefect of the Atlantic*).
- 13 Vessels authorised to navigate here must respect the speed limit of 5 knots and avoid navigating in the immediate vicinity of the vessels at anchor.
- 19 An area used for defence activities covers Pointe de l’Espérance, at the confluence of the Scorff and the Blavet. This area is marked on the chart.

### 01 2.7.4. REGULATIONS

- 07 Instructions are issued by the harbour master’s office upon the arrival of vessels. Special provisions, of which the master of a vessel must be aware before arrival, are communicated by the sea pilots.

#### 01 2.7.4.1. Anchoring in the roadstead

- 07 Vessels anchoring in Rade de Lorient must move to the side of the starboard lateral buoys, leaving the middle of the channel clear. They must not go N of buoy “13”.
- 13 Over the entire expanse of the Pen Mané and Port-Louis roadsteads, they must position themselves so as to avoid getting their anchors caught on the chains of deadmen and buoys.
- 19 1. All vessels which, due to *force majeure*, are obliged to anchor in the prohibited areas must change anchorage as soon as circumstances allow.
- 25 2. Any vessel that needs to remain for more than 24 hours in the roadstead must moor with two anchors. An exception is made for small vessels which, by virtue of their shallow draught, are able to moor on deadmen beyond the line of buoys, on condition that they do not pass these lines when swinging, however.
- 31 Any vessel casting off by day must fly its colours.

#### 01 2.7.4.2. Navigation, anchoring and fishing in Rade de Lorient and its approaches

- 06 Navigation, anchoring and fishing are restricted in the Lorient roadstead (*Decree 75/90 of 28 August 1990 of the Maritime Prefect of the Atlantic*), the articles concerning mariners are reproduced below:
- 11 Art. 1. – Speed in the passages. – Between the “A6” buoy and the “La Jument” beacon tower, the speed of vessels must not exceed 13 knots. Vessels entering Lorient must be travelling at a maximum speed of 10 knots by the time they reach the “La Jument” beacon tower.

- 16 Upstream of the “La Jument” beacon tower, all vessels must respect the speed limit of 10 knots in Rade de Lorient and in the river, and ensure that they do not cause a wake that is strong, particularly in the vicinity of the anchorages of small vessels at Kernével, Kergroise, Locmiquélic and in the Blavet, and of vessels anchored in the roadstead along which lighters are moored.
- 21 Art. 2. – It is expressly prohibited at all times to anchor or stop in the areas defined below:
- 26 a. Areas located inside of the channels shown by the following buoys and beacons:  
 – for Passe de l’Ouest: “A2”, “A8”, “Les Trois Pierres” and “Banc des Truies”;  
 – for Passe du Sud : “Bastresses Sud”, “Goëland” and “Les Trois Pierres”, limited to the W by a line oriented on a bearing of 182° starting from Les Trois Pierres;  
 – for the entrance channel: “A8”, “La Jument”, “La Citadelle”, “Le Goëland” and “Les Trois Pierres”;  
 – in the secondary channel created between the “Toulhars” and “2” buoys.
- 31 b. Channels of Rade de Lorient, from Citadelle de Port-Louis to the commercial outer harbour and to the old military port as they are shown by the buoys of the buoyage, including the channel to the E of Île Saint-Michel.
- 36 c. Area contained between the lines: front light of Île Saint-Michel, buoy “5” and its extension to the N on one side, and the La Perrière light, the end of the Île Saint-Michel pier on the other side.
- 41 d. Area contained between the lines: La Citadelle lookout station, Le Cochon beacon tower and its extension and the line oriented on a bearing of 153° starting from the beacon of the Kernével pier.
- 46 However, mooring on deadmen may be authorised in the part of this area that is located outside of the channel and to the S of the line of Basse de l’Amiral (buoy “1”) and the starboard buoy “D1” marking the end of the old (ruined) pier of Port-Louis.
- 51 e. Part of Baie de Locmalo limited to the W by a line oriented on a bearing of 325° from the N headland of Ban-Gâvres and to the E by the line connecting the ends of the jetties of the ferry;
- 56 By way of an exception to the provisions set out above, vessels berthing at the quays of Kergroise are authorised to anchor in the channel in order to make it easier for them to swing, outside of the areas defined in paragraphs c and d.
- 61 Art. 3. – Fishing prohibitions. – The use of any towed fishing equipment is prohibited throughout the entire expanse of the roadstead.
- 66 Stopping by craft and the anchoring of anchored or drifting fishing equipment such as nets, lines and pots are prohibited in the areas provided for in Article 2.
- 71 Art. 4. – Permanent occupation of anchorage. – The permanent occupation of an anchorage, outside of the prohibited areas, must form the subject of an authorisation issued by the departmental equipment services.
- 76 Art. 5. – Not reproduced.
- 81 Art. 6. – Not reproduced.
- 86 Art. 7. – Prohibition signals. – Signals prohibiting entry or exit can be raised on the mast of La Citadelle de Port-Louis. These are the international signals for entry and exit. They prohibit navigation in the main channel between the “A8” buoy and Pointe de Kéroman.
- 91 Art. 8. – Not reproduced.
- 01 **2.7.4.3. Navigation in the passages and Rade de Lorient**
- 06 CHANNELLING REGULATIONS. – Taking into account the need for vessels of a certain size to adhere strictly to the defined leading lines, the passages and channels of Rade de Lorient are considered to be “narrow channels” (within the meaning of Rule 9 of the *International Regulations for Preventing Collisions at Sea*) when coming from the open sea from the “A4” buoy for Passe de l’Ouest, and from the “Les Trois Pierres” beacon tower for Passe du Sud. Similarly, the channel between the “A2” buoy and “A4” buoy for Passe de l’Ouest, and between the “Bastresses Sud” buoy and the “Les Trois Pierres” beacon tower for Passe du Sud, are considered to be “access tracks” within the meaning of the same Rule 9.
- 11 In application of this same Rule 9, sailing vessels and vessels of less than 20 m in length must not impede the passage of vessels that can only navigate safely within the narrow channels or access tracks defined above.



- 16 CHANNELLING AUTHORISATION. – Vessels that are over 20 m long, which can navigate safely only within narrow channels, can use the access channels only after they have reported their position via VHF to the Port-Louis lookout station and have obtained assurances that they can do so without danger.
- 21 VESSELS FOR THE BENEFIT OF WHICH SIGNALS PROHIBITING ENTRY OR EXIT HAVE BEEN DISPLAYED. AREA IN WHICH CROSSING IS PROHIBITED. – All vessels that are more than 100 m long may request that signals prohibiting entry or exit be displayed at the lookout station, in order to navigate safely through Passage de la Citadelle. Attached vessels the length overall of which reaches 90 m may also request this prohibition, along with vessels with a draught of more than 6 m. Other vessels must not cross the vessels above between the “La Potée de Beurre” beacon tower and buoy “2” of Kernével.
- 26 MARKS AND LIGHTS OF VESSELS REQUESTING A PROHIBITION. – All vessels requesting the displaying of prohibition marks or lights at La Citadelle must bear:
- 31 a) for towing vessels, the marks and lights prescribed by Rule 27 b of the *International Regulations for Preventing Collisions at Sea*;
- 36 b) for vessels constrained by their draught (draught greater than 6 m), the marks and lights prescribed by Rule 28 of the *International Regulations for Preventing Collisions at Sea*.
- 41 Furthermore, these vessels may enter the narrow channels only with the authorisation of the Port-Louis lookout station.
- 46 CROSSING OF TWO VESSELS BEARING THE ABOVE MARKS. – If their dimensions, draught and manoeuvring capabilities allow them to do so, vessels may cross each other, avoiding doing so between the “La Potée de Beurre” beacon tower and buoy “2” of Kernével. In this case, the vessel with priority is:
- around the time of the slack of current, the vessel with the greatest handicap, taking into account its characteristics and the weather conditions;
  - with an established current, the vessel navigating with the current. The vessel travelling against the current shall slow down to avoid crossing the other vessel in the narrow passage mentioned above.
- 51 Vessels must maintain VHF contact between themselves and the lookout station.
- 56 VESSELS NOT EQUIPPED WITH VHF, SAILING VESSELS AND VESSELS THAT ARE LESS THAN 20 METRES LONG. – These vessels must enter the narrow channels (as defined at the top of this section) only after they have assured themselves that the prohibition signals have not been displayed.
- 61 If during their navigation, a vessel with priority requests that the prohibition marks or lights be displayed, they must navigate at the limit of the channels or outside of them if their draught allows them to do so, and they must manoeuvre in good time in order to avoid hindering the manoeuvre of the vessel with priority, or they must move aside in accordance with the lookout station’s instructions.
- 66 In addition, in accordance with Rule 9 of the *International Regulations for Preventing Collisions at Sea*, vessels that are less than 20 m long and sailing vessels must navigate on the right side of the narrow channels. In particular between the “A7” and “1” buoys (unlit, to the E of “Le Cochon”), irrespective of whether or not there is a vessel with priority, they must ensure that they remain on the correct side of the leading lights of Île Saint-Michel.
- 71 Sailing vessels and vessels that are less than 20 m long, equipped with VHF, must maintain a permanent radio watch on channel 16 and follow the instructions of the lookout station.
- 76 Sailing vessels, equipped with an engine, must prepare it in such a manner that it can be started without delay, especially if there is a risk of collision.
- 81 LIGHTS AND ACOUSTIC SIGNALS.
- 86 a) All vessels must display the prescribed lights (Rules 20 b and 20 c of the *International Regulations for Preventing Collisions at Sea*).
- 91 b) In accordance with Rules 34 and 35 of the same regulations, the prescribed acoustic signals must be used, particularly the warning sound signals for reduced visibility 35 a and 35 b.
- 01 **2.7.4.4. Access and circulation in Rade de Lorient for vessels transporting oil or hazardous substances**
- 07 (Decree 18/83 of 3 June 1983 of the Maritime Prefect of the Second Region) [extracts].

- 13 Art. 1. – Channelling in the passages of Lorient for vessels transporting more than 500 m<sup>3</sup> of oil or transporting hazardous goods in bulk is carried out through Passe de l'Ouest, to the N of Banc des Truies, and through the main channel passing to the W of Île Saint-Michel. Channelling of these vessels is permitted by day and by night, from two hours before high water to one hour after, and from one hour before low water to one hour after when their draught allows them to do so and in the following weather conditions:  
wind speed of less than 33 knots and visibility greater than 700 m.
- 19 Art. 2. – Vessels transporting oil or hazardous goods in bulk have priority over all other vessels throughout the duration of channelling, from the “Les Trois Pierres” beacon tower to the mooring at the quay.
- 25 Attendance of a tug is compulsory for vessels with a length of 125 m or more without a bow thruster, and for vessels with a bow thruster with a length of 140 m or more. Towing commences at La Citadelle de Port-Louis. However, the tug must remain vigilant in the vicinity of buoy “1”, when the vessel is located between the Banc des Truies buoy and La Citadelle, upon entry and upon exit.
- 31 Priority for channelling must be requested from the Port-Louis lookout station, specifying the time of passage at Les Trois Pierres for entry, or the time of passage at the Kéroman mole for exit.
- 37 Art. 3. – As a vessel transporting oil or hazardous substances in bulk has priority throughout the entire duration of channelling, all other vessels or craft must strictly abide by the port entry or exit signals displayed by the Port-Louis lookout station and may make contact with the lookout station or the vessel with priority via VHF channel 16, for any movement in the vicinity of the channel.
- 43 Art. 4. – Notwithstanding the preceding Rules, nothing dispenses the masters and pilots from the obligation to comply with the *International Regulations for Preventing Collisions at Sea*.
- 49 Art. 5. – Any vessel transporting oil or hazardous goods in bulk, as well as any vessel that has not been degassed, steamed or rendered inert, must bear, in the roadstead and in the channels, the prescribed marks of the *International Code of Signals*, which must be perfectly visible over the entire horizon.
- 55 Art. 6. – Any vessel transporting oil or hazardous goods in bulk must report its intended movements, entry or exit, to the Port de Lorient harbour master’s office, six hours beforehand, specifying the type of goods transported and reporting any fault or breakdown that could restrict its manoeuvring capabilities.
- 61 Art 7. – Those who breach this decree are liable for the penalties provided for by the laws and regulations in force.

#### 01 2.7.5. PORTS OF LORIENT

- 07 Lorient is a commercial port, fishing port and marina. The marina is described in section 2.7.6. with the other marinas in the roadstead.
- 13 Lorient is also a former military port, which continues to exercise activities linked with national defence. The areas reserved for these activities are described above, in section 2.7.3.2.
- 19 **Rade de Port-Louis** and **Rade de Pen-Mané** occupy the S and N parts of Rade de Lorient respectively, on either side of Île Saint-Michel. They have marked channels running through them, in which anchoring and fishing are prohibited.

##### 01 2.7.5.1. Commercial port

- 07 The activities of the commercial port of Kergroise (view 2.7.5.1.A.) are concentrated on the W bank of the Scorff, to the N of the fishing port of Kéroman. They extend as far as the roadstead of Pen-Mané. The main quays of the commercial port are allocated to the traffic of oil products, farm produce, sand, bulk goods, various goods and passengers. Vessels with a high tonnage use tugs for their berthing, casting off and swinging manoeuvres.

13

[photo]

Works under construction  
2010

## 2.7.5.1.A. – Lorient. Commercial port of Kergroise (2006).

19 Table 2.7.5.1.B. shows the main characteristics of the port facilities (from S to N).

25

Location	Quay/berth	Length (m)	Permitted draught (m)	Use / comment
Oil tanker pier	5	112	9.8	Tankers with a max. length of 180 m
Quai de Kergroise	1 to 4	568	10	Bulk. Various goods. No precise delimitation of the number of berths (S to N)
150 m quay	9	150	8.5	Various goods, refrigerated goods
Ro-Ro	10	210	7.5	Ro-Ro. The service footbridge is marked by a light on its end
Ro-Ro pontoon	–	–	–	Local maritime connections, pontoons attached to the Ro-Ro footbridge
Quai du Rohu	6	115	0	60 m coasters and sand carriers for durations that vary according to the tide. See note

## 2.7.5.1.B. — Lorient. Port facilities.

31 Note: the Le Rohu quay (berth no. 6) is located in the Le Blavet river (§ 2.7.7.1.).

01 **2.7.5.2. Fishing port of Kéroman**

07 The fishing port of Kéroman (view 2.7.5.2.) follows on from the oil tanker pier to the S. It is reserved for trawlers. It is enclosed to the SE by Môle de Keroman (Môle Central), the head of which bears a light. The old dolphins located at the end of this mole are marked by a starboard lateral buoy. A 115 m-long pier extends the mole towards the oil tanker pier.

13 Grand Bassin and the SE part of Bassin Long have all of the facilities required for the sale of fish.

19 The N part of Bassin Long houses the careening facilities with a basin for a boat lift (maximum capacity 650 t).

25 The entrance to Grand Bassin is 3.8 to 4.8 m deep, and this basin is 3 to 3.6 m deep in its centre. Its SE quay is located in 3 to 4 m of water, the one to the N in 1 to 2.8 m and the E berthing front in 1.4 m.

31 The quay outside of Môle de Kéroman has a depth of 7 m.

37

[photo]

2.7.5.2. – Lorient. Fishing port of Kéroman (2006).

**01 2.7.5.3. Supplies**

07 Water on all the quays. Liquid fuel at the oil tanker pier or by automotive tanker. Provisions in large quantities.

**01 2.7.5.4. Equipment**07 Three tugs, 1700 HP and 2550 HP, fitted out by the *société lorientaise de remorquage* (SLR) [Lorient towing company].

13 At Quai de Kergroise, an unloading gantry crane, a 22 t kangaroo crane 40 m away (800 t/h), a 25 t crane 43 m away, five 10 t cranes 30 m away; at the 150 m quay to the N of the previous one, a 6 t crane and an 8 t crane.

**01 2.7.5.5. Repairs**

07 Considerable opportunities for repair provided by private companies at the fishing port. Graving docks. Boat lift. Repair area (annex I).

**01 2.7.5.6. Town**

07 INFORMATION. – Department of Morbihan (56); 61,800 inhabitants (186,100 for the settlement). Headquarters of a unit of the French national navy.

13 Harbour master's office: 3 bis boulevard de la Rade; tel: +33 (0)2 97 37 11 86; fax: +33 (0)2 97 37 90 73; email: capitainerie-port-lorient.dde-morbihan@equipement.gouv.fr

19 Harbour master's office of the fishing port: fishing port; tel: +33 (0)2 97 37 21 11.

25 Harbour master's office and lock of the marina: Quai des Indes; tel: +33 (0)2 97 21 10 14.

31 Pilotage: rue Didier Bestin; tel: +33 (0)2 97 21 46 47; fax: +33 (0)2 97 64 67 86; email: lorientpilots@wanadoo.fr

37 Société lorientaise de remorquage: CCIM; 3, boulevard de la Rade; tel: +33 (0)2 97 87 87 39; fax: +33 (0)2 97 88 06 57; email: lorient.remorquage@morbihan.cci.fr

43 Customs: 92 avenue de la Perrière; tel: +33 (0)2 97 37 29 57.

49 Chamber of commerce: 21 Quai des Indes; tel: +33 (0)2 97 02 40 00 and +33 (0)2 97 87 76 00.

55 Maritime Affairs: 90 avenue de la Perrière; tel: +33 (0)2 97 37 16 22.

- 61 *Maison du marin* [seaman's mission]: rue Abbé-Le Cam; tel: +33 (0)2 97 21 05 16.  
67 Hospital: Bodélio Hospital; tel: +33 (0)2 97 64 26 72.  
73 CONNECTIONS. – Lorient-Lann-Bihoué airport around 6 km away. Departmental maritime services. Railway station. Express route to Quimper, Brest and Nantes, 3 km from the town.

01 **2.7.6. MARINAS IN THE ROADSTEAD OF LORIENT**

- 07 The roadstead of Lorient houses five marinas.

01 **2.7.6.1. Lorient marina**

- 07 The leisure facilities are located at the site of the old commercial port of Lorient, in an arm that flows out on the right bank of the Scorff, just S of the old naval shipyard. This marina, situated at the heart of the town, consists of an outer harbour, which is still quite often called Avant-port de Commerce, and a non-tidal basin (figure 2.7.6.1.).

13

[photo]

2.7.6.1. – Lorient. Marina (2008).

- 19 OUTER HARBOUR. – The pontoons are installed on the S bank, at the entrance to the outer harbour, and at its W end, near the lock gate of Bassin à Flot. These two sites are separated by a quay, the central part of which has a slipway. These infrastructures form part of the commercial port (§ 2.7.5.1.), of which they form berth no. 8.
- 25 NON-TIDAL BASIN. – Located in the extension of the outer harbour, the non-tidal basin has pontoons and catwalks. The water level in the basin is maintained at 4 m above chart datum, which corresponds to a minimum water height of 2.3 m. The lock gate, over which a road bridge passes, is 7 m wide and the sill is 1 m above chart datum. Access is possible by day only, from 1 hour before to 1 hour after high water.
- 31 EQUIPMENT. – The main equipment and services provided are as follows: 370 berths, 50 of which are for vessels in transit, maximum length 25 m, draught 3.5 m; water and electricity at the pontoons; Wi-Fi; sanitary facilities; 1.5 t crane and 45 t mobile lift; slipway and scrubbing grid; mechanical yards and sail loft; all supplies possible.
- 37 INFORMATION. – Harbour master's office: Quai de Rohan; tel: +33 (0)2 97 21 10 14 ; fax: +33 (0)2 97 21 10 15; email: port-orient@sellor.com

01 **2.7.6.2. Locmiquélic**

- 07 The port of Locmiquélic consists of the two port sites of **Pen-Mané** and **Sainte-Catherine**, which are managed by the Morbihan mixed syndicate of ports and nautical bases.
- 13 **PEN-MANÉ** (47° 44.2' N – 3° 20.7' W) [view 2.7.6.2.]. – Pointe de Pen-Mané has a submersible slipway the end of which, in 1 m of water, is marked by a starboard lateral beacon. The access to the port has lateral beaconage.
- 19 The leisure facilities are located directly to the E of the slipway, protected by breakwater pontoons supported by posts. The SW end of the NW pontoon bears a light. The site has pontoons and catwalks, the capacity is 158 berths, 30 of which are for vessels in transit in 1.5 to 3 m of water.
- 25 The NW and W pontoons are used by launches transporting passengers, which berth at the external sides.
- 31

[photos]

2.7.6.2. – Locmiquélic (2008). Pen-Mané, to the N. Sainte-Catherine, to the SSW.

- 37 **SAINTE-CATHERINE** (47° 43.5' N – 3° 21.1' W) [view 2.7.6.2.]. – This port is located to the N of the headland bearing the same name, in a trench dredged to depths of between 1 m and 2.5 m (2004).
- 43 The site is protected to the W and to the N by a mole angled to the NE, then by a belt of heavy breakwater pontoons. The entrance passage, marked by lights, is open to the NW between two components of the heavy pontoons of the W. These pontoons are used for the berthing of trans-roadstead and tourism launches on the external side, and of trawlers and visitors on the inner side.
- 49 **EQUIPMENT**. – The capacity is 431 berths on pontoons and 16 berths on deadmen, maximum length 16 m, draught 2.5 m; water and electricity at the pontoons; sanitary facilities; slipway; naval repair yard; internet and Wi-Fi.
- 55 **INFORMATION**. – Department of Morbihan (56); commune of Locmiquélic (4000 inhabitants). Road and maritime links with Lorient.
- 61 Harbour master's office: Quai Rallier du Baty, 56570 Locmiquélic; tel: +33 (0)2 97 33 59 51; fax: +33 (0)2 97 33 89 25.
- 67 Town hall: tel: +33 (0)2 97 33 42 24; fax: +33 (0)2 97 33 54 94.

01 **2.7.6.3. Port-Louis**

- 07 Port-Louis (view 2.7.6.3) is located in **Anse de Driasker**, 0.3 M to the E of La Citadelle. A wooden stockade, 200 m long, partly encloses this cove. Its end is marked by a light. Pontoons are installed in depths of 1.5 to 2.5 m, sheltered by a wide jetty oriented to the ENE and the end of which, which bears a light, is extended to the NW by a long slipway. A starboard lateral pole and buoy mark the end of the slipway, and 100 m farther W, the submerged remains of an old pier respectively.
- 13 Mooring buoys are anchored just N of La Citadelle, sheltered from the strong currents that run through the passage. Vessels can berth on either side of the jetty's terreplein.

19

[photo]

## 2.7.6.3. – Port-Louis, to the S (2008).

- 25 **EQUIPMENT.** – The main equipment and services provided are as follows: 234 berths on pontoons, 20 of which are for vessels in transit; 50 berths on deadmen, 15 of which are for vessels in transit, at the La Citadelle anchorage; maximum length 12 m, draught 2 m; water and electricity at the pontoons; Wi-Fi; sanitary facilities; slipways; shipyards; hull repairs (wood, plastic, aluminium).
- 31 **INFORMATION.** – Department of Morbihan (56); 2900 inhabitants. Road and maritime links with Lorient.
- 37 Town hall (manages the ports of Port-Louis and Locmalo): tel: +33 (0)2 97 82 59 59; email: [mairie@ville.portlouis.fr](mailto:mairie@ville.portlouis.fr)
- 43 Harbour master's office: Quai de la Pointe; tel: +33 (0)2 97 82 59 55; email: [port-portlouis@sellor.com](mailto:port-portlouis@sellor.com); VHF: channel 9 (working hours: until 20:00 in season).
- 49 La Citadelle lookout station: tel: +33 (0)2 97 82 52 10.

01 **2.7.6.4. Kéroman marina (Port Tabarly)**

- 07 Situated in the cove of the Ter on the site of the old submarine base, Kéroman marina (view 2.7.6.4.) faces the **Éric Tabarly sailing centre**. This port, dedicated to offshore racing, is reserved for professionals. It is at the centre of a nautical complex bringing together businesses and professionals in collaboration with the Kéroman nautical enterprise village.
- 13 It consists of three pontoons:  
– for offshore racing, accommodating multi-hull ocean liners and single-hull vessels measuring 60 feet;  
– for offshore racing and hire;  
– for passenger launches.
- 19 **INFORMATION.** – Harbour master's office: Port Tabarly; tel: +33 (0)2 97 87 00 46; fax: +33 (0)2 97 35 36 08; VHF: channel 9; maritime links with Port-Louis in the summer.

25

[photo]

2.7.6.4. – Lorient. Port Tabarly (works under construction), to the NW (2008).

01 **2.7.6.5. Kernével**

- 07 The port of Kernével (47° 43.4' N – 3° 22.0' W) [view 2.7.6.5.] is located in the commune of Larmor-Plage, on the W shore of Rade de Port-Louis, to the N of Pointe de Kernével. The body of water has the general appearance of a rectangle oriented roughly to N-S.
- 13 The complex, consisting of two basins, N and S, is protected to the S and E by heavy breakwater pontoons. The E line of pontoons bears a light beacon at each end: a S cardinal light beacon at the junction of the E and S lines of pontoons, and a port lateral light beacon at the entrance to Bassin Nord.
- 19 A line of heavy pontoons separates the N and S basins. Vessels, especially large multi-hull sailing vessels, can berth at these heavy pontoons on their inner side.
- 25 Bassin Nord is equipped with 9 pontoons with catwalks, seven of which are connected to land by a footbridge rooted to the terreplein that extends Pointe de Kernével to the N. The other two pontoons are moored perpendicularly to the heavy pontoon that separates the N and S basins. A slipway is attached to this terreplein. The bottom uncovers 0.5 m at its end.
- 31 **EQUIPMENT.** – The main equipment and services provided are as follows: 1000 berths, 100 of which are for vessels in transit; maximum length 30 m, draught 5 m; water and electricity at the pontoons; sanitary facilities; fuel station; slipway; shipyard.



37

[photo]

2.7.6.5. – Port of Kernével, to the NNW (2008).

- 43 INFORMATION. – Department of Morbihan (56); commune of Larmor-Plage (8800 inhabitants).
- 49 Harbour master's office: Villa Margaret; tel: +33 (0)2 97 65 48 25; fax: +33 (0)2 97 33 63 56; VHF: channel 9 (working hours, until 22:00 in season); internet; Wi-Fi; email: port-kernevel@sellor.com.
- 55 Maritime Affairs and customs: in Lorient (§ 2.7.5.6.).
- 61 Navy sailing club: tel: +33 (0)2 97 21 14 01.

## 01 2.7.7. RIVIÈRE DU BLAVET

### 01 2.7.7.1. The Blavet

- 07 This river is accessible to 80 m-long coasters up to the **port of Le Rohu**, and 60 m-long coasters up to the port of Hennebont (§ 2.7.7.2.). Sand-carrier barges can navigate upstream of the river for 74 km (28 locks) up to **Pontivy**, where vessels join the SE section of the old canal from Nantes to Brest (interrupted towards Brest but navigable as far as Redon).
- 13 The port of Le Rohu (view 2.7.7.1.), situated on the right bank 1 M upstream of Pointe de l'Espérance, has a 115 m-long quay in 0 m of water, used by sand carriers (berth no. 6 of the commercial port of Lorient). The access channel to this quay is marked by lit and unlit buoys.

19

[photo]

## 2.7.7.1. – The Blavet. Port of Le Rohu, to the N.

- 25 Pilotage is provided by the pilots of Lorient, upon request. It is compulsory for vessels that are over 40 m long.
- 31 Upstream of the port of Le Rohu, the channel, marked by lateral poles, is at chart datum. It passes under three bridges: Pont du Bonhomme, Pont de Locoyarn and the Hennebont railway viaduct. These bridges are located respectively 1.3 M, 3.6 M and 4.6 M upstream of the port of Le Rohu. The decks of the road bridges are 27 m above chart datum. The deck of the railway viaduct is 26.3 m above chart datum. In Hennebont, 500 m upstream of the railway viaduct, the Blavet is spanned by a stone bridge with three arches under which only demasted vessels can pass.
- 37 There is no safe anchorage in the river, outside of the managed waters (§ 2.7.7.3.). The tide ascends the river and generates currents of 1.5 to 1.8 knots at springs.

01 **2.7.7.2. Hennebont**

- 07 The port is around 6 M upstream of Pointe de l'Espérance. It receives 60 m-long vessels with a draught of 4 m at springs and 3 m at neaps.
- 13 The quay to the N of the railway viaduct is 100 m long. The grounding area at the quay is clean, with a bottom of mud and sand that uncovers 1.5 m. It has been reported, however, that the footing of the quay overhangs slightly (around 0.2 m). Upstream, along the banks, two lines of anchorages on deadmen can accommodate around 60 vessels, from 4 to 12 metres long.
- 19 The quay to the S of the railway viaduct is 45 m long. The grounding area at the quay is clean, with a bottom of mud and sand that uncovers 1.5 m.
- 25 The port has a pontoon for passenger launches and a pontoon for leisure vessels, downstream of the stone bridge, on the left bank; crane for masting and demasting.
- 31 INFORMATION. – Department of Morbihan (56); 13,800 inhabitants (19,000 for the settlement). Railway station. Brest-Lorient-Nantes express route 3 km away.
- 37 Town hall: tel: +33 (0)2 97 85 16 13; fax: +33 (0)2 97 36 54 78.

01 **2.7.7.3. Anchorages**

- 07 Downstream of Pont du Bonhomme, on the right bank of the Blavet, *the Saint-Guënaël anchorage, to the N of the beacon tower bearing the same name, has been built to accommodate around 70 leisure vessels on deadmen.* It is equipped with a floating pontoon in the shelter of the old sunken hull of a large fishing vessel.

- 13 Upstream of Pont du Bonhomme, on the left bank of the Blavet, *the Kervignac (Locunolay) anchorage has been fitted out to receive leisure vessels. It is equipped with a pontoon.*

**01 2.8. BETWEEN POINTE DE GÂVRES AND PORT MARIA**

07 Chart 7032.

13 ENC FR402300 and FR402310.

**01 2.8.1. GENERAL INFORMATION**

07 From Pointe de Gâvres to Port Maria, at the end of Presqu'île de Quiberon, the low-lying coast, made of dunes, which has shoals lying off it, extends for around 19 M, forming a fairly shallow bay indented in the middle by Rivière d'Étel. The coast then becomes rocky, although it is not very high along Presqu'île de Quiberon.

13 The coast does not offer any natural shelter. Several dangers lie off it. The port of Étel, which is difficult to access, and the small dry harbour of Portivy are the only two ports on this section of the coast.

19 The shoals that lie off the coast between Étel and Beg an Aud, projecting to the NW of the peninsula, can be dangerous in stormy seas. Mariners are advised to proceed with care, particularly in the approaches to the Men Toul rock (47° 33.8' N – 3° 10.4' W) and to the shoal that extends it to the NW.

**01 2.8.1.1. Signal station**

07 Barre d'Étel, Fenoux mast (47° 38.8' N – 3° 12.9' W); Quiberon, Fort Saint-Julien, semaphore (47° 29.7' N – 3° 07.6' W) [§ 1.4.7.2.].

**01 2.8.1.2. Rescue station**

07 Étel (47° 39.3' N – 3° 12.3' W); Quiberon, Port Maria (47° 25.9' N – 3° 07.5' W).

**01 2.8.1.3. Tidal currents**

07 See also the atlas *Courants de marée de la côte Sud de la Bretagne, d'Audierne au Croisic* [Tidal Currents of the S coast of Brittany, from Audierne to Le Croisic].

13 Around 2.5 M from the coast off Étel, the tidal currents are weak (1 knot) and, more often, cancelled out by the currents caused by the prevailing winds. The flood current that heads to the NW begins at – 0530 HW at Port-Tudy and the ebb current, which heads to the SE, begins at + 0030 HW at Port-Tudy.

19 Farther S, to the W of Presqu'île de Quiberon, 1 or 2 M from land, the current seems to be stronger. In the vicinity of **Beg an Aud** (47° 32' N – 3° 10' W), there is a line separating the flood current from the ebb current which, N of this line, head respectively to the NW and to the SE, whereas S of this line, they head S and N.

**01 2.8.2. AREAS****01 2.8.2.1. Firing areas**

07 See section 1.6.4.3.

**01 2.8.2.2. Marine farms**

07 Concessions have been granted for marine farms (shellfish in particular) in Rivière d'Étel (§ 2.8.4.1.) outside of the channel and anchorage areas.

**01 2.8.2.3. Explosives temporary dumping ground**

07 See section 2.6.2.4.

01 **2.8.2.4. Nature reserves**

- 07 Île Téviéc and Île de Roëlan, located between the mouth of Rivière d'Étel and Presqu'île de Quiberon, are subject to biotope protection measures. Access to these areas is prohibited from 15 April to 31 August.

01 **2.8.3. OFFSHORE DANGERS**

- 07 **Basse du Guihel** (47° 37.4' N – 3° 20' W), marked by a special mark light buoy, covered by 8.5 m of water, extends from W to E, 4 M to the SSE of Pointe de Gâvres.
- 13 **Basse Moullec** (47° 31.8' N – 3° 20.8' W) is covered by 13.4 m of water. The sea breaks over this shoal when there is a swell.
- 19 **Plateau des Birvideaux** is a group of rocks, with a radius of around 1 M, located 6 M W of Quiberon. It is covered by the green sector (081° – 098°) of the Port Maria lighthouse and bears an isolated danger light beacon tower.

01 **2.8.4. COAST, LANDMARKS AND ANCHORAGES**

- 07 Between **Pointe de Gâvres** (47° 41.2' N – 3° 21.5' W) and **Fort de Penthièvre** (47° 32.6' N – 3° 08.2' W), the coast is made up of a long sandy beach that has several shoals, rocks and loose boulders lying off it, as far as the 10 m isobath. **Basse de Gâvres**, covered by 4.8 m of water, and another shoal covered by 4.7 m of water, are located between 0.7 and 0.8 M S of Pointe de Gâvres.
- 13 4.5 M ENE of Pointe de Gâvres, the **Plouhinec** grey stone bell tower is visible, dominating the dune.
- 19 At the mouth of Rivière d'Étel (view 2.8.4.1.A.), the following landmarks are conspicuous: on the W bank, the lighthouse, a red metal pylon (11 m) located at the entrance to the river with, around one hundred metres to the N, a signal mast (Fenoux mast) standing on a house with a white gable end. On the E bank, a water tower and, 0.4 M to the NW, the radio pylon of CROSS Étel, bearing air obstruction lights.
- 25 Some dangers extend around the mouth of Rivière d'Étel. 1.3 M to the W of this mouth, **Roheu** is marked by a S cardinal beacon tower. 1.1 M farther S, the **Baz Léneu (Basse Leno)** shoal, covered by 3.2 m of water, is unmarked. The small **Poulleu (Poul-Haut)** rock lies off the coast, 1.4 M S of the entrance to the river.
- 31 The port of Étel is described in section 2.8.4.1.
- 37 Located 2 M S of the mouth of Rivière d'Étel, Île de **Roëlan (Île de Rohellan)** looks black off the beach. **Pierres Noires** (47° 35.5' N – 3° 13.3' W) bear an isolated danger beacon tower. A rock covered by 3.5 m of water is located between this danger and Île de Roëlan. Farther S, a causeway made up of rocks and shoals extends up to 2 M from the coast to the W and NW of Fort de Penthièvre. Île **Téviéc** and the large **Guernic** rock are especially visible, situated next to each other. By night, the main lighthouse of Port-Maria is hidden by these dangers.
- 43 On land, to the N and E of the root of Presqu'île de Quiberon, the following landmarks are visible: the square tower of the Observatory, the **Abbaye Saint-Michel**, a large square building with a little steeple, **Chapelle Saint-Michel** and the spire of the **Carnac** church.
- 49 The small port of Portivy is located in the hollow on the NW coast of the peninsula. It is described in section 2.8.4.2.
- 55 On the peninsula, the following landmarks are visible from N to S: the **Kerné** water tower, the square **Quiberon** church, the main lighthouse of **Port Maria**, a white tower with a green top (25 m). On **Beg er Lan**, a headland located to the SW of Port Maria, **Château Turpault** is a large conspicuous house with a small tower with crenels and several pepper-pot turrets (view 2.8.4.).

61

[photo]

Château Turpault

2.8.4. – Presqu'île de Quiberon. Pointe de Beg er Lan, to the E.

01 **2.8.4.1. Étel**

05 Étel (47° 39.6' N – 3° 12.4' W) [view 2.8.4.1.A.], located 1 M from the sea, on the E bank of the river bearing the same name, is a fishing port and marina accessible at high water to vessels with a draught of 4 m.

09 The entrance to the river is obstructed by a dangerous sandbar, of varying height, sometimes uncovering 5 m and moving under the influence of the wind and of the sea. In winds from offshore, and especially during the ebb, the sea breaks over the entire length of this bank making it an impassable sandbar.

13

[photo]

2.8.4.1.A. – Entrance to the Étel river, to the SE.

17 In order to enter, it is essential to follow the instructions of the signal station of the Fenoux mast, which operates from 3 hours before to 2 hours after HW at Port-Tudy (VHF channel 13; call sign Sémaphore d'Étel [Étel Semaphore]). Entry is prohibited at night.

21 The current in the river can reach 4 to 5 knots during the flood, and exceed 6 knots during the ebb, during spates.

25 There is no pilot. Vessels are recommended to report their ETA to the signal station, which maintains a VHF radio watch.

29 The Étel river is marked between the signal station of the Fenoux mast and the port.

- 33 SIGNALS. – The mast of the signal station is equipped with a red arrow manoeuvred in the following manner:  
– it is balanced from right to left (90° on each side) in order to indicate that the craft has been seen and that the station will begin guiding the vessel by means of the following signals:  
– an arrow pointing vertically upwards: the route followed is correct;  
– a diagonal arrow pointing to the left: the vessel must come farther left (and inversely, a diagonal arrow pointing to the right to instruct a vessel to come to the right side of the passage).
- 37 The prohibition to pass (passage not navigable) is symbolised by the horizontal position of the arrow. This arrow signal may be supplemented by that of a flag or a black ball raised on the mast:  
– red flag: water level insufficient to cross the bar (temporary prohibition);  
– black ball: entry and exit prohibited to vessels without a deck and to vessels that are less than 8 m long.
- 41 DIRECTIONS. – Vessels should arrive off the entrance to the river between 2 hours before and 1 hour 30 minutes after the time of high water at Port-Tudy. Hoist the national flag to the top of the mast in order to inform the keeper of the signal station that the vessel wishes to enter. Steer by following the directions of the signal station.
- 45 After having crossed the bar, pass around 150 m E of the end of **Bout du Havre** (also known as **Épi de Plouhinec**), marked by a red light beacon, then navigate along the E bank at a distance of around 150 m as far as the uncovering shoal, marked, lying 150 m to the ESE of the signal station. Then, remain around 100 m from the E bank to round **Banc des Moules**, marked by a starboard lateral light buoy, and **Roche Germain**, marked by a light. After having passed **Pointe Saint Germain**, marked by a port lateral light buoy, keep to the middle of the river.
- 49 Shellfish farms may be established in the river (§ 2.8.2.2.).
- 53 REGULATIONS. – So as not to hinder navigation, the anchoring of any equipment is prohibited at the entrance to the river, up to 0.5 M offshore from the Bout du Havre light (*Decree 18/88 of 27 June 1988 of the Maritime Prefect of the Second Region*).
- 57 A submarine telephone cable crosses the river level with Pointe Saint-Germain, 0.6 M from the mouth. Anchoring and dredging are prohibited in a 50 m strip on either side of the cable. This restricted area is marked on the chart.
- 61 ANCHORAGE. – *Vessels anchor, abeam of the port, in 7 m of water, over a bottom of sand, with a swinging diameter of 30 m in 3 m of water.* The currents at this anchorage have a speed of 4 to 5 knots at springs.
- 65 PORT. – The port of Étél (view 2.8.4.1.B.) is arranged on either side of a pier oriented roughly N-S, 180 m long. Fishing vessels occupy the W side of the pier (external side) as well as the quays that extend it to the S. To the E of the structure, the pontoons of the marina are installed in a basin in deep water, open to the N.
- 69 The port is managed by the commune of Étél.
- 73 RESOURCES. – The main equipment and services provided are as follows: 403 berths, 40 of which are for vessels in transit, maximum length 15 m, draught 3 m; sanitary facilities; travelling crane; slipway and scrubbing grid; ship repairs (wood, steel, aluminium).
- 77 INFORMATION. – Department of Morbihan (56); 2410 inhabitants. Railway station. Express route 14 km away; Lorient 26 km away, Auray 17 km away.
- 81 Harbour master's office: tel: +33 (0)2 97 56 46 62; fax: +33 (0)2 97 55 47 81; Wi-Fi; VHF: channel 13 and 9; radio watch 3 hours before HW and 2 hours after.
- 85 Étél town hall: tel: +33 (0)2 97 55 35 19.

89

[photo]

## 2.8.4.1.B. – Port of Étel (2008).

01 **2.8.4.2. Portivy**

07 Portivy (47° 31.9' N – 3° 08.8' W) [view 2.8.4.2.], a port situated 7 M to the SSE of the mouth of Rivière d'Étel, has 100 berths, occupied mainly by local fishing and leisure vessels. It is protected on its W side by a jetty that is slightly angled to the NNW at its end. Extending within the shelter of the jetty is a grounding area with a flat sandy bottom; the best berths are located near the jetty. Two slipways are attached to the inner side of the jetty, one to the root, the other to the bend; the latter dries 2.5 m.

13 At the E limit of the port, there are two other slipways used for launching leisure vessels; one is oriented to the W; the other, which has a careening area, is oriented to the NNW. The two slipways dry at low water.

19

[photo]

## 2.8.4.2. – Portivy, to the SE (2002).

25 ACCESS. – This port is accessible by day only; at low water, a leisure vessel may come quite close to the end of the jetty. Access is marked by the “Roche Guédic” port lateral buoy and by the port lateral beacon (metal post), located respectively 1000 m to the NW and 300 m to the NNW of the end of the jetty. The roadstead of the port always has water in it.

31 Good knowledge of the area is necessary in order to access the port. In good visibility, the approach may be made by following the leading line of the Carnac bell tower and the Pen Goc'h rock, in the shape of a sugar loaf, on a bearing of 052°. This route passes S of Roche Guillo, covered by 3.7 m of water, and avoids the dangers that extend to the NW of Beg an Aud.

37 INFORMATION. – Department of Morbihan (56); the port of Portivy is managed by the commune of Saint-Pierre-Quiberon (2200 inhabitants).



43 Saint-Pierre-Quiberon town hall: tel: +33 (0)2 97 30 92 00.

**CHAPTER 3****BELLE-ÎLE. FROM BAIE DE QUIBERON TO THE LOIRE**

- 13 Charts 7211 and 6990.  
19 ENC *FR370670* and *FR302060*.  
25

[Diagram]

3.— Map of the chapter.

### 01 3.1. GENERAL INFORMATION

- 07 Presqu'Île de Quiberon marks the physical border of the coastline of South Brittany.
- 13 Belle-Île to the W, Presqu'Île de Quiberon, Île de Houat and Île de Hoëdic farther to the E, form a traffic lane heading towards the Loire estuary. Some passages between the islands enable the circulation of traffic coming from the S (Passage de la Teignouse and Passage du Béniguet).
- 19 To the NE, the coast of the mainland is indented by **Baie de Quiberon** and **Golfe du Morbihan**, a vast basin containing numerous islands, flowing out into which are Rivière d'Auray and the Vannes river.
- 25 To the E of Golfe du Morbihan, towards the Vilaine estuary, the low-lying marshy coast does not feature any havens. The mouth of the Vilaine, the Piriac plateau and the Le Croisic firth contain ports frequented by coasters, fishing vessels and leisure craft. The Loire estuary opens beyond Le Croisic.

#### 01 3.1.1. LANDFALL

- 07 Belle-Île, the W coast of which is made up of high cliffs, is an excellent landfall point (§ 1.7.3.2).

#### 01 3.1.2. CURRENT

- 07 References:
- chart tables providing tidal current characteristics;
  - atlas *Courants de marée de la côte Ouest de Bretagne, de Goulven à Penmarc'h* [Tidal currents of the West Coast of Brittany, from Goulven to Penmarc'h].
- 13 As a general rule, the currents are rotary and the ebb is dominant over the flood. Close to the coast the currents follow the shore and they may be strong in the approaches to the channels, causeways and passages.
- 19 In Golfe du Morbihan, navigation is very tricky due to the winding nature of the channels and the strength of the currents.

#### 01 3.1.3. PORTS AND HAVENS

- 07 On its E coast, in **Rade du Palais**, Belle-Île has a good anchorage for refuge from bad weather offshore. Baie de Quiberon has excellent marked anchorages.
- 13 There are numerous fishing ports and marinas described in this chapter; fishing and recreational activities are the main maritime activities in the area described.
- 19 The commercial ports of Vannes and Redon are used only for coastal traffic and sand carrier operations.

#### 01 3.1.4. RESTRICTED AREAS

- 07 There are numerous restricted areas, practice areas or firing practice areas for vessels of the French national navy in the maritime sector covered by this chapter (§ 1.6.3).
- 13 Between Quiberon and the Loire estuary there are numerous marine farm areas (§ 1.6.2.2.). These areas, which are marked on the charts, are described hereinafter in each section.

#### 01 3.1.5. CAUTIONARY ADVICE

- 07 Fishing is an important activity in this area. Vessels should expect to encounter groups of fishing vessels.
- 13 There are numerous recreational activities along the coasts and between the islands. There are numerous sailing vessels, speedboats and passenger-carrying vessels in these sectors.

- 19 During the summer there may be a great number of leisure craft; therefore, mariners should pay extra attention.

**01 3.2. BELLE-ÎLE**

07 Charts 7142 and 7032.

13 ENC FR402310, FR571420, FR67142A and FR67142B.

**01 3.2.1. GENERAL INFORMATION**

07 Belle-Île extends from NW to SE over a length of around 9 M, with a width that ranges from 1.5 to 5 M. Its coasts are formed by high cliffs that are very jagged, along the S coast in particular, but the island's two ports, Le Palais and Sauzon, which receive fishing vessels and leisure craft, are located on the NE coast. Regular maritime services between it and the mainland make Belle-Île an important tourism centre.

**01 3.2.1.1. Signal station**

07 Pointe du Talut, lookout station (47° 17.7' N – 3° 13.1' W) [§ 1.4.7.2.].

**01 3.2.1.2. Rescue station**

07 Le Palais (47° 20.9' N – 3° 09.2' W).

**01 3.2.1.3. Tidal currents**

07 Also see the chart tables and the atlas *Courants de marée: côte Sud de Bretagne, d'Audierne au Croisic* [Tidal currents: S coast of Brittany, from Audierne to Le Croisic].

13 In the passage to the N of Belle-Île, the current is very rotary (in a clockwise direction), except in the immediate vicinity of the coasts. The wind has a considerable influence over the current.

**01 3.2.2. AREAS****01 3.2.2.1. Submarine cables**

07 In order to protect submarine cables, it is prohibited to anchor, dredge and trawl within an area, the limits of which are shown on the charts (*Decree 10/66 of 9 May 1966 of the Maritime Prefect of the Second Region*), which extends from the N coast of Belle-Île to the SE tip of Presqu'île de Quiberon and to the S coast of Île de Houat.

**01 3.2.2.2. Firing practice areas**

07 See section 1.6.4.3.

**01 3.2.2.3. Explosives temporary dumping ground**

07 A circular area with a radius of 200 m, used for the temporary dumping of suspect devices caught by nets or fishing equipment (§ 1.6.2.5.), has been established around position 47° 21.98' N – 3° 01.20' W.

**01 3.2.2.4. Nature reserves**

07 There are four areas classed as nature reserves on the NW coast of the island. For three of these areas, access is prohibited between 15 April and 31 August. These areas are shown on the chart.

01 **3.2.2.5. Prohibited areas**

- 07 All nautical activities are prohibited around the anchorage position of a storage tanker. The area, which is shown on the chart, has been established around 0.5 M E of Pointe du Bugul (47° 19.5' N – 3° 06.7' W) [*Decree 2006/02 of 11 January 2006 of the Maritime Prefect of the Atlantic*].
- 13 It is prohibited, at all times, to stop craft or floating equipment, to anchor fishing equipment and to carry out underwater activities in an area, which is shown on the charts, positioned off the entrance passage from the port of Le Palais to Belle-Île-en-Mer (*Decree 2008/60 of 7 July 2008 of the Maritime Prefect of the Atlantic*).
- 19 Diving and the navigation and anchoring of any registered vessel are prohibited within an area, which is shown on the charts, located between Pointe de Bourhig and the Port of Lost-Kah (*Decree 2009/71 of 7 September 2009 of the Maritime Prefect of the Atlantic*).

01 **3.2.3. LANDFALL**

- 07 See section 1.7.3.2.

01 **3.2.4. NE COAST OF BELLE-ÎLE**

- 07 Chart 7142.
- 13 ENC *FR67142A* and *FR67142B*.

01 **3.2.4.1. Coast, landmarks and anchorages**

- 07 At the NW end of the island, an islet standing off **Pointe des Poulains** bears the lighthouse (47° 23.3' N – 3° 15.1' W) [view 3.2.4.1.A.], a square white tower with a red lantern (18 m).
- 13 Standing off to the N of the headland are the uncovering rocks **Le Cochon**, **Petit Flèrn** and **Les Chambres**, which are marked by the “Nord Poulains” N cardinal buoy. Standing off it up to 1 M to the W is **Les Poulains**, a plateau that includes several shoals: **Grand Flèrn** and **Basse Plate**, respectively covered with 2.2 and 2.1 m of water and, slightly farther W, **Basse occidentale des Poulains**, covered with 9.7 m of water. Between the latter and the headland, the **Leonegez** rock uncovers 1.8 m. The “Les Poulains” W cardinal buoy marks the dangers standing off the headland to the W.
- 19 1.5 M SE of Pointe des Poulains, the “**Le Gareau**” starboard lateral beacon tower signals the approach to the port of Sauzon.
- 25 Sauzon is described in section 3.2.4.2.
- 31 2.6 M farther SE, **Pointe de Taillefer** bears the white house of an old semaphore (view 3.2.4.1.A.). The citadel and lights of the port of Le Palais are clearly visible 1 M farther S. **Basse du Palais**, located 1.4 M E of the port, is covered with 8.4 m of water.
- 37 Le Palais is described in section 3.2.4.3.

43

[Photos]

3.2.4.1.A. – Belle Île. The lighthouse on Les Poulains headland, to the E and the old Pointe de Taillefer semaphore, to the SSE.

49 Located 2.1 M SE of the port, the “**La Truie**” spar beacon marks the dangers that extend from **Pointe du Bugul**. A restricted area has been established nearby.

55 Between Le Palais and **Pointe de Kerdonis**, the E end of Belle-Île, the coast is fairly elevated and lined with numerous beaches, off which there are good anchorages that are sheltered from winds from the W. The grounding, on a bottom of sand, at **Port Yorc’h** ( $47^{\circ} 19.5' \text{ N} - 3^{\circ} 07.2' \text{ W}$ ) [view 3.2.4.1.B.], which is easy to locate between **Gros Rocher** and the “**La Truie**” beacon tower, is easy to access.

61 Pointe de Kerdonis bears the lighthouse of the same name ( $47^{\circ} 18.6' \text{ N} - 3^{\circ} 03.6' \text{ W}$ ), a square white tower with a red top (14 m) [view 3.2.4.1.C.]. To the NE of this headland, the “**Les Galères**” E cardinal buoy marks the uncovering rocks that line the coast. Located 0.7 M SE of the same headland, **Basse de la Rade** is covered with 6.9 m of water. Located 2 M E of the latter, **Basse des Pitachets**, which consists of several isolated rises of the seabed, is covered with at least 16.8 m of water.

67

[Photo]

3.2.4.1.B. – Port Yorc’h and Gros Rocher, to the S.

- 73 BANCs DE TAILLEFER AND COUREAU DE BELLE-ÎLE. – The **Bancs de Taillefer** extend to the NE of the headland of the same name, at a distance of around 2.5 M. They are covered with 8.3 m of water. They are limited to the SE by bearing 225° of the light of the Le Palais S jetty, to the E by bearing 340° of the main Port Maria (Quiberon) lighthouse and to the W by bearing 010° of the same lighthouse.
- 79 Coureau de Belle-Île (not shown on the chart) is the passage between the N coast of the island and the Bancs de Taillefer. When coming from the NW, by day, vessels should follow bearing 129° from Pointe de Kerdonis, clear to the left of Pointe de Taillefer; they should then head so as to pass around 0.5 M from this headland and leave the leading line bearing 289.5° of the Les Poulains lighthouse, the “Le Gareau” beacon tower and Pointe de Taillefer to stern. By night, vessels should follow bearing 131° of the Kerdonis light; when the green light on the W mole of the inner harbour of the port of Sauzon disappears from view on a bearing of 253°, vessels should head so as to pass around 0.5 M from Pointe de Taillefer. Vessels should then head with the leading line bearing 289.5° of the Les Poulains lighthouse and the latter headland to stern.

85

[Photos]

Port an Dro

3.2.4.1.C. – Pointe de Kerdonis lighthouse, to the WNW.

**01 3.2.4.2. Sauzon**

- 07 Sauzon (47° 22.5' N – 3° 13.0' W) [views 3.2.4.2.A. and 3.2.4.2.B.] is located 1.7 M SE of Pointe des Poulains, at the mouth of an elongated cove that is around 150 m wide. It consists of an outer harbour that is 1.1 to 3 m deep, a dry harbour that dries 1.4 to 3.5 m and a small basin with a sill located on the W shore, upstream of the grounding area.



13

[Photo]

3.2.4.2.A. – Belle-Île, access to the port of Sauzon.

- 19 OUTER ANCHORAGE. – *There is a very good anchorage for small vessels, sheltered from winds from S to W, in a depth of 4 to 6 m, off the entrance to the port.*
- 25 OUTER HARBOUR. – The outer harbour is sheltered by two jetties made up of loose boulders, between which there is a 60 m-wide passage that is 3 m deep and open to the ENE. The ends of these jetties each bear a light.
- 31 During summer, a pontoon that is connected to the inner side of Jetée Nord via a footbridge, is reserved for the berthing of passenger vessels.
- 37 PORT. – The outer harbour is limited to the N by the jetties and to the S by two moles that leave a 20 m-wide passage leading to the dry harbour between them. On the W side there is a quay, the N end of which is marked by a special mark beacon. On the E side there is a beacon tower located on the uncovering bottoms, 50 m S of the head of Jetée Est. *Leisure craft anchor on the W side and fishing vessels anchor on the E side.* Along the quays the bottoms uncover at half-tide.
- 43 At its end Môle Ouest, which protects the dry harbour, bears a lighthouse, a white tower with a green top (9 m). The inner sides of the two moles can be berthed at over a flat bottom of firm sand that uncovers 1.4 to 1.7 m. Vessels may also ground along the quays that line the W shore. Some steps and a slipway allow landing along this shore close to the W mole. There is a small slipway farther S.
- 49 Maintained upstream of the dry harbour, on the W shore and sheltered by a short jetty rooted to the N that runs parallel to this shore, is the **Pen Prad** basin with a sill. The sill is 3 m above chart datum and the bottoms, within the basin, are dredged to 1.5 m above chart datum. Vessels moor on piers. Using this method, this basin has around 30 berths. A wide slipway descends from the shore in the basin.

55

[Photos]

3.2.4.2.B. – Belle-Île. Sauzon, to the SW. Bassin de Pen-Prad (inset).

- 61 RESOURCES. EQUIPMENT. – The main equipment and services provided are as follows: 62 buoys in open water reserved for visitors in the outer harbour; 322 grounding buoys, 110 of which are for visitors in the dry harbour; sanitary facilities; fuel; slipway; gridiron; naval repairs; provisioning.
- 67 INFORMATION. –Department of Morbihan (56); 850 inhabitants. The port is managed by the commune of Sauzon.
- 73 Harbour master's office: Quai Gerveur; tel: + 33 (0)2 97 31 63 40.
- 79 Town Hall: tel: + 33 (0)2 97 31 62 79.

01 **3.2.4.3. Le Palais**

- 04 Le Palais (47° 20.8' N – 3° 09.1' W), a port located on the E coast of Belle-Île, is a fishing port and marina that receives vessels that provide connections to the mainland. It consists of an outer harbour with a depth of 3 to 4 m, a dry harbour that dries 0.6 to 1.9 m and a non-tidal basin for vessels with a maximum draught of 1.7 m. The outer harbour is able to receive around 100 leisure craft, on mooring buoys, in a depth of 2.5 m and the non-tidal basin is able to receive roughly the same amount, along its quays.
- 07 OUTER ANCHORAGES. – *Rade du Palais*, located to the E of the entrance, provides an anchorage that is sheltered from winds from the SW sector, in a depth of 3 to 18 m, over a bottom of sand and mud of good holding. There are two mooring buoys anchored respectively 240 m and 370 m NNE of the head of Jetée Est (Jetée Bourdelle). They may be used with permission from the harbour master's office.
- 10 *Small vessels may find, off the port, whilst staying away from the passage, an anchorage that is fairly secure in winds from the land, in a depth of 3 m over a bottom of good holding. This anchorage becomes inconvenient in winds from the E due to the chop.*
- 13 There is a restricted area, in which anchorage is prohibited and which is marked on the charts, located off the entrance passage to the port of Le Palais. This area is limited by: the end of the N and S moles and by buoys "No. 1", "No. 2" and "No. 4" (§ 3.2.2.5.).
- 16 ACCESS (view 3.2.4.3.A.). – The outer harbour is protected to the N and E by Jetée Bourdelle and to the SE by Môle Bonnelle. The heads of these two structures each bear a light and leave a 40 m-wide passage between them that is open to the SE. In the centre of the passage, over a width of around 25 m, the depth is 4.8 m. Loose boulders lie off the heads for 5 to 8 m.
- 19 Access is tricky in winds from the E sector. In addition, mariners must be wary of vessels that provide connections to the mainland, which may be hidden by the jetty or the mole at low water.

22

[Photo]

3.2.4.3.A. – Belle-île. Access to Le Palais, to the NW.

- 25 PORT (view 3.2.4.3.B.). – This port comprises, from E to W: the outer harbour, the dry harbour and the non-tidal basin. The latter is spanned, around 200 m from the lock, by a lifting bridge, to the W of which the basin is called Bassin de la Saline.
- 28 OUTER HARBOUR. – The S part is maintained so as to be able to receive fishing vessels and vessels that provide connections to the mainland. The N part receives leisure craft.
- 31 In the S part, the slipway positioned against the inner side of Môle Bonnelle is reserved for fishing vessels. The slipway of Quai de l'Acadie is reserved for vessels that provide connections to the mainland.
- 34 There is an anchorage area with mooring buoys that extends to the N of the breakwater. There is a conical white mooring buoy marked "SNSM", reserved for the lifeboat, anchored to the N of this area.
- 37 Leisure craft moor on deadmen to the S of Jetée Bourdelle, which has loose boulders lying off it for a distance of up to 7 m.

40

[Photos]

Dry harbour  
Outer harbour

3.2.4.3.B. – Belle-île. Le Palais (2006).

- 43 DRY HARBOUR. – This is lined to the N by the walls of the citadel and to the S by the vertical quays along which vessels ground on a bottom of mud and sand.
- 46 In the passage between the outer harbour and the dry harbour, on the N side, below the walls of the citadel, there are bottoms that uncover 1.5 m. To the S, at the Vauban quay and the Jacques Le Blanc quay, following on from the L'Yser quay, the bottoms uncover 0.6 to 1.9 m. The pontoon located in the SE corner of the water area is reserved for fishing vessels.
- 49 NON-TIDAL BASIN. – The non-tidal basin is connected to the outer harbour via a single-gate lock, which is 10 m wide at the top and 7.5 m wide at the bottom; the sill is 1 m above chart datum. The tide scale of the lock shows the heights of the water above the sill. The lock is open by day, excluding Sundays, from 1 hour 30 minutes before to 1 hour after high water. By night and on Sundays it is opened upon request.

- 52 Upstream of the Hôpital bridge (lifting bridge), Bassin de la Saline receives leisure craft, either on mooring buoys or on the pontoon located along the S shore.
- 55 **RESOURCES. EQUIPMENT.** – The main equipment and services provided are as follows: 295 berths, 45 of which are at the pontoon in Bassin de la Saline; maximum length of 30 m in the non-tidal basin and 18 m in the outer harbour; draught 2.5 m in the non-tidal basin and 3.5 m in the outer harbour; water and electricity at the quays; sanitary facilities; fuel; crane with a capacity of 10 t; gridiron; workshops for repairs.
- 58 **INFORMATION.** – Department of Morbihan (56); 2550 inhabitants.
- 61 Harbour master's office: tel: + 33 (0)2 97 31 42 90; fax: + 33 (0)2 97 31 49 21; VHF: channel 9 (working hours: until 20:00 in season); email: portdupalais@orange.fr.
- 64 Town Hall: tel: + 33 (0)2 97 31 80 16.
- 67 Maritime affairs: available at the Town Hall on Tuesdays or at Auray (§ 3.5.4.5.).
- 70 Yacht-Club de Belle-Île (from Easter to October): tel: + 33 (0)2 97 31 55 85.
- 73 Base de Voile des Grands Sables: tel: + 33 (0)2 97 31 59 40.
- 76 **CONNECTIONS.** – Le Palais is connected to Port Maria (Quiberon) via a daily service that transports cars. Small airfield.

01 **3.2.5. E, S AND W COASTS OF BELLE-ÎLE**

07 Chart 7142.

13 ENC FR571420.

19 This indented shore, which has numerous rocks and shoals lying off it, should be approached carefully and in very good weather only. The indentations along the coastline, which are difficult to make out from offshore due to the lack of landmarks, establish creeks some of which head a long way inland, providing seasonal havens for fishing vessels and leisure craft. These anchorages or grounding areas may be accessed by day only, in good weather and with good visibility. They become very dangerous once a swell rises.

01 **3.2.5.1. Coast, landmarks and anchorages**

06 **E COAST.** – **Port an Dro** (view 3.2.4.1.C.) is a small beach located 0.3 M W of Pointe de Kerdonis. *Vessels may anchor in a depth of 3 to 4 m, over a bottom of sand, off the beach, sheltered from winds from the W sector.*

11 Located 1 M farther SSW, **Port Maria** is a narrow inlet that is well sheltered by the high ground surrounding it and which indents the land by a fair distance. At the inner end of the cove are the remains of a small wall rooted on the E shore, forming a shelter for small craft that ground here on the sandy bottom. There is a rectangular flat-roofed house, which is not visible from offshore, halfway up the slope of the hill that dominates this small haven. *Vessels may anchor at the open end of the inlet, in a depth of 2 m over a bottom of sand, sheltered from moderate winds from the W. Vessels may also ground in the middle of it, on a sandy bottom that uncovers 2 m.*

16 **Port-Blanc** is a creek that is sheltered from winds from the SW to NW, located 1.4 M SSW of Pointe de Kerdonis. This anchorage, which is located immediately NW of Pointe d'Arzic, can be identified by the beautiful beach that lines it and an isolated house located halfway up the slope on the N side of the headland.

21 **S COAST.** – Located 2 M W of **Pointe du Skeul**, the SE end of Belle-Île, the **port of Pouldon** is an inlet, the very narrow and chicane-shaped entrance of which is not easy to make out from offshore. It is located immediately W of Pointe de Pouldon, which provides good shelter in winds from E to S. After having recognised and rounded this headland, vessels should head NE towards the entrance. *Vessels anchor in the shelter of headland or reach the grounding area in the inlet, which indents the coast heading N, with a flat sandy bottom.*

26 Located 1.3 M farther W, **Port Herlin** is a small bay with a wide opening between the headland of Grand Village and the headland of Saint-Marc. *It provides an anchorage area with a depth of 7 to 10 m, over a bottom of sand.* The best shelter is located on the W side, below the high ground of Grand Village. However, in fresh winds from the W the swell rounds the headland and can be felt in the bay.

31 Located 1.2 M SW of Port Herlin, the "**La Truie**" isolated danger spar beacon marks a rocky shoal, which is the only danger off the S coast.

- 36 Located 0.8 M NW of this beacon, **Port Kérel** is one of the best havens on the S coast. It is a cove that indents the land fairly deeply and provides a safe haven, except in winds from the S. The sandy bottoms uncover to a great extent. In order to remain afloat, vessels must anchor at the open end, slightly S of the projection on the W coast, which bears an isolated house.
- 41 W COAST. – There are no specific dangers off the W coast, but there are numerous islets, rocks and uncovering shoals that lie a short distance off it, in particular at the SW corner of the island.
- 46 When seen from offshore, the coast has the appearance of a long plateau 40 to 50 m high, dominated by the **Goulphar lighthouse** (47° 18.6' N – 3° 13.4' W) [view 1.7.3.2.], a grey tower with a red lantern (52 m), close to the SW end of the island.
- 51 Visible 1 M SSE of the lighthouse is the **Pointe du Talut** semaphore (view 3.2.5.1.A.), a tower and some white houses next to a white and red pylon.
- 56

[Photo]

3.2.5.1.A. – Pointe du Talut semaphore, to the NE.

- 61 There is a yellow mooring buoy marked “B1” anchored 2.2 M WSW of Pointe du Talut. It is used as a target for firing practice (§ 1.6.4.3.).
- 66 **Port Goulphar** (view 3.2.5.1.B.) is the narrow deep cove located immediately S of the lighthouse. Vessels may find good shelter here, except in strong winds from the SW and NW. In order to approach it vessels should head on a bearing of 015° towards the lighthouse, then 045° towards the large slate-roofed building of a hotel that dominates the W shore of the inner end of the cove. The rocky heads at the entrance to the cove leave a fairly wide passage on the E side. Small craft moor onto buoys close to the N shore, in a depth of 0.5 m. Some stairs make it possible to land on the W shore. There is a small slipway at the foot of the hotel, in an indent on the coast. Vessels may ground close to the slipway on bottoms of weed that uncover 1 to 2 m.
- 71 *It is also possible for vessels to anchor 1.5 M farther N, in a depth of 2 to 5 m, over a bottom of sand, in the bay that is wide open off the port of Donnant.* Vessels are advised not to attempt to anchor closer to land, towards the port itself, due to the risk of grounding on sandbanks. This anchorage is sheltered from moderate winds from the E sector only.

76 Located close to the NW end of the island, between **Pointe du Vieux Château** and Pointe des Poulains, the **port of Ster-Vraz** (view 3.2.5.1.B.) is a cove that is open to the W. *Small vessels may anchor here, except in winds from the W sector and a swell from the W to NW, as well as at the entrance to Ster Ouen, a narrow lough with better shelter that opens on the S side of the cove.*

81

[Photos]

Lighthouse

Ster-Vraz

3.2.5.1.B. – Belle-Île. Port Goulphar, to the NE and Ster-Vraz, to the N.

01 **3.3. S AND SE APPROACHES TO BAIE DE QUIBERON – ÎLE DE HOUAT AND ÎLE DE HOËDIC**

07 Chart 7033.

13 ENC FR402310, FR470330 and FR571410.

01 **3.3.1. GENERAL INFORMATION**

07 **Baie de Quiberon** opens between the S end of **Presqu'île de Quiberon** and **Pointe du Grand Mont** (47° 30' N – 2° 51' W), 10 M to the E. The S approaches to the bay are protected by a chain of islands and islets, rocks and shoals that extend the peninsula for up to 15 M to the SE. This chain mainly comprises, from NW to SE: **Chaussée de la Teignouse** and **Chaussée du Béniguet**, **Île de Houat** and **Chaussée de l'Île aux Chevaux**, **Île de Hoëdic** and lastly **Plateau des Cardinaux**.

13 Several channels, oriented SW-NE or S-N provide access to Baie de Quiberon. The main channel is **Passage de La Teignouse**, to the NW. The E passage leads to Baie de Quiberon passing E of **Les Grands Cardinaux** and N of **Hoëdic** and **Houat**.

01 **3.3.1.1. Signal station**

07 Quiberon (**Fort Saint-Julien**) semaphore (47° 29.7' N – 3° 07.6' W) [§ 1.4.7.2.].

01 **3.3.1.2. Rescue station**

07 Quiberon (**Port Maria**) [47° 28.6' N – 3° 07.5' W].

01 **3.3.1.3. Tidal currents**

07 See the chart tables and the atlas *Courants de marée: côte Sud de Bretagne, d'Audierne au Croisic* [Tidal currents: S coast of Brittany, from Audierne to Le Croisic].

13 Over the chain of dangers bordering Baie de Quiberon to the SW, the currents are practically alternating and flow towards the channels, with maximum speeds at mean springs of 1.8 knots to the NE and 2.1 knots to the SW in **Passage de la Teignouse**, respectively 4 hours before and 3 hours after HW at **Port Navalo**. They are slightly rotary, to the right, over **Chaussée de la Teignouse** and between the island of **Houat** and the island of **Hoëdic**; however, their speed across the channels does not exceed 0.3 knots.

19 The currents decrease quickly NE of the chain of dangers and they are weaker in Baie de Quiberon. They are greatly influenced by the prevailing winds.

01 **3.3.2. AREAS**

01 **3.3.2.1. Submarine cables**

07 In order to protect submarine cables, it is prohibited to anchor, dredge and trawl within the following areas, which are shown on the charts (*Decree 10/66 of 9 May 1966 of the Maritime Prefect of the Second Region*):

- an area located to the N of Belle-Île (§ 3.2.2.1.);
- an area extending from the W coast of **Presqu'île de Rhuy**s to the E coast of **Houat** and to the N coast of **Hoëdic**.

13 One of these cables, which supplies electricity to **Île de Hoëdic**, is marked in the approaches to the location at which it makes landfall by four special mark buoys. The buoy farthest offshore is lighted. On the SW coast and at the E headland of **Île de Houat**, the ends of the cables are marked by leading lines formed of beacons.

01 **3.3.2.2. Marine farms**

07 To the N of **Île de Houat**, 0.5 M NNE of the port of **Saint-Gildas**, close to the **La Vieille** rock, an area of shellfish beds has been established, submerged within which are containers that stand 1.5 m

above the seabed. The corners of the area are indicated by special mark buoys. This area is shown on the chart.

- 13 An area for the collection and raising of mussels on ropes in long lines has been established to the N of Houat island, 0.6 M NNE of the La Vieille rock. This area, which is shown on the chart, is marked by:
- a N cardinal light buoy at the N corner;
  - an E cardinal light buoy at the NE corner;
  - several special mark buoys along the NW and SE limits.

01 **3.3.2.3. Explosives temporary dumping ground**

07 See section 3.2.2.3.

01 **3.3.2.4. Unsurveyed areas**

07 In the approaches to certain islands or islets, there are unsurveyed areas or partially surveyed areas shown on the charts. Mariners are reminded of the possible existence of lesser depths and rocks that are not shown on the charts.

01 **3.3.2.5. Port Maria restricted area**

07 Diving and recreational nautical activities are prohibited in an area, which is marked on the chart, covering the entrance to Port Maria (*Decree 72/92 of 15 July 1992 of the Maritime Prefect of the Atlantic*).

01 **3.3.2.6. Area in which anchoring and diving are prohibited**

07 Anchoring and diving are prohibited in a circular area with a radius of 500 m, which is marked on the charts, located 1 M SSW of Hoëdic (*Decree 2002/105 of 12 November 2002 of the Maritime Prefect of the Atlantic*).

13 Diving is prohibited within a radius of 100 m centred on position 47° 27.25' N – 3° 03.15' W (*Decree 2007/41 of 10 July 2007 of the Maritime Prefect of the Atlantic*).

01 **3.3.2.7. Nature reserves**

07 **Île Glazig** and **Île Valuec**, on Chaussée de Béniguet, **Île Guric** and **Île Seniz**, standing off the W coast of Île de Houat, as well as Er Yoc'h islet, standing off the E coast of the same island, are nature reserves (§ 1.6.5.1.). Access to them is prohibited from 15 April to 31 August.

01 **3.3.3. DANGERS, BEACONAGE**

07 Charts 7141 and 7143.

13 ENC FR402310 and FR571410.

01 **3.3.3.1. Chaussée de la Teignouse**

07 Chaussée de la Teignouse (view 3.3.3.1.), a plateau of rocks, extends over almost 3 M to the ESE of Presqu'île de Quiberon. The SW end of the peninsula, **Beg er Lan**, bears a conspicuous castle (§ 3.3.4.1.). There are rocks and boulders lying off it to the S, which are marked by the "**Le Pouilloux**" S cardinal buoy.

13 The causeway is marked, on the seaward side from NW to SE, by: the "**An Tréac'h**" isolated danger buoy, 0.7 M SSE of Beg er Lan; the "**Le Four**" S cardinal beacon tower; the "**Basse Cariou**" W cardinal buoy; the "**Basse du Chenal**" S cardinal buoy; the "**Goué Vas Nord**" N cardinal buoy; and lastly the "**Goué Vas Sud**" S cardinal light buoy, at the SW entrance to Passage de la Teignouse. **Roche du Hoche**, which is covered with 6 m of water and is located 0.4 M SW of the "Goué Vas Nord" buoy, is not marked however.

19 Vessels remain to the W of the causeway by remaining to the W of bearing 341° from the main lighthouse of Port Maria. By night, these dangers are covered by the green sector (297° – 340°) of this light.



25

[Photo]

Port Maria

Presqu'île de Quiberon

Port Haliguen

3.3.3.1. – Chaussée de la Teignouse, to the NW.

**01 3.3.3.2. Chaussée du Béniguet**

07 Chaussée du Béniguet (view 3.3.3.2.) extends up to 3.6 M NW of Île de Houat. The danger farthest to the NW, **Basse du Milieu**, is marked by a starboard lateral light buoy, anchored on the E side of the entrance to Passage de la Teignouse. Located on the SW edge of the passage, **Les Esclassiers** are very sheer uncovering rocks, marked to the NW and SE by W cardinal and E cardinal beacon towers respectively. SE of these beacon towers, the causeway is formed by a chain of uncovering rocks, boulders and islets, the main ones of which are: **Île Glazig**, **Île Valuec** and **Le Grand Coin**, which bears an E cardinal beacon tower.

13

Houat

[Photo]

Les Esclassiers

## 3.3.3.2. – Chaussée du Béniguet, to the SE.

01 **3.3.3.3. Chaussée de l'Île aux Chevaux**

- 07 Running parallel to the S coast of Île de Houat, Chaussée de l'Île aux Chevaux (view 3.3.3.3.), an area of shoals covered with 5.6 m of water, extends over around 4.5 M from **Basse Occidentale** as far as Passage des Sœurs, which separates it from the W part of the Hoëdic plateau. Located 1 M WNW of **Île aux Chevaux** (47° 21.4' N – 2° 58.2' W), the **Le Pot de Fer** rock uncovers 1.1 m. It is marked by the "Pot de Fer" isolated danger buoy. Mariners should be wary of the 1.5 m sounding to the E of Île aux Chevaux between the Grimaud Pell rock (12) and the Drévantec Vraz rock (8).
- 13 On the seaward side, between Île aux Chevaux and the S entrance to Passage des Sœurs (§ 3.3.5.3.), the causeway is not marked.

19

[Photo]

Hoëdic

## 3.3.3.3. – Chaussée de l'Île aux Chevaux, to the SE.

## 01 3.3.3.4. Dangers to the E and N of Île de Houat

07 There are numerous shoals and uncovering rocks, some of which are marked, scattered to the E and SE of the island. **Banc de Houat**, covered with less than 6 m of water, stretches out to the E from **En Tal**, the NE tip of the island. The shoal located at its E end is covered with 3.9 m of water. There is another isolated shoal, also covered with 3.9 m of water, located 0.6 M S of the preceding one.

13 N of Houat, the dangers farthest offshore are, in addition to the **La Vieille** rock (17 m), **Grande Basse de Houat** and **Petite Basse de Houat**, where the least depths are 3.4 and 6.8 m, respectively located 0.7 and 1.7 M NW of La Vieille.

19 All of these dangers are covered by the green sector (297° – 340°) of the main lighthouse of Port Maria.

## 01 3.3.3.5. Île de Hoëdic and Plateau des Cardinaux

07 **Île de Hoëdic** is surrounded by a vast plateau of rocky shoals. To the W, the plateau borders Passage des Sœurs. To the S of the island, the S limit of **Basse du Chariot** is marked by the “Le Chariot” S cardinal buoy. To the SE, Plateau des Cardinaux extends NNW from **Basse des Cardinaux**, an isolated shoal covered with 5.5 m of water located 0.8 M S of the Grands Cardinaux lighthouse.

13 The **Grands Cardinaux** are a group of rocks and boulders bearing the lighthouse (view 3.3.3.5.), to the S, and the “**Cohfournik**” E cardinal beacon tower, to the NE. Located 1.25 M N of the lighthouse, another E cardinal beacon tower marks the **Er Gurannic’h** rocks. **Plateau de l’Artimon**, with a least depth of 11 m, lies off Hoëdic to the ENE.

19

[Photo]

3.3.3.5. – Grands Cardinaux lighthouse, to the N.

**01 3.3.4. COAST, LANDMARKS AND ANCHORAGES****01 3.3.4.1. S end of Presqu'île de Quiberon**

07 Visible on the S part of the peninsula, N of the town of Quiberon, is **Fort Saint-Julien** and its semaphore ( $47^{\circ} 29.7' \text{ N} - 3^{\circ} 07.6' \text{ W}$ ) and, 0.3 M farther SW, two water towers positioned close together. The square church in Quiberon and the main lighthouse of Port Maria, a white tower with a green top (25 m) are the most visible landmarks in the settlement. **Beg er Lan** (view 3.3.4.1.A.), the SW tip of the peninsula, immediately W of Port Maria, bears **Château Turpault**, a conspicuous large house with a small crenellated tower and several candle-snuffer roofs.

13

[Photo]

Quiberon church

Château Le Turbault

Port Maria

3.3.4.1.A. – Presqu'île de Quiberon, Beg er Lan, to the NE.

19 Port Maria is described in section 3.3.4.2.

25 The peninsula narrows to the SE to form **Pointe du Conguel**, which is low-lying and sandy. Noticeable 1 M farther NW is **Fort de Riberon (Fort Neuf)**, standing on the headland of the same name, just SE of Port Haliguen (§ 3.4.3.3.).31 Extending Pointe du Conguel to the SE are, successively, **Îlot Iniz En Toull Bihan**, **Îlot Iniz En Toull Bras** and, 1 M from the latter, the **La Teignouse lighthouse** (47° 27.5' N – 3° 02.8' W), a white cylindrical tower and base with a red top (20 m) [view 3.3.4.1.B.].

37 Farther SE, beyond Passage de la Teignouse (§ 3.3.5.1.), Chaussée du Béniguet (§ 3.3.3.2.) obstructs the NE approaches to Île de Houat.

43

[Photo]

3.3.4.1.B. – La Teignouse lighthouse.

01 **3.3.4.2. Port Maria (Quiberon)**

07 Port Maria (47° 28.6' N – 3° 07.3' W) [view 3.3.4.2] is located W of a cove on the S coast of Presqu'île de Quiberon. It is frequented by the islands' fishing vessels and mail vessels.

13

[Photo]

Main lighthouse of Port Maria

## 3.3.4.2. – Quiberon. Port Maria, to the NW (2006).

- 19 RESTRICTED AREAS. – See sections 3.3.2.1. and 3.3.2.5.
- 25 ACCESS. – Follow the leading line bearing 006.5° of the two light beacons located E of the entrance, by means of which vessels pass very close to and to the W of Basse An Tréac'h, covered with 1.5 m of water and marked by an isolated danger buoy. This route then passes between the “Les Deux Frères” port lateral light beacon and the “Basse Frégate” starboard lateral beacon. Vessels are advised to follow the leading line carefully, particularly during the flood, during which the current is a cross-current and flows to the E. Close to Basse An Tréac'h, vessels may be carried onto this shoal, just after having passed the buoy in the normal manner, the anchoring chain of which is long. Level with the Deux Frères, the current is weak. The passage, which is open to the ENE between two heads, each of which bears a light beacon tower, is 70 m wide and 3 m deep. In heavy swells from the SW to SE, the backwash is very strong and the passage becomes dangerous. In such circumstances, vessels are advised not to attempt to enter the passage and to go and anchor at Belle-Île or Port Haliguen whilst waiting for the sea to calm.
- 31 PORT. – The port is protected by Môle Sud, which is extended by an angled breakwater, and by Môle Est. The dock of the maritime station is delimited by Môle Est and by an internal mole. There is a slipway positioned against the inner side of each of these structures. Vessels that provide connections with Belle-Île berth to the E and those that provide connections with Houat or Hoëdic berth to the W. On the N side of the basin, the terreplein of the maritime station may be berthed at, in depths of 2 m to 2.8 m.
- 37 In the W part, there is a central mole supported on the N side of a terreplein that bears the fish market. There are two slipways at the root of this mole, one of which is positioned against the outside of this structure with the other, the smaller of the two, against the edge of the beach. Another slipway, which is reserved for unloading fish, is positioned against the S side of the mole. Vessels may berth at the fish market terreplein in 1.2 m of water.
- 43 The sandy beach that extends on either side of the fish market terreplein uncovers a great deal at low water. Some rocks uncover 1.3 to 1.5 m. Vessels may berth at Môle Sud and the breakwater extending from it along the slipways only. There is a depth of 1 m at the end of the large slipway.
- 49 Vessels in transit either anchor in the middle of the water area, amongst the fishing vessels, or use the mooring buoys anchored along the breakwater. They may also berth, tide permitting, along the slipway of Môle Sud.
- 55 RESOURCES. EQUIPMENT. – Provisions; liquid fuel at the end of the central mole; possible to obtain supplies of diesel duty free; crane with a capacity of 1 t on the quay facing the fish market; water at quays; sanitary facilities; gridiron.

- 61 INFORMATION. – Department of Morbihan (56); Commune of Quiberon (manages the part of the port located to the W of the Île de Houat mail vessel slipway).  
 67 Town Hall: in Quiberon; tel: + 33 (0)2 97 30 24 00.  
 73 Maritime affairs: rue du Pouligner, tel: + 33 (0)2 97 50 08 71.

01 **3.3.4.3. Île de Houat**

- 06 Located in the SE extension of the peninsula and separated from it by vast rocky plateaux, is **Île de Houat** (view 3.3.4.3.A.). Rocky on its N and S coasts, the island ends in the E in two headlands: to the NE the low-lying promontory of En Tal, and to the SE the **Er Spenegi** peninsula. The beautiful beach of Tréac'h er Goured joins these two headlands. The remains of the old port of Houat, Port Er Beg, can be seen close to the S end of the beach.

11

[Photo]

Saint-Gildas

3.3.4.3.A. – Île de Houat. General view, to the NNW.

- 16 Lying off the SE tip of the island to the SSE is a line of rocks, the farthest away of which is **Beg Pell**, located 0.4 M from the coast.  
 21 Recognisable 1.4 M S of the island is Île aux Chevaux and, to the SSE, its two rocks positioned close to each other, **Grimaud Tost** and **Grimaud Pell**, of roughly equal height.  
 26 The village, in which the pointed bell tower can be seen, and the port, which are both dominated to the SW by an old fort, are located on the N coast of the island. The **La Vieille rock** (15 m), located 0.7 M NNE of the port, is conspicuous.  
 31 ANCHORAGES. – Vessels anchor sheltered from winds from the SW, around 700 m E of the La Vieille rock, in a depth of 14 to 15 m, over a bottom of sand, clay and mud of very good holding.  
 36 *Vessels may also anchor 700 or 800 m SSW of this same rock, sheltered from winds from the SE to W by S, in a depth of 7 to 9 m, over a bottom of sand and shell of mediocre holding. When accessing these anchorages, mariners should be wary of the area of submarine cables to the E of the rock (§ 3.3.2.1.), the mussel farm and the marine farm area located respectively NNE and SSW of this rock (§ 3.3.2.2.).*  
 41 *Small vessels may anchor, sheltered from winds from the SW, in a depth of 2 to 5 m, over a bottom of sand scattered with rocks of good holding, in the small **Portz Navallo** bay, 0.7 M W of the port of Saint-Gildas or in the next bay, farther W, which is lined with a sandy beach.*  
 46 *In winds from the E they may anchor at the NW end of island, in Tréac'h er Béniguet cove, which opens between Île Guric and Île Sénéz.*  
 51 Anchoring is prohibited on the SW coast (§ 3.2.2.1.).  
 56 PORT. – **Saint-Gildas** (47° 23.5' N – 2° 57.3' W) [view 3.3.4.3.B.] is a communal port that is protected to the N by an angled jetty with uncovering loose boulders lying off it, and the end of which bears the white beacon tower with a green top (5 m) of a sector light; one of the green sectors (198° – 210°) covers the La Vieille rock and

the mussel farm NE of this rock. The dry harbour is sheltered from all winds, the holding in it is excellent and the port has a capacity of 35 buoys.

- 61 The S side consists of a vast technical terreplein, with a quay at which vessels may berth and a slipway. The first section of the jetty, from the root, and the slipway positioned against it, are reserved for vessels that provide connections to Quiberon.
- 66 There is a depth of 2 to 2.5 m along the breakwater. The port dries in its S part. In general, fishing vessels moor end-on to deadmen in the centre of the port; some vessels moor stern-on to deadmen, with the bow moored to the breakwater. The water area is bordered by a terreplein, which is limited on the port side by a wall at which vessels may berth and at the foot of which the bottom uncovers 2.5 m.
- 71 RESOURCES. – Reduced possibilities of obtaining supplies of duty-free diesel and petrol. Water, from a public tap in the centre of the village, which may be rationed in summer. Toilets on the breakwater.
- 76 INFORMATION. – Department of Morbihan (56); commune of Île-d'Houat (350 inhabitants).
- 81 Town Hall: tel: + 33 (0)2 97 30 68 04.
- 86 CONNECTIONS. – Daily maritime connections with the mainland (Quiberon), several times a day in summer.
- 91

[Photo]

#### 3.3.4.3.B. – Île de Houat. Port of Saint-Gildas, to the SW.

##### 01 3.3.4.4. Île de Hoëdic

- 06 **Île de Hoëdic** (view 3.3.4.4.A.) is located 3 M SE of Île de Houat, at the end of the arc of dangers that extends Presqu'île de Quiberon to the SE. The N coast of the island appears as a bay with a wide opening between Pointe du Vieux Château to the W and the headland of Beg Lagad to the E.
- 11 Visible in the village at the centre of the island is a church with a small bell tower. The other main landmarks are the fort located SE of the village and, on the N coast, two 4 m-high grey walls with rounded tops, on either side of the port. These walls, one of which is aligned with the bell tower, whilst the other is aligned with the house that occupies the location of the old lighthouse (47° 20.6' N – 2° 51.9' W), were formerly used to locate the **La Chèvre rock**, which now bears an isolated danger beacon.



16

[Photo]

Port of Argol

Port of La Croix

## 3.3.4.4.A. – Île de Hoëdic, to the NE.

- 21 Standing off the W coast, close to the centre of it, is the tall **Caspéraquiz rock**.
- 26 Noticeable ESE of Île de Hoëdic is the Grands Cardinaux lighthouse, a red tower with a wide white band (27 m).
- 31 ANCHORAGES. – For the area in which anchoring is prohibited, see section 3.3.2.1.
- 36 *Vessels anchor in the Hoëdic roadstead, sheltered from winds from the SW, in a depth of 13 to 14 m, over a bottom of sand and mud of good holding, around 1 M NE of Beg Lagad, the NE end of the island. Small vessels may anchor closer to the coast, landward of the La Chèvre rock; here they will be sheltered from winds from the E to W by S. A N cardinal beacon marks the uncovering rock located W of Beg Lagad.*
- 41 PORT OF L'ARGOL (47° 20.7' N – 2° 52.4' W) [view 3.3.4.4.B.]. – The small **port of L'Argol**, located on the N coast of the island, has a water area of around 1 hectare, the depth within which varies from 1.3 m at the entrance to 0.5 m along the slipway. It is protected to the W by a dyke made up of loose boulders, the end of which bears a sector light on a white beacon tower with a green top (7 m). It is limited to the E by a small groyne made up of stones. This port is the home port for the vessel that provides connections between the islands (Houat and Hoëdic) and the mainland. There is a night berth, on metal posts, located N of the slipway, which is reserved for this vessel.
- 46 To access the port, vessels should follow a heading of 189° towards the light on the end of the dyke. Mariners should be wary of the rock covered with 2.9 m of water located 100 m E of the E limit of the white sector of this light.
- 51 There is a slipway positioned against the dyke, at its root. At the first angle of the dyke after the slipway, there is a concrete platform with a dredged berth for receiving diesel resupply vessels.
- 56 Precarious shelter in winds from the N. Very limited resources. Reduced possibilities of obtaining supplies of duty-free diesel. Water may be rationed in summer.

61

[Photos]

Port of Argol, to the SSW

Port of La Croix, to the NNE

## 3.3.4.4.B. – Île de Hoëdic. The marinas.

- 66 PORT OF LA CROIX (47° 20.1' N – 2° 52.5' W) [view 3.3.4.4.B.]. – The small **port of La Croix**, which dries and is located on the S coast, is difficult to access and this must not be attempted without a pilot. Open to winds from offshore, it is dangerous in heavy swells and there is a backwash in winds from the E or S. Within the moles, the berths dry 2.8 m. Very limited resources.
- 71 INFORMATION. – Department of Morbihan (56); Commune of Hoëdic (120 inhabitants).
- 76 Town Hall: tel: + 33 (0)2 97 52 48 88.
- 81 CONNECTIONS. – Daily maritime connections with the mainland and Île de Houat.

01 **3.3.5. CHANNELS.**

07 Charts 7033, 7141 and 7143.

13 ENC *FR402310* and *FR470330*.

19 The passages described hereinafter are not difficult to follow in good weather with good visibility. However, when overcast or in unsettled weather, small vessels heading to Baie de Quiberon would be wise to use the holding anchorage in Rade du Palais, off Belle-Île, or to use only Passage de l'Est, which entails rounding the Grands Cardinaux to the E in order to enter Baie de Quiberon. See section 3.3.1.3. for information on the currents.

01 **3.3.5.1. Passage de la Teignouse**

07 This channel, located between Chaussée de la Teignouse, to the NW, and Chaussée du Béniguet, to the SE, has a least depth of 15.9 m (47° 26.05' N – 3° 04.3' W).

13 The routes to follow by day are shown on the chart. When coming from the SW, vessels leave the “Goué Vas Sud” S cardinal light buoy and the “Goué Vas Est” port lateral light buoy to port. The “Basse du Milieu” starboard lateral light buoy is left to starboard. At its NE end, the channel passes between the “Basse Nouvelle” port lateral light buoy and the “NE Teignouse” starboard lateral light buoy, which marks an isolated rock covered with 9.8 m of water.

19 There is a wreck covered with 13 m of water lying 2.2 M ENE of the NE exit from the channel. See section 3.4.3.1. for information on Banc de Quiberon, located N of the NE end of the channel.

25 By night, when coming from the SW, vessels must ensure they position themselves in the middle of the white sector (033° – 039°) of the La Teignouse light, on a heading of 036°, before entering the green sector (297° – 340°) of the main light of Port Maria. Once the light of Port Maria is on a bearing of 318°, vessels should adopt a heading of 068°, so as to pass between the “NE Teignouse” and “Basse Nouvelle” light buoys.

**01 3.3.5.2. Passage du Béniguet**

- 07 This deep water channel is navigable by day only. At springs, the currents flow across this channel in a significant manner, from 2 to 5 hours before and after HW at Port Navalo.
- 13 On the E side, its S entrance is marked by the “**Le Rouleau**” W cardinal beacon tower. 0.7 M farther NNE, the “**Bonen Bras**” W cardinal beacon tower marks some uncovering rocks. **Men er Brog** (or Men er Broc) is a conspicuous rock (3.5 m) located 200 m NE of this beacon tower. The shoal that lies off Bonen Bras to the N contains some rocky heads, one of which, on the edge of the channel, is covered with 1.5 m of water.
- 19 On the W side, the passage is practically limited by the **Le Grand Coin** islet and its E cardinal beacon tower only; however, there is an isolated rock covered with 5.4 m of water located 0.2 M NE of the beacon tower. Vessels should therefore head so as to pass closer to Le Grand Coin than to Bonen Bras.

**01 3.3.5.3. Passage des Sœurs**

- 07 This is contained between Chaussée de l'Île aux Chevaux and the dangers that lie off the W coast of Île de Hoëdic. The channel, which is 5.5 m deep ( $47^{\circ} 21.2' N - 2^{\circ} 55.1' W$ ), is navigable by day only.
- 13 DIRECTIONS. – When coming from the S, vessels should follow a heading of  $019^{\circ}$  towards the bell tower of Saint-Gildas-de-Rhuys ( $47^{\circ} 30' N - 2^{\circ} 50.4' W$ ). This route corresponds to the leading line of the bell tower and a beacon tower (ruined) located on the **Er Rouzès** rock. There is an E cardinal buoy anchored 80 m E of the rock. The route leads vessels around 400 m W of the “**Er Palaire**” W cardinal beacon tower, located on the E side of the entrance, and within 150 m of the “**Les Sœurs**” W cardinal beacon tower (view 3.3.5.3.). To the N of the latter beacon tower, vessels approach from the right and take the leading line bearing  $246^{\circ}$  of the Kerdonis lighthouse (E end of Belle-Île) and the **Drévanteg Vraz** rock (located 1.2 M SE of Île aux Chevaux) to stern. This leading line leads to the N of Rade de Hoëdic.

19

[Photo]

**3.3.5.3. – Les Sœurs beacon tower, to the NE.**

- 25 When it is not possible to see the bell tower of Saint-Gildas-de-Rhuys due to poor visibility, vessels may navigate through this passage by passing to the W, at the distance specified above, of the Er Palaire rock; vessels should then head so as to pass 50 or 100 m W of the “**Les Sœurs**” beacon tower and take the leading line bearing  $246^{\circ}$  to stern, or simply remain to the S of the clearing line of Pointe du Skeul on Belle-Île and the Drévantag Vraz rock bearing  $236^{\circ}$ , which would enable them to avoid the Bonen er Rouzès uncovering rock.

**01 3.3.5.4. Passage de l'Est**

- 07 After having rounded Plateau des Cardinaux to the E, this route provides access to Baie de Quiberon, passing between the islands of Hoëdic and Houat, to the S, and Plateau de la Recherché (§ 3.6.3.1.), to the N.
- 13 DIRECTIONS.
- 19 BY DAY. – When coming from the S, after having rounded Plateau des Cardinaux to the E, follow the leading line of the Quiberon bell tower and the La Teignouse lighthouse bearing  $298^{\circ}$ , a leading line that will cause vessels to pass close to (300 m) and to the N

of Banc de Houat and a mussel farm area, which is marked, located NNE of the La Vieille rock (§ 3.3.3.4.).

- 25 BY NIGHT. – In order to pass to the S of the dangers of Plateau des Cardinaux, vessels should keep the Goulphar light on a bearing of  $272^{\circ}$  to the left of the Kerdonis light: the leading line of these two lights passes over Basse des Cardinaux.
- 31 After having rounded the plateau to the E and the N, follow the leading line of the main lighthouse of Port Maria and the La Teignouse lighthouse on a bearing  $293^{\circ}$ .

**01 3.4. BAIE DE QUIBERON**

07 Charts 7033, 7107, 7137 and 7141.

13 ENC FR470330 and FR571410.

**01 3.4.1. GENERAL INFORMATION**

07 Baie de Quiberon constitutes a recreational basin with a particularly high level of activity, with three large ports: Port Haliguen, to the SW; Trinité-sur-Mer, to the N; Le Crouesty, to the NE. The high level of traffic, during summer in particular, means that the greatest possible vigilance is necessary.

13 The bay has a good large anchorage that is sheltered from the dominant winds.

19 In the NE part, an indent in the coast provides access to Rivière d'Auray and Golfe du Morbihan.

**01 3.4.1.1. Signal station**

07 Quiberon (Fort Saint-Julien), semaphore (47° 29.7' N – 3° 07.6' W) [§ 1.4.7.2.].

**01 3.4.1.2. Rescue stations**

07 Quiberon (Port Maria) [47° 28.6' N – 3° 07.5' W]; Trinité-sur-Mer (47° 35.5' N – 3° 01.5' W); Le Crouesty (47° 32.6' N – 2° 53.7' W).

**01 3.4.1.3. Tidal currents**

07 The current regime varies significantly from one part of the bay to another. In the NW part the currents are weak (maximum of 0.2 to 0.7 knots) and flow predominantly to the NNW and SSE for around 5 hours, respectively before and after high water at Port Navalo. In the E part, the current has an anti-clockwise rotary phase from 6 to 3 hours before high water at Port Navalo, flowing between these times to the SSE, to the E and then to the NNE, before returning to flow NNW until 1 hour after this high water, then to the SSE 1 hour later. The maximum speed of 1.5 knots has been observed at the mouth of Golfe du Morbihan and on the other side of the bay, in the approaches to the causeways of Béniguet and La Teignouse (atlas *Courants de marée côte Sud de Bretagne, d'Audierne au Croisic* [Tidal currents S coast of Brittany, from Audierne to Le Croisic]). The winds have a significant influence over the currents.

**01 3.4.1.4. Pilotage**

07 Pilotage is not compulsory. Vessels that feel that pilotage is necessary may contact the Lorient pilots (§ 2.7.5.6.) or the Loire pilots (§ 4.3.5.1.), who are able to provide pilotage in Baie de Quiberon.

**01 3.4.2. AREAS****01 3.4.2.1. Firing practice areas**

07 See section 1.6.3.

**01 3.4.2.2. Dangerous wreck and restricted area**

07 Due to the presence of a wreck containing explosives, it is prohibited to anchor, dredge, trawl and use towed craft, as well as to dive, in a circular area with a radius of 250 m centred on position 088.5° at a distance of 2880 m from the bell tower of Saint-Pierre-Quiberon. This area is shown on the charts and marked by an isolated danger buoy (*Decree 3/77 of 18 February 1977 of the Maritime Prefect of the Second Region*).

**01 3.4.2.3. Unsurveyed areas**

07 In the approaches to certain islands or islets, there are unsurveyed areas or partially surveyed areas shown on the charts. Mariners are reminded of the possible existence of lesser depths and rocks that are not shown on the charts.

**01 3.4.2.4. Marine farms**

07 Concessions have been granted for marine farms in Baie de Quiberon (*Decree 2004/26 of 26 May 2004 of the Maritime Prefect of the Atlantic*), outside of the navigation channels and anchorage areas, in particular in Baie de Plouharnel, in Rivière de Crac'h (§ 3.4.4.3.) and in Rivière de Saint-Philbert (§ 3.4.5.1.).

13 The limits of the concessions are marked by poles or special mark buoys.

19 In Anse de Plouharnel, located at the open end of the bay of the same name, lateral beaconage determines the permanent channels through the oyster farms. Within these channels, in which speed is limited to 5 knots, it is prohibited to anchor, stop and position fishing equipment.

25 Extending to the NW of the line connecting the S jetty of Port Haliguen to the Kernevest front light, at the entrance to Rivière de Crac'h, are oyster farms that are marked by yellow buoys. Within these farms there are containers positioned on the bottom that have heights of up to 1.5 m.

31 Between the headland of Beg Rohu (47° 30.6' N – 3° 07.1' W) and the headland of Kerbihan (47° 34.0' N – 3° 01.1' W), facilities for growing oysters on ropes, 1.5 m high, constitute a danger to navigation, in particular in depths of less than 3 m. The support frames are marked by clear buoys and the areas containing the frames are marked by yellow buoys positioned 200 m apart.

**01 3.4.2.5. Explosives temporary dumping ground**

07 See section 3.2.2.3.

**01 3.4.2.6. Nature reserve**

07 Îlot Méaban, located at the open end of Golfe du Morbihan, constitutes a nature reserve (§ 1.6.5.). Access to it is prohibited from 15 April to 31 August.

**01 3.4.3. FROM LA TEIGNOUSE TO POINTE SAINT-COLOMBAN**

07 Chart 7141.

**01 3.4.3.1. Banc de Quiberon**

07 This bank, which extends to the N of the La Teignouse lighthouse, is made up of sand. The shallowest part, covered with 2.7 m of water, is located at its S end. Everywhere else the depths are greater than or equal to 4.5 m. The bank is marked to the S by the "Sud Banc de Quiberon" S cardinal light buoy and to the N by the "Quiberon Nord" N cardinal buoy. The bank is covered by the red sector (240.5° – 299°) of the light on the breakwater of Port Haliguen.

**01 3.4.3.2. Coast, landmarks and anchorages**

07 The SW part of Baie de Quiberon, the S end of the peninsula of the same name is described in section 3.3.4.1.

13 There are numerous concessions for marine farms in this area (§ 3.4.2.4.).

19 Port Haliguen, which is described in section 3.4.3.3, is located 1.5 M NW of Pointe du Conguel.

25 Noticeable NW of Port Haliguen is the tower of an old semaphore (47° 30.1' N – 3° 08.2' W) and the old Kervihan mill.

31 Located 1.5 M NNW of the port, **Beg Rohu** (view 3.4.3.2.A.) is a rocky spur surmounted by a small fort and extended by a small quay bordered by an uncovering sandy bottom. Within the shelter of this spur is a sandy beach occupied by the national sailing school, the buildings and parking spaces for centreboard boats of which are highly visible from offshore.

37 *Vessels may remain in the anchorage off the beach.* On the quay, the site has a crane for launching vessels, chandlery suppliers, small naval building yards and mechanical repairs workshops.

43

[Photo]

3.4.3.2.A. – Beg Rohu, to the SW.

49 Located 0.7 M farther NNW, the small **Port d'Orange** (view 3.4.3.2.B.) is sheltered to the SE by a jetty along which grounding is possible in good weather only, due to a very hard bottom that is a mixture of sand and rock. There is a slipway, the end of which uncovers 1 m, positioned against the end of the jetty. The port itself dries 2.5 to 4 m. The chop here is strong in winds from the E sector.

55

[Photo]

3.4.3.2.B. – Port d'Orange, to the NW.

61 *Vessels generally remain in the anchorage, outside of the line connecting the head of the jetty to the starboard lateral beacon that marks the **Ours de Kerret** uncovering rock, located 400 m N of the head.* There are some mooring buoys anchored along and slightly seaward of this line.

67 1.4 M E of Port d'Orange there is a dangerous wreck, covered with 4.2 m of water, marked by an isolated danger buoy, lying within a restricted area (§ 3.4.2.2.).

73 1.2 M farther NNW, the **Men er Roué** isolated rock bears an isolated danger beacon.

79 Some oyster farms (§ 3.4.2.4.), which are marked, occupy the uncovering bottoms along the coast, to the N of the isthmus of the peninsula, as far as **Anse du Pô**, located on the E side of the entrance to **Baie de Plouharnel**.

85 Anse du Pô (view 3.4.3.2.C.) contains the small oyster farming port of the same name. It is accessed at rising half-tide by following the E shore, on the Saint-Colomban side. The channel, which is marked by starboard lateral poles, leaves

Rocher Kerivour to the W. The bottoms uncover 2.5 to 4 m on either side of the slipway and the mole rooted on the N shore of the cove; the berths on sand and mud are clean along these structures, as well as on the edge of the channel.

91

[Photo]

3.4.3.2.C. – Baie de Plouharnel. Anse du Pô, to the NE.

01 **3.4.3.3. Port Haliguen**

06 Port Haliguen (47° 29.4' N – 3° 06.0' W) [view 3.4.3.3.], a port located on the E coast 1.5 M from the SE end of Presqu'île de Quiberon, is essentially a large marina that is also frequented by some coastal fishing vessels.

11

[Photo]

3.4.3.3. – Quiberon. Port Haliguen, to the SW (2006).

- 16 OUTER ANCHORAGE. – *Vessels anchor sheltered from winds from the S to N by W, between Banc de Quiberon (§ 3.4.3.1.) and the peninsula, in a depth of 6 to 11 m, over a muddy bottom of good holding.*
- 21 ACCESS. – Located 0.3 M ENE of the entrance to the port, a rock covered with 1.7 m of water is marked by the “Port Haliguen” S cardinal buoy.
- 26 The end of the outer groynes of the SE dyke bears a direction light, the white sectors of which (233° – 240.5° and 299° – 306°) show, by night, the approach axes respectively to the N and S of Banc de Quiberon (§ 3.4.3.1.).
- 31 The port is protected by two angled dykes made up of loose boulders, which bear a light at their end and leave a 60 m-wide passage between them, which is open to the ENE and sheltered to the E by the outer groyne that protects the SE dyke to the N.



When entering the passage, vessels should be wary of the uncovering rocks of Basse Olibarte, located N of the angle of Digue NE. These rocks are marked.

- 36 PORT. – This port consists of two deep water basins: Bassin Ouest, to the NW, and Bassin Est, to the SE. These basins are separated by a central pier, the end of which bears a light. They are both equipped with pontoons and catwalks. There is a long landing slipway positioned against the central pier, on the W side.
- 41 Bassin Est is used for recreational activities only. The S part of Bassin Ouest is reserved for fishing vessels.
- 46 Vieux-Port, located in the S part of Bassin Est, is used by leisure craft. It dries 0 to 2.15 m. It has quays, two slipways and a boat hoist.
- 51 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 1100 berths, of which 1080 are on pontoons and 20 are at anchor; there are 110 berths available for vessels in transit; maximum length 40 m, draught 2.5 m; water and electricity at the pontoons; sanitary facilities; fuel; crane with a capacity of 1.5 t and a hoist with a capacity of 16 t; slipway, grounding grid; naval building yards, mechanical and sail work, internet, Wi-Fi.
- 56 INFORMATION. – Department of Morbihan (56); commune of Quiberon (5200 inhabitants).
- 61 Harbour master's office: Terre-Plein du Bassin Ouest; tel: + 33 (0)2 97 50 20 56; fax: + 33 (0)2 97 50 50 50; VHF: channel 9; email: port-haliguen@sagemor.fr
- 66 Quiberon Town Hall: tel: + 33 (0)2 97 30 24 00.
- 71 Maritime affairs: tel: + 33 (0)2 97 50 08 71.
- 76 CONNECTIONS. – Quiberon has a railway station; Lorient-Vannes-Nantes express route 28 km away.
- 81 Quiberon airfield 500 m S of Port Haliguen.

01 **3.4.4. FROM POINTE SAINT-COLOMBAN TO POINTE DE KERNEVEST**

07 Charts 7107, 7141.

01 **3.4.4.1. Marine farms**

07 There are numerous concessions for marine farms in this area (§ 3.4.2.4.).

01 **3.4.4.2. Coast, landmarks and anchorages**

07 This part of the N coast of Baie de Quiberon is low-lying and marshy to the W. It includes the large beach of Carnac. Farther E, the mouth of the river Crac'h houses the port of La Trinité-sur-Mer as well as numerous marine farm areas.

13 *Vessels may anchor, sheltered from winds from the W to E by N, in a depth of 1 to 2 m, over a muddy bottom, S of the beach, or in a depth of 2 to 3 m, over a bottom of sand and gravel, SSW of Pointe de Beaume (Pointe Churchill) located at the E end of the beach.*

19 **Port en Dro (Portz Endro)** [view 3.4.4.2.] is a picturesque cove located at the W end of the beach. It comprises a small circular haven in which the bottoms uncover 1 to 3 m and which may be used by centreboard boats only. Outside of the haven, rooted at its W terreplein, a slipway oriented towards the S is marked by a port lateral beacon; the bottom uncovers 0.6 m at its end. To reach this slipway, vessels should follow the leading line bearing 010° of the Saint-Michel chapel and the beacon.

[Photo]

3.4.4.2. – Carnac. Port en Dro, to the ENE (2006).

- 31 Two submarine pipelines set off from a position located 0.2 M NE of Port en Dro, one of which heads up to 1000 m S with the other heading up to 320 m SE; the end of the latter is marked by a special mark beacon. It is not advisable for vessels to anchor within the 50 m band on either side of these pipelines, the route of which is plotted on the chart.
- 37 Another pipeline, 1070 m long, sets off from a position located 0.23 M N of Pointe de Beaumer, towards the “Karreg Beaumer” beacon; there is a special mark buoy anchored at its end.
- 43 On the coast, the old guardhouse, a stone house, located at the end of Pointe de Kerbihan marks the W entrance of the Crac’h river. Visible on Pointe de Kernevest, the E limit of the river, is the rear lighthouse, a white tower with a green top (15 m), of the leading line bearing 347° for entering Rivière de Crac’h (§ 3.4.4.3.), the bell tower with a rounded top of the Auray church, as well as the spire of the chapel of Sainte-Anne d’Auray, located 6 M NNE of this lighthouse.

01 **3.4.4.3. La Trinité-sur-Mer**

- 05 La Trinité-sur-Mer (47° 35.3’ N – 3° 01.4’ W) [view 3.4.4.3.A.], a large marina on the S coast of Brittany, is located in a well-sheltered cove, just over 1 M upstream of the mouth of **Rivière de Crac’h**.
- 09 The marina is very crowded during summer and, for vessels that wish to berth, it is wise to give notice of their arrival.

13

[Photo]

## 3.4.4.3.A. – La Trinité-sur-Mer. General view, to the N.

- 17 ACCESS. – The entrance to the river is contained between Pointe de **Kerbihan**, to the W, and Pointe de **Kernevest**, to the E. Lying off Pointe de Kerbihan to the SSE are dangers that are covered by the red sector (013.5° – 080°) of the front light of Kernevest. The farthest seaward of these dangers, **Petit Trého**, is marked to the SE by a port lateral light buoy. There are some oyster farms based within the river, on uncovering bottoms (§ 3.4.2.4.).
- 21 In order to approach, vessels should follow the leading line bearing 347° of two lighthouses located on Pointe de Kernevest (view 3.4.4.3.B.). This will lead vessels within around 100 m to the W of the bedrock of **Mousker**, a rock painted white. In the river, the channel, the edges of which are very sheer, first follows the cliff on the left shore at a close distance, passing E of **Vasière Vaneresse**, which is bordered by port lateral buoys. By night, this part of the channel is covered by the white sector (346° – 348°) of the direction light located on the left shore, 1 M N of Pointe de Kerbihan. The channel then separates from the left shore, to pass to the S of the dangers that lie off it and to the N of Vasière Vaneresse, staying within the white sector (293.5° – 300.5°) of the light on the end of Appontement Sud.

25

[Photo]

## Lighthouses

## 3.4.4.3.B. – Pointe de Kernevest. Leading line bearing 347°.

- 29 REGULATION (extract from Decree 02/70 of 27 January 1970 of the Maritime Prefect of the Second Region and the Decree of the Prefect of Morbihan of 26 January 1970). – In the access channel, from the entrance of the river as far as the Dahl buoy, anchoring and fishing are prohibited. Speed is limited to 5 knots. Mechanically-propelled vessels over 20 m long, barges and oyster farm transports have priority over other vessels. Vessels travelling within the channel have priority over vessels entering or exiting the water area of the port or the port clearance channels. All vessels carrying out towing operations must bear the regulatory markings.
- 33 PORT. – The port consists of four sites positioned near each other: Darse Sud, Vieux Port, Darse Central and Darse Nord.
- 37 Darse Sud is sheltered by a jetty angled to the N, the head of which bears the direction light. The pontoons are connected to the N side of the jetty, rooted on a terreplein equipped with a wide slipway. There are some buoys for end-on mooring anchored E of this basin.
- 41 Vieux Port, which has maintained a small amount of fishing activity, is separated from Darse Sud by a mole, extended at a right angle by a pier. There are two landing slipways here. The bottom rises in a steep slope. There is a depth of 3 to 5 m at the entrance, but along the W quay, the muddy bottom uncovers 2.5 m.
- 45 Darse Centrale, which is the largest, is equipped with around 10 pontoons. It is protected to the S by a stockade (Môle Loïc Caradec) that bears a wavescreen. Its end bears a light on a white pylon. The depth ranges from 0.5 to 5 m. There are some buoys used for end-on mooring anchored W of this basin.
- 49 Darse Nord is located just downstream of Pont de Kérisper. Its pontoons are joined together to the E and they are protected to the SE by a heavy pontoon.
- 53 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 1250 berths, of which 1050 are on pontoons and 200 are on deadmen; there are 120 berths available for vessels in transit; maximum length 30 m, draught 4 m; water and electricity at the pontoons; sanitary facilities; fuel; crane with a capacity of 20 t and mobile hoist with a capacity of 35 t; slipway and grounding grid; workshops for hull repairs (wood and polyester) and mechanical repairs.
- 57 The La Trinité-sur-Mer marina has a dry dock that receives motorboats (in the commune of Saint-Philibert). The dry dock has capacity for 120 vessels with a maximum length of 7.5 m.
- 61 INFORMATION. – Department of Morbihan (56); 1550 inhabitants.
- 65 Harbour master's office: tel: + 33 (0)2 97 55 71 49; fax: + 33 (0)2 97 55 86 89; VHF: channel 9; email: [trinite-sur-mer@wanadoo.fr](mailto:trinite-sur-mer@wanadoo.fr)
- 69 Maritime affairs: tel: + 33 (0)2 97 24 01 43.
- 73 Customs: tel: + 33 (0)2 97 55 73 46.

77 CONNECTIONS. – Railway station; Lorient-Vannes-Nantes express route 15 km away; Vannes 35 km away, Auray 15 km away. Vannes-Meucon airport 43 km away.

01 **3.4.5. FROM POINTE DE KERNEVEST TO POINTE DU GRAND-MONT**

07 Charts 7033, 7107 and 7141.

01 **3.4.5.1. Coast, landmarks and anchorages**

06 **Pointe de Kernevest**, on the E side of the mouth of Rivière de Crac'h, bears the white beacon tower with a green top (6 m) of a sector light (view 3.4.4.3.B.).

11 The entrance to **Rivière de Saint-Philibert** (view 3.4.5.1.A.) is located 1 M farther E. The passage, which is very narrow, is marked to the W by a port lateral pole located on the **Le Grand Pellignon (Le Pellego)** rocky patch, lying off to the SE of the **Men er Bellec (Men ar Bellec)** rock (10 m) and the headland of the same name. Entry from the S or SE, which is littered with dangers, is not advisable without good knowledge of the area. When coming from the W or SW, vessels should round the “**Er Gazeg**” S cardinal beacon and remain in the trench, over 5 m deep, that extends to the N.

16 *Vessels may anchor in a depth of around 0.5 m, to the E of and very close to Pointe de Men er Bellec, sheltered from winds from the NW to NE. At half-tide, small vessels may ascend as far as Saint-Philibert, located on the right shore 1.5 M upstream of Le Grand Pellignon and fitted with slipways over bottoms that uncover greatly. They may also anchor, in the grounding area over a bottom of mud, in the cove located NNE of the village.*

21

[Photo]

Port Navalo

Rivière de Saint-Philibert

Anse de Trehennarvour

3.4.5.1.A. – Entrance to Rivière de Saint-Philibert, to the ESE.

26 Between Rivière de Saint-Philibert and the entrance to Golfe du Morbihan, the coast is foul, with rocky patches and numerous isolated rocks lying off it. Located 1.8 M SE of Pointe de Kernevest, the Kerhelegui rock and Les Bœufs rocks are marked by a S cardinal beacon. Located 0.4 M W of this beacon, two rocky heads, one of which is awash whilst the other is barely covered, are marked by the “**Roche Révision**” W cardinal buoy.

31 Farther SE, over a distance of 2 M, is a rocky cluster consisting of the **Buissons de Méaban, Méaban islet** and the **Basses de Méaban**. These dangers are marked from NW to SE by the “**Le Petit Buisson**” W cardinal pole, the “**Buissons de Méaban**” S cardinal buoy and the “**Méaban**” S cardinal buoy.

36 Méaban islet is a nature reserve (§ 3.4.2.6.).

41 On the coast and inland, the most visible landmarks are the following: 4 M N of the entrance to Golfe du Morbihan, the tall pointed steeple of the bell tower of **Baden**. On the W side of the entrance, near the coast,

the old **Kerpenhir** semaphore and 1 M NW, the bell tower of Locmariaquer (§ 3.5.4.2.). On the E side of the entrance, the Port Navalo lighthouse, a 21 m white tower and a house.

46

[Photo]

#### 3.4.5.1.B. – Port Navalo headland and lighthouse, to the E.

51 Located 0.2 M SE of this lighthouse, the small cove of **Port Blanc** (view 3.4.5.1.C.), lined with a beach, provides shelter from winds from the N sector.

56 Port Blanc, sometimes called **Port Navalo Sud** as well, is located just 300 m from Port Navalo, which is described hereinafter with Golfe du Morbihan (§ 3.5.3.3.).

61

[Photo]

Port Navalo lighthouse

Port Blanc

#### 3.4.5.1.C. – Anse de Port Blanc, to the N.

66 Located 0.9 M SE of this lighthouse, **Petit Mont** (47° 32.2' N – 2° 54.1' W), a round wooded hillock (36 m), dominates Port du Crouesty to the SW, which is described in section 3.4.5.2.

71 Visible 0.9 M NNE of Petit Mont, is the pointed bell tower of **Arzon** and, 1.7 M farther N, the square tower of Île Berder. Located 1 M SE of the bell tower of Arzon, **Butte de Tumiatic** (**Butte de César**), slightly lower than Petit Mont, appears black above the beach.

76 The SW coast of Presqu'île de Rhuys, between Petit Mont and Pointe du Grand Mont, is low-lying and formed by beaches. Lying off it are the rocky plateaux **Petit Rohu**, marked by a S cardinal beacon, and **Grand Rohu**.

81 Located W of the headland of the same name, **Plateau du Grand Mont** is extended to the SE by **Basse de la Chimère**, which is covered with 2.4 m of water and marked by a S cardinal buoy. **Basse de Thumiatic**, an isolated rock covered with 5.9 m of water, is located 0.8 M NW of this buoy. Still farther N, **Basse Morbihan**, covered with 3.2 m of water, is located close to **Basse de Kerjouanno**, covered with 5.7 m of water. The access channel to Golfe du Morbihan passes between these two shoals.

01 **3.4.5.2. Le Crouesty**

07 Le Crouesty (47° 32.5' N – 2° 54.0' W) [view 3.4.5.2.A.] is a large marina located 1 M SE of the entrance to Golfe du Morbihan. It is well sheltered and can be accessed at any tide time, even in poor weather.

13

[Photo]

3.4.5.2.A. – Le Crouesty. General view, to the NE (2006).

19 ACCESS (view 3.4.5.2.B.). – Petit Mont (§ 3.4.5.1.) is a good landmark for locating the entrance to the port. The port is accessed via a marked channel, the axis of which is shown by the leading line bearing 058° of two intensified sector lights (056.5° – 059.5°). The rear light is borne by a white tower (30 m) and the front light is borne by white pylon with a topmark that is red with a vertical white stripe (9 m). The channel, which is narrow and 1.7 to 3.3 m deep, has lateral beaconage. The first starboard lateral buoy is lighted. The entrance passage is 40 m wide between the heads of the N and S dykes. Each of these bears a light on a white quadrangular tower (7 m).

25

[Photo]

3.4.5.2.B. – Le Crouesty. Entrance, to the ENE (2002).

31 REGULATION (*Decree 87/89 of 29 November 1989 of the Maritime Prefect of the Second Region*). – Anchoring is prohibited in the channel, as is the positioning of any equipment, in particular equipment used for fishing.

37 PORT. – The port comprises an outer harbour and six docks that are spread over both shores and called Suroît, Noroît, Sud, Nord and Est, the sixth dock is unnamed. The docks and the inner channel are dredged to 2 m, although there are beds at a depth of 3 m in Suroît, Noroît and Nord. All of the docks are equipped with pontoons and catwalks.

43 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 1432 berths, 110 of which are for vessels in transit (2<sup>nd</sup> dock to starboard), maximum length 20 m; draught

2.5 m; water and electricity at the pontoons; sanitary facilities; fuel; waste separation; crane with a capacity of 30 t and hoist with a capacity of 45 t; slipway and grounding grid; workshops for repairs on hulls, engines, equipment and sails.

- 49 INFORMATION. – Department of Morbihan (56); commune of Arzon (2100 inhabitants), the centre of which is located 500 m from the port.
- 55 Harbour master's office: tel: + 33 (0)2 97 53 73 33; fax: + 33 (0)2 97 53 90 22; VHF: channel 9; email: [crouesty@sagemor.fr](mailto:crouesty@sagemor.fr)
- 61 Maritime affairs: at Sarzeau; tel: + 33 (0)2 97 41 84 10.
- 67 Customs: at Vannes (§ 2.5.6.2.).
- 73 CONNECTIONS. – Railway station at Arzon; Lorient-Vannes-Nantes express route 25 km away; Vannes is 35 km away.



01 **3.5. GOLFE DU MORBIHAN. RIVIÈRE D'AURAY AND RIVIÈRE DE VANNES**01 **3.5.1. GENERAL INFORMATION**

07 Charts 7107 and 7137.

13 ENC FR470330.

19 **Golfe du Morbihan** (view 3.5.1.) is a vast basin containing numerous islands, into which the river Auray and river Vannes flow.25 The gulf is connected to the sea via a 0.5 M-wide passage between Pointe de Kerpenhir and Pointe de Port Navalo, the W end of **Presqu'île de Rhuys**. The strong tidal currents and the high level of nautical activity in summer may make navigation difficult.

31 Numerous marine farm operations occupy the mudflats that uncover to a great extent throughout the entire bay, more or less.

37 Without knowledge of the gulf, it is unwise to enter it without the assistance of a pilot.

43

[Photo]

Rivière d'Auray

Pointe de Kerpenhir

Pointe de Port Navalo

3.5.1. – Golfe du Morbihan, to the NE (2006).

01 **3.5.1.1. Rescue station**

07 Arradon (47° 36.8' N – 2° 49.8' W).

01 **3.5.1.2. Tidal currents**

07 The basin contains very strong currents that, in a general manner, follow the direction of the channels (see the chart tables and diagrams); however, they cause overfalls and eddies into which vessels should avoid getting drawn. Depending on the position in which the vessel is located, changes of tide take place at different times in relation to high water and low water at the port of reference. The higher the tide coefficient, the shorter the duration of slack water.

13 Vessels with low-power engines may find it necessary to wait for the change of tide to return to their point of departure.

01 **3.5.1.3. Speed**07 Within the gulf, N of a line joining Pointe de Port Navalo to Pointe de Kerpenhir, speed is limited to 10 knots beyond the 300 m limit of waters at the time in question. Speed is limited to 5 knots within the 300 m strip (§ 1.5.3.2.). In addition, mariners are reminded of the dangers that bow waves may pose to small craft (*Decree 2006/40 of 29 June 2006 of the Maritime Prefect of the Atlantic*).

01 **3.5.1.4. Pilotage**

- 07 For the gulf and the river Auray and river Vannes, vessels must use a pilot. Pilotage services are essential, in the event that mariners are unfamiliar with the gulf.
- 13 To request a "Pilote du Golfe" pilot, vessels should make contact by telephone with Locmariaquer (§ 3.5.4.2.), 6 hours in advance. The pilot will come to meet vessels in his motor launch as far as the "Méaban" S cardinal buoy, located 2.2 M SSW of Pointe de Port Navalo. In the event that it is necessary to wait, vessels should anchor close to the buoy, over a sandy bottom of good holding. In rough weather from the W, vessels are advised to go and anchor off Port Haliguen (§ 3.4.3.3.).

01 **3.5.2. AREAS**

01 **3.5.2.1. Submarine pipelines and cables**

- 07 There are several areas, which are marked on the charts, extending on either side of the route of cables and pipelines, in which anchoring, dredging and trawling are prohibited (*Decree 12/74 of 14 June 1974 of the Maritime Prefect of the Second Region*).
- 13 They are located:
- S of Île aux Moines, between the headlands of Penhap and Saint-Nicolas;
  - E of the same island, between it and Île d'Arz;
  - N of Île aux Moines, between the headlands of Trec'h, Arradon and Île d'Irus;
  - NW of Île aux Moines, between Pointe des Réchauds and the SE end of Anse du Moustran;
  - N of Île d'Arz between the headlands of Le Bêluré and Penboc'h;
  - between Île Bailleron, Île Tascon et Lansé, SE and S of these islands.
- 19 Outside of these areas there are two cables; one of these connects Île d'Irus to Pointe de Penmern whilst the other connects Île de Lern to Moustérian, 3 M S of Vannes. There is a power cable buried between Île de Conleau and Pointe de Bellevue, at the entrance to Rivière de Vannes. Anchoring in the vicinity of these cables, the routes of which are marked on the charts, must be avoided.

01 **3.5.2.2. Water pick-up areas for tanker aeroplanes**

- 07 *Decree 27/76 of 30 December 1976 of the Maritime Prefect of the Second Region.*
- 13 Obstructions such as buoys or the anchorage of vessels are not permitted, at any time, in the two lanes defined below:
- lane no. 1: length 3000 m, oriented E-W between Île Ilur and Îlot l'Œuf at the SE headland (Pointe de Brannec) of Île aux Moines;
  - lane no. 2: length 2000 m, oriented N-S between the line of latitude of Pointe de Liouse (Île d'Arz) and Pointe de l'Ours and limited to the W by the line of longitude of the bell tower of Arradon.
- 19 These lanes, which are 200 m wide, are shown on the chart.
- 25 In the event that a water pick-up area is used, navigation within it may be suspended without notice.

01 **3.5.2.3. Passing areas**

- 07 ENTRANCE TO THE GULF (*Decree 51/89 of 30 June 1989 of the Maritime Prefect of the Second Region*). – Anchoring and stopping are prohibited in the narrow passage located SE of the Longue, Gavrinis and Berder islands. This restricted area is marked on the charts.
- 13 BETWEEN ÎLE AUX MOINES AND PORT-BLANC (*Decree 6/86 of 12 February 1986 of the Maritime Prefect of the Second Region*). – It is prohibited to anchor, stop and fish in the area around 0.1 M wide that extends between Pointe des Réchauds and the Port-Blanc anchorage, at the SE end of Anse du Moustran.

01 **3.5.2.4. Marine farms**

- 07 Operating concessions for marine farms have been granted in Golfe du Morbihan and Rivière d'Auray, outside of the navigation channels and the anchorage areas (view 3.5.2.4.).
- 13 These concessions, the limits of which are marked by poles, are sometimes not very visible. Only the outer perimeter of these concessions, taken from the 2008 conchological land registry, is shown on the charts. Installations set up after 2008 are not shown on the charts.
- 19

[Photos]

3.5.2.4. – Marine farms in Golfe du Morbihan.

01 **3.5.2.5. Nature reserves**

- 07 The following islands and islets constitute nature reserves (§ 1.6.5.):
- at the entrance of the channel from Port Navalo to Vannes: Er Lannig islet and Île Creëzig;
  - in the SE part of the gulf: Île des Œufs, Île aux Oiseaux, Penn Blei islet, Île Pladic, La Dervenn islet and Enezy islet.
- 13 Access to them is prohibited from 15 April to 31 August.

01 **3.5.2.6. Marine reserve area**

- 07 With the aim of preserving the seabeds, all forms of fishing are prohibited within a Marine reserve area, which is shown on the chart, located NE of the entrance to the gulf, in the S approaches to Île Longue (*Decree of 3 December 2003 of the Minister for Agriculture and Fishing and Decree 2006/97 of 20 December 2006 of the Maritime Prefect of the Atlantic*).
- 13 Open anchoring and anchoring on mooring buoys are prohibited within this Marine reserve area.
- 19 Anchoring is permitted, however, on the group of four deadmen anchored within the Marine reserve area.

01 **3.5.3. ACCESS**

- 07 Charts 7107 and 7137.

01 **3.5.3.1. Landmarks**

- 07 In addition to the landmarks described above, in particular the Port Navalo lighthouse (§ 3.4.5.1.), it is possible to make out, to the N of the entrance, the “Goëmorent” port lateral beacon tower, the white pyramid of the islet **Petit Vézid**, the “Grégan” S cardinal light beacon tower, and on the E side of the entrance, N of **Pointe du Mouton**, the **Le Faucheur** rock, painted white, and the “**Grand Mouton**” starboard lateral light beacon (view 3.5.3.1.).

13

[Photos]

3.5.3.1. – Entrance to Golfe du Morbihan. Landmarks: Grégan; Petit Veizit; Grand Mouton.

01 **3.5.3.2. Channelling and holding anchorages**

- 07 CHANNELLING. – The gulf may only be accessed by day, with good visibility. **Grand Chenal** is the name given to the route that consists of following the leading line of the bell tower of Baden and the white pyramid of Petit Veizit, bearing 001°. During the approach, this leading line must be followed accurately by vessels with a relatively deep draught, as it passes fairly close to Basse de Kerjouanno and Basse Morbihan, respectively located W and E of the channel and covered with 5.7 and 3.2 m of water. Located 0.8 M N of these two shoals, the 5 m isobath lies only 100 m W of the leading line, whilst less than 200 m E of it there is a shoal covered with 5 m of water (47° 31.3' N – 2° 55.2' W).
- 13 After having avoided this shoal, vessels may head slightly E of the leading line, where there are greater depths, and then return to a heading of 352° towards the “**Goëmorent**” beacon tower. Following this route, vessels will pass 120 m W of Basse du Taleg, which is covered with 2.6 m of water and located 0.35 M S of the Port Navalo lighthouse.
- 19 0.6 M S of Pointe de Port Navalo, the channel passes E of **Bagen Hir**, which bears an E cardinal beacon tower.
- 25 During the ebb, in winds from the SE to SW sector, a bank may form between **Îlot Méaban** and **Bec du Colombier**.
- 31 A secondary channel, with shallow depths, leads between **Îlot Méaban** and the Buissons de Méaban causeway and then W of Bagen Hir. It consists of following the leading line of the tower of **Île Berder** and the **Le Faucheur** whitened rock, bearing 041°. The rock is very easy to recognise from **Îlot Méaban** and **Le Grand Buisson**, but the crenellated top of the square tower of **Île Berder** is difficult to make out amongst the vegetation on the island, just to the right of the brown patch of the burial mound of **Île Gavrinis**. From the bridge of a sailing vessel, the top of the tower can be seen until level with Port Navalo.
- 37 In the entrance passage, between Pointe de Kerpenhir and the “**Grégan**” beacon tower, as well as to the NE between the Gavrinis, Berder and La Jument islands, the currents are very strong. The strength of these currents during the flood and the ebb at springs are shown on the chart. The changes of tide, which are the best times for entering and exiting the gulf, occur 1 hour 15 minutes after HW and LW at Port Navalo.
- 43 HOLDING ANCHORAGES. – The **Kerpenhir anchorage** (47° 33.1' N – 2° 56.1' W) enables small vessels to wait, at the entrance to the gulf, for the best time to enter. *Vessels anchor 0.2 M WNW of the “Kerpenhir” beacon tower, in a depth of 1 to 2 m.* The uncovering rocks that lie off Pointe de Kerpenhir to the S, and those extending for 0.3 M W of the beacon tower of the same name, shelter the area from currents and overfalls.
- 49 It is also possible to put in temporarily at the cove of Port Blanc (§ 3.4.5.1.) or at Port Navalo (§ 3.5.3.3.).

**01 3.5.3.3. Port Navalo**

- 07 This is a cove located next to and E of Pointe de Port Navalo (47° 32.9' N – 2° 54.7' W) [view 3.5.3.3.], which is maintained as an area for anchoring on deadmen for fishing vessels and leisure craft. Although generally very crowded, it is a good haven, in particular for awaiting favourable conditions before entering the gulf. It is particularly secure in gusts from the S, but it becomes uncomfortable in heavy swells from the W to NW sector. The anchorage area extends to the S of the “La Petite Truie” port lateral beacon, which marks the S edge of a rocky patch.
- 13 There is a jetty rooted close to the headland that heads NNE; it has two landing slipways, priority for which is reserved for fishing vessels and vessels transporting passengers between the islands in the gulf. There is a terreplein, limited by a quay wall at which vessels may berth along around 20 m, over bottoms that uncover 1 m, located 50 m from the jetty. There is a recreational pontoon, reserved for embarkation and disembarkation operations, located at the foot of the terreplein, around 150 m E of the entrance to the port.
- 19 Located 500 m E of the jetty, at the inner end of the cove, is a short jetty with a slipway for centreboard boats and small craft. Its end is marked by a starboard lateral pole.

25

[Photo]

3.5.3.3. – Port Navalo, to the NE (2006).

- 31 **RESOURCES. EQUIPMENT.** – The main equipment and services provided are as follows: 225 berths on deadmen, around 10 of which are reserved for vessels in transit; maximum length 10 m; water, electricity and sanitary facilities on the terreplein; fuel (for professionals only); crane with a capacity of 6 t; careening slipway.
- 37 **INFORMATION.** – Department of Morbihan (56); commune of Arzon (2100 inhabitants). The port is managed by the commune.
- 43 Harbour master's office: tel: + 33 (0)2 97 53 82 12.
- 49 Town Hall: tel: + 33 (0)2 97 53 44 60.
- 55 **CONNECTIONS.** – Maritime connections (passenger transports), from Easter to the end of September, with Locmariaquer, the islands in the gulf, Belle-Île and Houat; a great number of shuttles in July and August.
- 61 Railway station at Arzon; Vannes-Nantes express route 29 km away; Vannes 40 km away; Sarzeau 12 km away.
- 67 Vannes-Meucon airport 48 km away.

01 **3.5.4. RIVIÈRE D'AURAY**

- 07 The **Rivière d'Auray** channel has a least depth of 2.5 m up to the confluence with Rivière du Bono, located 5.6 M upstream of Port Navalo, and 0.1 m between this confluence and Auray, although there are two bottoms that uncover 1 m and 1.5 m immediately NE and N of the "César" port lateral buoy. The channel is marked. There are some shellfish farms, which are also marked, in place W of the channel (§ 3.5.2.4.).
- 13 A road bridge spans the river at the entrance to the port of Auray. Its vertical clearance is 14 m over a width of 15 m on either side of the axis of the channel. The passage under the bridge is marked.
- 19 ANCHORAGE. – *Small vessels may anchor almost anywhere in Rivière d'Auray, which is generally well sheltered upstream of Pointe Espagnole (§ 3.5.4.3.), except in strong winds from the N or S.*
- 25 However, anchorage is prohibited over the deep water oyster farms, marked by yellow buoys.

01 **3.5.4.1. Access to Rivière d'Auray**

- 07 From Port Navalo to the Grégan beacon tower, located 1 M upstream, vessels should follow the recommended routes and tracks shown on the charts.
- 13 It is very difficult to access the river due to the strength of the current. For those without knowledge of the area the assistance of a pilot is required. Vessels should give **Basse du Lieu**, covered with 2.9 m of water, a wide berth. The flood current is dangerous as it may carry vessels onto the Grégan rocks with great force.

01 **3.5.4.2. Locmariaquer**

- 07 Vessels access Locmariaquer (47° 34.1' N – 2° 56.4' W) [view 3.5.4.2.] on the right bank of the river via a channel that is marked by four port lateral poles. With a depth of 1.3 m, it leads through the oyster farms to a slipway rooted at **Pointe du Guilvin**. At the end of this slipway, which is marked by the last pole, there is always water. Leisure craft must berth on the S side.
- 13 There is a small jetty with a slipway on its N side, located off the church; the bottoms uncover 2.4 m at its end.
- 19 ANCHORAGE. – *Vessels anchor off Locmariaquer from level with Petit Vézid as far as level with **Er Runio (Île Renaud)**, in a depth of 12 to 18 m, over a bottom of mud.* The best time to reach the anchorage is at the start of the ebb.
- 25 INFORMATION. – Department of Morbihan (56); 1400 inhabitants. The commune of Locmariaquer manages the port.
- 31 Town Hall: tel: + 33 (0)2 97 57 32 32.
- 37 Golfe du Morbihan Pilot: tel: + 33 (0)2 97 57 32 46 or + 33 (0)6 08 77 02 17.
- 43 CONNECTIONS. – Maritime connections (passengers transports), from Easter to the end of September, with Port Navalo and the islands in the gulf; a great number of shuttles in July and August.
- 49 Railway station; Lorient-Vannes-Nantes express route 15 km away; Auray 15 km away.
- 55

[Photos]

Baie de Kerdréan

3.5.4.2. – Golfe du Morbihan. Locmariaquer and Rivière d'Auray.

01 **3.5.4.3. Channel and anchorages**

- 07 From the Le Grand Huernic islet as far as the place known as **Le Rocher**, 3.5 M upstream, vessels navigate by sight, remaining within the axis of the channel. From Le Rocher to Auray, vessels should first head towards the "César" port lateral buoy, which marks the remains of **Pont du César**, and then follow the starboard lateral beacons that limit the channel on the left shore.
- 13 *Vessels may anchor from Le Grand Huernic, downstream, as far as the "Kerlevarec" port lateral buoy, upstream, in a depth of 7 to 17 m, over a bottom of mud of very good holding. This anchorage, known as **Mouillage du Bler**, is sheltered from all winds and the currents are moderate within it.*
- 19 **Pointe Espagnole** (47° 36.7' N – 2° 57.3' W) is located on the right shore, 2.6 M upstream of Locmariaquer. A port lateral pole marks the end of a small landing slipway that is rooted on the headland. The bottom uncovers 1 m at the end of the slipway. Numerous leisure craft anchor on deadmen off the slipway, on the edge of the channel, as well as opposite on the other shore, in a small cove known as **Port du Parun**, over uncovering bottoms.
- 25 **Baie de Kerdréan** (view 3.5.4.2.) indents the left shore a great deal, 0.7 M upstream of Pointe Espagnole. The pontoons of an oyster farming facility are anchored at the open end of this bay, where the bottoms uncover over 2 m.

01 **3.5.4.4. Port of Le Bono**

- 07 The port of Le Bono (47° 38.4' N – 2° 57.2' W) [view 3.5.4.4.] is located 0.8 M upstream of Baie de Kerdréan. **Rivière du Bono** flows out at Le Rocher, on the left bank of Rivière d'Auray. A large road viaduct, with vertical clearance of 20 m, spans this river 0.4 M away from the confluence.
- 13 The port of Le Bono, which is small and picturesque, is located less than 300 m upstream of this viaduct, on the E shore. It consists of a drying basin that is enclosed to the SW by a jetty supporting a slipway. The depth at the end of this slipway is 0.5 m. Vessels may moor within the port, with the bow moored to the quay and an anchor to stern. A slipway oriented E-W and some steps located N of the entrance to the port make it possible to disembark.
- 19 The river, which is spanned immediately upstream of the port by an old suspension bridge (vertical clearance 7 m), is navigable for leisure craft over around 2 M, as far as the place known as **Le Tron**. The currents there are never very strong.
- 25 ANCHORAGE. – *There are some organised anchorages, managed by the commune, located in Rivière d'Auray and Rivière du Bono. Some berths are reserved for vessels in transit.*
- 31 INFORMATION. – Department of Morbihan (56); 1900 inhabitants. The commune of Bono manages the port.
- 37 Town Hall: tel: + 33 (0)2 97 57 88 98; fax: + 33 (0)2 97 57 83 19.
- 43 CONNECTIONS. – Lorient-Vannes-Nantes express route 4 km away; Auray 5 km away. The port of Le Bono is the departure point for vessels on organised excursions in summer in Golfe du Morbihan and Rivière d'Auray.

49

[Photo]

3.5.4.4. – Rivière du Bono and Port du Bono (2002).

01 **3.5.4.5. Auray**

- 07 The port of Auray (47° 39.8' N – 2° 58.6' W) [view 3.5.4.5.], also known as the port of **Saint-Goustan**, is limited upstream by the Saint-Goustan bridge and spanned downstream by the Kerplouz bridge. The latter has a vertical clearance of 14 m, over a width of 30 m, marked on either side of the channel by two lateral poles.
- 13 The quay on the right shore (Quai Martin) is a simple dry stone wall. There are two slipways here. The quay on the left shore (Quai Franklin) is made of masonry. There are three landing slipways here and a careening terreplein that is submerged in a high tide coefficient. The part of Quai Franklin oriented 150° - 330°, which is located between this terreplein, to the S, and a slipway, to the N, is built on concrete piles and has a continuous level at a height of only 1.5 m. This portion of the quay, and the slipway opposite it on the other shore, are reserved for commercial vessels. At high water, the minimum turning space between the quays is 48 m.
- 19 An indent in the left shore, between Quai Franklin and Pont de Saint-Goustan, forms the small port. The berths, along the quays, dry 0.5 to 1 m along the left shore and 1.2 to 2 m along the right shore.
- 25 The 120 anchorages installed in the river are managed by the commune, in partnership with the Association des Plainsanciers de la Rivière d'Auray.
- 31

[Photos]

3.5.4.5. – Auray. Port of Saint-Goustan (2006).

- 37 **EQUIPMENT. RESOURCES.** – Careening and launching slipways; naval bulding yards; workshops for mechanical repairs; chandlery supplies; toilets, sanitary facilities and washing areas close to the careening terreplein; all supplies at Auray.
- 43 **INFORMATION.** – Department of Morbihan (56); 11,300 inhabitants. The commune manages the port.
- 49 Harbour master's office (open from 15 April to 15 October): tel. and fax: + 33 (0)2 97 56 29 08.
- 55 Town Hall: tel: + 33 (0)2 97 24 01 23.
- 61 Maritime affairs: 18 rue Abbé Joseph Martin; tel: + 33 (0)2 97 24 01 43.
- 67 **CONNECTIONS.** – Railway station; Lorient-Vannes-Nantes express route at the N edge of the town; Vannes 20 km away; Lorient 40 km away.
- 73 Vannes-Meucon airport 30 km away. The port of Saint-Goustan is a starting terminus for shuttles on nautical excursions organised in summer in Golfe du Morbihan.



- 01 **3.5.5. NW COAST OF GOLFE DU MORBIHAN: FROM PORT NAVALO TO ÎLE DE CONLEAU**
- 07 From Port Navalo to Rivière de Vannes, which flows out into the gulf via a narrow strait S of **Île de Conleau** and N of **Île de Boëdic**, the roughly 9 M-long channel crosses five narrow passages in which there are very strong currents:
- from Port Navalo to S of Île Berder;
  - between Port-Blanc and Pointe des Réchauds, NW of Île aux Moines;
  - between the headlands of Arradon and Le Trec'h, at the N end of Île aux Moines;
  - N of the Îles Logoden;
  - then between Pointe du Roguédas and the beacon tower of the same name, NW of Île de Boëdic.
- 13 This channel, which is marked by lateral marks and cardinal marks, is at least 3.5 m deep as far as the passage between the headlands of Moréac and Bararac'h, nearby and S of Île de Conleau. The access channel to Vannes (§ 3.5.6.1.) begins after this, the theoretical least depth of which is 0 m, provided that the periodic dredging operations, aimed at combating silting up, are carried out.
- 19 TIDES. – Approaching the E end of the gulf, the times of high water (and low water) become increasingly delayed in comparison with those of Port Navalo (delays of 1 hour 50 minutes at Pointe d'Arradon and 2 hours 5 minutes at Vannes). The tidal ranges are less: maximum of 2.8 m at springs at Pointe d'Arradon and Vannes, 4.3 m at Port Navalo. However, the direction of the winds and atmospheric pressure may change these tidal ranges noticeably. Strong winds from the NE limit the rise and increase the descent of the water; conversely, winds from the SW favour the rise.
- 25 DIRECTIONS FOR REACHING VANNES. – To reach Vannes directly, vessels should arrive off Port Navalo half an hour before high water at the latest, in order to profit from the flood tide and arrive at Vannes at high water.
- 31 ANCHORAGES. – The islands and indents on the coast provide small vessels with provisional havens, away from the strong currents and, in some places, also have landing points.

01 **3.5.5.1. Coast and anchorages, from Île Longue to Port Blanc**

- 07 **ÎLE LONGUE.** – Located 1.3 M NNE of Port Navalo, the E coast of **Île Longue**, which is relatively sheer, provides good shelter from winds from the W, in a depth of 2 to 11 m (see section 3.5.2.6.).
- 13 **ÎLE GAVRINIS.** – This island, located immediately E of the preceding one, can be accessed at its S tip, on the edge of the channel, by means of a small slipway, the approach to which is marked by a buoy and two port lateral poles. **Île de Gavrinis** is easy to identify due to the burial mound that it bears to the S.
- 19

[Photo]

Burial mound

Gavrinis

Er Lannig

3.5.5.1. – Île de Gavrinis and its burial mound, to the N.

- 25 ÎLE DE LA JUMENT (47° 34.1' N – 2° 53.1' W). – *Vessels may anchor E of Île de la Jument, in a depth of 2 to 3 m. This is an excellent anchorage that is well sheltered from the dominant winds and which allows vessels to wait for the change of tide to exit the gulf.*
- 31 ÎLE BERDER (47° 34.8' N – 2° 53.2' W). – *Vessels anchor NE of Île Berder, in a depth of 5 to 6 m, over a bottom of sand and mud of very good holding. Small vessels may anchor closer to the island, NW of the "Creizig Sud" S cardinal buoy.*
- 37 LARMOR-BADEN. – This anchorage is described in section 3.5.5.2.
- 43 ER GORED (47° 35.1' N – 2° 51.4' W). – This small creek on the W coast of Île aux Moines contains a slipway that is marked at its end by a starboard lateral beacon and is accessible at half-tide.
- 49 ANSE DE KERDELAN (47° 35.8' N – 2° 52.1' W). – *Vessels anchor in a depth of 0.5 to 3 m, over a bottom of sand and pebbles, at the E end of Anse de Kerdelan, on the edge of the channel. Upon entering the anchorage, mariners should be wary of Banc du Kergonan, which contains some rocks awash.*
- 55 BEG MEN DU (47° 35.8' N – 2° 51.2' W). – The **Beg Men Du** anchorage is located immediately S of the passage between **Pointe de Toulindag**, on Île aux Moines, and Port-Blanc. *Vessels anchor on the edge of the channel, on the W side or the E side, in a depth of 2 to 5 m, over a bottom of sand and broken shells.*
- 61 Port-Blanc and the port of Toulindag (Île aux Moines) are described in section 3.5.5.3.

01 **3.5.5.2. Larmor-Baden**

- 07 There is an anchorage, with a depth of 2 to 3 m, located 500 m SW of the village of Larmor-Baden (47° 35.2' N – 2° 53.9' W) [view 3.5.5.2.], around 2.5 M NNE of the entrance to the gulf. This anchorage, which is quite well sheltered from winds from the W, can be reached via the passage oriented N-S between Gavrinis and Berder island, then by passing off the head of the Pen Lannig mole, which encloses the cove of **Port Lagaden** to the SE. There is a conspicuous large white hotel located on the extension of this mole.
- 13 There is a slipway positioned against the E side of the Pen Lannig mole, at the head of which, in a depth of 1.5 m, vessels may berth. A terreplein extends from the W side, with a wide launching slipway. Farther N, still on the E side of the cove, there are two other small slipways on the edge of a small terreplein. The W shore of the cove of Port Lagaden bears the slipway known as Kerlogoden, the end of which, with bottoms that uncover 1.9 m, is marked by a port lateral pole.
- 19 The cove dries almost completely, with a flat bottom of sand. It is occupied by deadmen, of which some, marked, are reserved for vessels in transit.
- 25 Vessels in transit may also anchor and ground, on a bottom of mud, 200 m ESE of the Pen Lannig mole, well sheltered from winds from the NW.
- 31

[Photo]

3.5.5.2. – Larmor-Baden. Pen Lannig mole, to the NNW (2006).

- 37 **EQUIPMENT.** – Manual crane with a capacity of 4.5 t; water and electricity outlets on the Pen Lannig terreplein.
- 43 **INFORMATION.** – Department of Morbihan (56); 980 inhabitants. The commune of Larmor-Baden manages the anchorages.
- 49 **Town Hall:** tel: + 33 (0)2 97 57 05 38.

- 55 Harbour master's office: tel: + 33 (0)2 97 57 20 86.  
 61 CONNECTIONS. – Road connections with Auray (12 km) and Vannes (15 km).

01 **3.5.5.3. Port-Blanc and Port de Toulindag (Île aux Moines)**

07 On either side of the passage between Port-Blanc (view 3.5.5.3.), which encloses Anse de Moustram to the SE, and Pointe des Réchauds, the NW end of Île aux Moines, there are two anchorage and landing areas. These ports are managed jointly.

13 PORT-BLANC (47° 36.2' N – 2° 51.6' W). – This port handles traffic with the nearby Île aux Moines from a landing slipway, the end of which bears a port lateral beacon. It has around 100 anchorage berths, in a depth of 2 m. There are berthing pontoons for leisure craft tenders. Water and electricity; sanitary facilities. Crane with a capacity of 4 t.

19

[Photo]

Port-Blanc

Île d'Irus

Port de Toulindag

3.5.5.3. – Île aux Moines. Port de Toulindag. Port-Blanc, to the NW (2006).

25 PORT DE TOULINDAG (47° 36.1' N – 2° 51.2' W). – The port of Île aux Moines, also known as Port de Toulindag, is located on the N side of Pointe des Réchauds. It is able to receive leisure craft and commercial vessels. It has two slipways, a pontoon (70 moorings, 10 of which are for visiting vessels) and 186 berths on deadmen. Water and electricity at the pontoon. Roadstead service in season.

31 Harbour master's office (shared between Port-Blanc and Île aux Moines): tel: + 33 (0)2 97 26 30 57.

01 **3.5.5.4. Coast and anchorages, from Île d'Irus to Île de Conleau**

07 ÎLE D'IRUS (47° 36.7' N – 2° 50.9' W). – *Vessels anchor in a depth of 2 to 4 m, over a bottom of mud, 0.3 M NNE of the Île d'Irus slipway, immediately S of the Pen er Men slipway.* The latter, which bears a port lateral beacon, can be accessed at low water. *Vessels may also anchor 0.4 M farther SSE, off Anse du Palud, nearby and NW of Pointe d'Arradon.*

13 POINTE DU TREC'H (47° 36.5' N – 2° 50.3' W). – There are three slipways rooted on **Pointe du Trec'h**, the N end of Île aux Moines. The two that are farthest N are each marked by a starboard lateral beacon. The third, to the SE, bears a N cardinal beacon at its end. *Vessels anchor in a depth of 0.5 m, between 50 and 100 m E of the end of this SE slipway.*

19 Arradon, located immediately ENE of the headland of the same name, is described in section 3.5.5.5.

- 25 ÎLE PIRENN (47° 36.0' N – 2° 49.4' W) and approaches. – *Vessels anchor in a depth of 3 to 5 m, over a bottom of mud, 0.2 M S of Île Pirenn, or in a depth of 0 to 1 m, 0.4 M farther SE.* There is a slipway, which can be accessed at half-tide and is marked by a port lateral beacon, located at the E tip of Île aux Moines. There is another slipway, with an uncovering bottom, located on the W coast of Île d'Arz. Its end is marked by a starboard lateral beacon.
- 31 POINTE DE PENBOK'H (47° 37.1' N – 2° 48.0' W). – There is a slipway rooted at **Pointe de Penboc'h**, with an uncovering bottom. Its end bears a port lateral beacon. *Vessels anchor in a depth of 2 m, over a bottom of sand and mud on rock, 0.3 M W of the headland.*
- 37 POINTE DU BELURE (47° 36.4' N – 2° 47.5' W) [view 3.5.5.4.]. – This N end of Île d'Arz is extended by a jetty, the head of which bears a starboard lateral beacon. The jetty protects a landing slipway and an uncovering mud flat; there is a depth of 0.7 m at the end of the slipway. *Vessels anchor in a depth of 1.5 m, over a bottom of mud, 200 m E of the head of the jetty.*
- 43 CHENAL DE BADEL (47° 37.0' N – 2° 46.5' W). – There is a holding anchorage that can be used in **Chenal de Badel**, NE of Île de Boëdic, off the Langle or Badel slipways the ends of which, which can be accessed at half-tide, are each marked by a port lateral beacon. The channel, which is very narrow, winds between banks made up of mud and weed. At low water there is a depth of only 2 m at the entrance and 1 m level with the first slipway, with very little turning room.
- 49 Port-Anna and Conleau, to the N of Île de Boëdic, are described in section 3.5.5.6.
- 55

[Photos]

3.5.5.4. – Île d'Arz. Pointe du Béluré. Arradon anchorage.

01 **3.5.5.5. Arradon**

- 07 Arradon (47° 36.9' N – 2° 49.7' W) [view 3.5.5.4.], an anchorage and an important recreational resort, is located 0.3 M NE of the headland of the same name. The area of mooring buoys is able to receive 270 vessels, including space for around 25 visiting vessels, in a depth of 1 to 4 m, sheltered from the dominant winds and away from the strong currents. There is a concrete stockade, with a small slipway on its E side, at which vessels may berth in a depth of 2 m. Vessels must stop here for short periods only.
- 13 200 m NE of the stockade, there is a 100 m-long pontoon rooted at the SW corner of a wide slipway.
- 19 There are other slipways, which are smaller and have uncovering bottoms, between Pointe d'Arradon and Pointe de Kerat.
- 25 The terreplein, which extends NW of the stockade, is able to receive 50 leisure craft and bears the main facilities: sailing club, water and electricity outlets and sanitary facilities. All necessary provisions can be obtained in the town, which also has naval building and repair yards.
- 31 INFORMATION. – Department of Morbihan (56); 5000 inhabitants; the centre of the town of Arradon is located 1.5 km from the port.
- 37 Harbour master's office: located 200 m NE of the stockade; tel: + 33 (0)2 97 44 01 23 (office hours); VHF: channel 9.
- 43 CONNECTIONS. – Railway station; Vannes 8 km away by road.

01 **3.5.5.6. Port-Anna and Conleau**

- 07 The small fishing port and marina of Port-Anna is located on the E shore of the narrows out through which the river Vannes flows. Located 500 m farther N, at the N end of the narrows, is the recreational resort of Île de Conleau.

- 13 PORT-ANNA (47° 37.4' N – 2° 46.7' W) [view 3.5.5.6.]. – Visible at the entrance to the narrows, on the E shore, at the edge the water, is a large pink house 100 m N of which the small cove that contains the port opens, on the rocky wooded shore. This port has two quays at the foot of which the bottoms uncover at half-tide. These quays are largely occupied by fishing vessels. There is a slipway positioned against the S side of the N quay, which is accessible at high water only.
- 19 The port, which is managed by the commune of **Séné**, is equipped with a workshop for repairs and a graving slipway. Petrol and diesel duty free for professional vessels.
- 25 Séné Town Hall: tel: + 33 (0)2 97 66 90 62.
- 31

[Photo]

Île de Conleau  
Vannes  
Port-Anna

#### 3.5.5.6. – Port Anna and Conleau, to the N (2006).

- 37 CONLEAU (47° 37.6' N – 2° 46.7' W). – There are numerous anchorages on deadmen positioned within **Rivière du Vincin**, which flows out to the W of the island and constitutes one of the most pleasant havens in the N of Golfe du Morbihan. Leisure craft may also shore up on the tops of the shores at high water. The SW coast of the island is bordered by a dyke that retains the water of a swimming pool.
- 43 Rooted at the SE tip of the island is a slipway, the end of which, in a depth of 1 m, is marked by a port lateral pole. This slipway is a regular stop for the departmental maritime connection with Île d'Arz.
- 49 *Vessels in transit anchor in a depth of 3.5 m, at the edge of the channel in the river Vannes, SW of Île de Conleau.*

#### 01 3.5.6. VANNES

- 07 The port of **Vannes** (47° 39.2' N – 2° 45.5' W), which extends from S to N, over around 1 M, as far as the heart of the medieval town, is located on the bed of the Marle then, farther upstream, the bed of the Rabine. It contains, from downstream to upstream:
- the outer harbour and the commercial port, the facilities of which mainly occupy the right bank of the Marle, downstream from a swing bridge, and are able to receive vessels 65 m long with a draught of 4 m at mean tides;
  - a holding area, upstream of the swing bridge and downstream of the narrow channel that leads to the lock of the non-tidal basin;
  - the recreational non-tidal basin, 850 m long and 48 m wide, able to receive vessels 25 m long and with a draught of 2.4 m.

#### 01 3.5.6.1. Access

- 07 Also see section 3.5.5.

- 13 To the E of Île de Conleau, the river widens after the “no. 2” beacon in the Vannes access channel. This channel then narrows again between the “no. 5” and “no. 6” buoys, after which it ascends the course of the Marle heading N. Extending 400 m N of the “no. 9” beacon is the outer harbour and, 200 m farther on, the commercial port that is enclosed upstream by the swing bridge.
- 19 The least depth in the channel is 0.7 m downstream of the “no. 9” buoy, 1.7 m as far as the swing bridge and 0.9 m in the holding area N of this bridge. The access channel to the lock of the non-tidal basin dries 0.5 m. The maximum speed of the current in this channel is 1.5 knots.
- 25 There is a holding pontoon anchored in the axis of the river, slightly downstream of the swing bridge. It is connected via intercom to the bridge command tower, during the operating hours for the latter. Outside of these hours, contact can be made via VHF.
- 31 **SWING BRIDGE.** – The swinging bridge span is the one on the side of the right shore. When in an open position it leaves a passage 10 m wide with a sill 1 m above chart datum. It is open:
- from 15 June to 15 September, as well as each weekend: upon request during the first and last half hour of the opening times for the lock (see below): in between, every half hour, on the half hour and the hour;
  - from 15 September to 15 June during the week: first and last half hour of the opening times for the lock; in between, every hour, on the hour.
- 37 Traffic is regulated by means of the following light signals, shown upstream and downstream of the pile located immediately E of the swinging bridge span:
- 2 fixed red lights: passage prohibited (bridge closed or oncoming traffic);
  - 2 slow-occluding red lights: prepare to move;
  - 2 fixed green lights: passage permitted;
  - 2 slow-occluding green lights: passage soon to be prohibited or reversal of the passage direction, “do not commence passage”.
- 43 An additional signal, a yellow light to the left of the upper light (green or red) of the main signal, is for small craft that do not require the bridge to open in order to pass and indicates that they may pass. In the absence of this additional signal, they may still pass under the bridge ensuring, using the water level gauge, that the vertical clearance is sufficient.
- 49 **NON-TIDAL BASIN LOCK.** – This lock, which is 10 m wide, is open during the day (in season from 08:00 to 22:00) from 2 hours 30 minutes before to 2 hours after high water. To determine the height of the water, use the water level gauge when passing.

01 **3.5.6.2. Port**

- 07 **OUTER HARBOUR AND COMMERCIAL PORT** (view 3.5.6.2.). – The W shore is bordered, up to around 100 m from the bridge, by riprap made up of dry stones at which vessels may not berth. Located 300 m S of the bridge, on the same shore, is the maritime terminal. Some pontoons connected to the riprap via footbridges are used by vessels carrying out tourist trips in Golfe du Morbihan.
- 13 The commercial port consists of two concrete piers located between the bridge and 100 m to the S, on the W shore. It enables vessels over 50 m long to berth, which are not able to turn upstream. On the E shore, around 100 m S of the bridge, there is a mole sheltering a careening area that is extended by a terreplein. A small slipway for small craft borders the terreplein, just S of the mole.
- 19 The widened space between the swing bridge and the access channel to the lock forms a holding area, in the middle of which numerous deadmen are anchored in a line oriented N-S. The W shore has, 100 m from the bridge, a pontoon connected to the riprap and, 100 m farther N, at the place known as Pont-Vert, a wide launching slipway and a quay at which vessels may berth.

25

[Photos]

## 3.5.6.2. – Vannes.

- 31 NON-TIDAL BASIN AND MARINA (view 3.5.6.2.). – This constitutes the marina, which is equipped with pontoons and catwalks. It is spanned by a mobile floating footbridge, around 250 m from its N end. Visitors are received immediately S of this footbridge on pontoons D and G, which follow the shore quays. Two small slipways enclose the basin to the N.
- 37 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 330 berths, 60 of which are for vessels in transit, maximum length 30 m, draught 2.4 m; water and electricity at the pontoons; sanitary facilities; cranes with capacities of 12 and 20 t; slipway and grounding grid; workshops for hulls, engines and sails; provisions and all manner of supplies in town.

01 **3.5.6.3. Town**

- 07 Department of Morbihan (56); prefecture; 54,800 inhabitants (118,000 for the settlement).
- 13 Marina harbour master's office: W shore of the non-tidal basin; tel: + 33 (0)2 97 54 16 08; fax: + 33 (0)2 97 42 48 80; VHF: channel 9; email: port.plaisance@mairie-vannes.fr
- 19 Customs: 36 avenue Paul Cézanne; tel: + 33 (0)2 97 63 33 28.
- 25 Hospital: Centre Hospitalier Bretagne Atlantique, boulevard Guillaudot; tel: + 33 (0)2 97 01 41 41.
- 31 Gendarmerie: place de la Libération; tel: + 33 (0)2 97 54 75 00.
- 37 CONNECTIONS. – Lorient-Nantes express route at the N edge of the town.
- 43 Railway station 1 km from the port.
- 49 Lorient-Lann Bihoué airport 66 km away; shuttle leaving the port.
- 55 Vannes-Meucon airfield (8 km): connections during summer and at weekends.
- 61 Maritime connections: Golfe du Morbihan service (maritime terminal in the outer harbour).

01 **3.5.7. S AND E PARTS OF GOLFE DU MORBIHAN: FROM KENERS COVE TO THE RIVER NOYALO**

- 07 For vessels that pass to the S of Île aux Moines in order to reach the S and E parts of the gulf, there are anchorages and landing points, which are described in the following sections.

01 **3.5.7.1. Anchorages between Presqu'île de Rhuys and Île aux Moines**

07 From W to E, leisure craft may use the following anchorages:

13 **KERNERS COVE** and **BILOURI SLIPWAY** (47° 33.5' N – 2° 52.5' W) [view 3.5.7.1.]. – *Vessels anchor in a depth of 2 to 4 m, over a bottom of mud, sheltered from winds from the W, between Pointe de Kerners to the NW and **Pointe de Saint-Nicolas** to the SE. The cove itself uncovers greatly, also with a bottom of mud, but it constitutes a very good haven. The **Bilouri slipway**, the end of which is marked with a starboard lateral perch, enables landing at half-tide at the NW end of the cove.*

19

[Photo]

Île aux Moines

Bilouri slipway

3.5.7.1. – Keners cove, to the NNE.

25 **SAINT-NICOLAS ANCHORAGE** (47° 33.3' N – 2° 51.8' W). – *Vessels anchor in a depth of 2 to 5 m, over a bottom of mud, 0.3 M SSE of Pointe de Saint-Nicolas off **Anse de Pen Castel** and N of Pointe du Béché.*31 **LE POUL ANCHORAGE** (47° 32.9' N – 2° 51.2' W). – *At the open end of this cove, which indents the coast of Presqu'île du Rhuys between Pointe du Béché and Pointe du Logéo, vessels may anchor in a trench over 5 m deep, away from the currents.*37 From Le Poul, vessels may follow the S coast at close range, taking care to avoid the rock and rocky heads of **Roc'h Vihan**, and reach the **Anse du Logéo** anchorage with a depth of 1 to 1.5 m, over a bottom of mud, 300 m ESE of the headland that bears this name and which bears a slipway that is accessible at low water and the end of which bears a starboard lateral beacon.

43 SE of the headland, another slipway, with bottoms that uncover 1 m, encloses the cove to the NW. Its end also bears a starboard lateral beacon. This slipway is rooted at a shore quay at which vessels may berth at high water and which has some stairs.

49 **PENHAP COVE** (47° 33.9' N – 2° 51.4' W). – *This cove on the S coast of Île aux Moines provides good shelter from winds from the W to N. Vessels anchor in a depth of 0 to 7 m, over a bottom of mud, between Île aux Moines, to the NW and Île Brannec, to the SE. There is a slipway, marked at its end by a port lateral beacon, located on the N coast of the cove. A leisure vessel may remain afloat around 20 m seaward of this beacon.*01 **3.5.7.2. Coast and anchorages from Île Govihan to the E coast of Île d'Arz**07 Vessels pass to the N of the dangers of Roc'h Vihan, which lie off Pointe du Logéo, and to the S of Île Govihan, by heading on a bearing of 115° towards the **Sarzeau** bell tower, to the left of the **Brillac** bell tower, from S of Pointe de Penhap, the S end of Île aux Moines, until the Île d'Arz bell tower is on a bearing of 040°. Vessels then head on a bearing of 085°, with the Arzon bell tower to stern on a bearing of 265°, clear to the left of Pointe du Béché. Opening to the NE, 0.7 M farther on, is the passage between **Pointe de l'Ours**, marked by a starboard lateral beacon, and **Île Stibiden**. When on the axis of the passage, the Île d'Arz bell tower is on a bearing of 027°.13 0.3 M S of this passage, N of **Pointe de Bréhudic**, there is a narrow, fairly shallow indentation that provides access to **Baie du Lindin**. *Vessels anchor over uncovering bottoms of mud, nearby and SE of the headland. Some vessels proceed as far as the inner end of the cove, following the bed of a stream, anchoring off the dyke*



of an old tidal mill. There is a slipway, marked at its end by a port lateral pole, rooted on the E shore of the inner end of the cove.

- 19 On the E coast of Île d'Arz, vessels anchor in a depth of 0 to 3 m, over a bottom of mud on rock, off the angled slipway of **Pen Raz**, rooted ESE of the bell tower. This slipway, which can be accessed at half-tide by vessels with a draught of 1.5 m, bears a port lateral pole at its end. In order to reach this anchorage, when coming from the S, vessels must give the **Le Dre nec** and **Les Cochons** rocky plateaux, marked by the "Dre nec" S cardinal buoy, a wide berth.

25

[Photo]

Île de Tascon

Le Passage

Rivière de Noyal

### 3.5.7.3. – Le Passage, to the WSW (2006).

#### 01 **3.5.7.3. Coast and anchorages in the E part of Golfe du Morbihan**

- 07 The vast bay that extends to the SE of Île d'Arz dries almost entirely over large mudflats. **Chenal de Truscat** leads from Île d'Arz to Presqu'île de Truscat. From Pointe de Bilhervé, the SE end of the island, vessels head from the "Bilhervé" port lateral buoy on a bearing of 147° towards Pen Blei islet, which vessels leave a short distance to the E. 600 m S of Pen Blei, the channel splits into two branches, one heading to Anse de Kerlevan and Pointe de Duer, with the other heading SW towards Pointe du Ruaud before turning back towards Presqu'île de Truscat.

- 13 Pointe du Ruaud has a slipway that is marked at its end by a starboard lateral pole. *Vessels anchor, over uncovering bottoms, to the E of this slipway. Oyster farms extend to the N and NE of the headland.*

- 19 From the "Bilhervé" buoy, vessels leave on a heading of 065° to reach the access channel to **Rivière de Noyal**, passing to the S of Île de Lern and the "Le Fuseau" port lateral beacon, and to the N of the starboard lateral beacon that marks La Grande Truie. S of the "Rohu" port lateral beacon tower, vessels head on a bearing of 100° towards **Le Passage**, narrows (view 3.5.7.3.) framed by two slipways that each bear a lateral pole, port to the NW and starboard to the SE. These slipways are used by passing vessels.

- 25 *Vessels anchor in a depth of 2 to 3 m, 150 m NE of the SE slipway, but the currents here are very strong.* Farther upstream, the channel, which silts up, is poorly marked. Access to Le Passage is difficult at low water for vessels with a draught greater than 1 m, the masters of which do not know the area well. There are four spherical special mark buoys anchored from April to December, for windsurfing regattas, over uncovering bottoms, W and WNW of the narrows.

- 31 **Comments:**

- in the S part of the gulf, the anchorages located in the coves contained between Pointe de Minden and Pointe de Kerners are not taken into consideration;
- in the E part of the gulf, the Lasné anchorages (S of Île de Tascon) are not taken into consideration.

01 **3.6. FROM POINTE DU GRAND MONT TO POINTE DU CROISIC**

07 Charts 7033, 7135.

13 ENC FR470330.

01 **3.6.1. GENERAL INFORMATION**

07 The bay and the estuaries of the rivers of Pénerf and the Vilaine are very exposed, Dumet island and the Piriac plateau (Castelli headland) protect them poorly from bad weather from the S and SW. The sea is very hollow over the shoals. The 3 main fishing ports and marinas in the region, Piriac-sur-Mer, La Turballe and Le Croisic, are located on the E coast, between 8 and 12 M S of the mouth of The Vilaine.

01 **3.6.1.1. Signal station**

07 Piriac-sur-Mer, Pointe du Castelli semaphore (47° 22.5' N – 2° 33.5' W) [view 3.6.3.4.].

01 **3.6.1.2. Rescue stations**

07 Damgan (47° 31.1' N – 2° 35.0' W); La Turballe (47° 20.8' N – 2° 30.9' W); Le Croisic (47° 18.1' N – 2° 31.1' W).

01 **3.6.1.3. Tidal currents**

07 See the chart tables and the atlas *Courants de marée de la côte Sud de Bretagne, d'Audierne au Croisic* [Tidal currents for the S coast of Brittany, from Audierne to Le Croisic].

13 Fairly close to the coast, the currents are generally rotary in nature, more frequently to the right. In the narrow passages and in The Vilaine, the current is naturally alternating.

19 It is also alternating offshore, between Plateau du Four, to the ESE, and Plateau des Grands Cardinaux. This alternating nature is maintained to the N, as far as the lines of latitude of Île Dumet and Plateau de la Recherche.

01 **3.6.2. AREAS**

01 **3.6.2.1. Submarine cables and submarine pipelines**

07 There is a power cable buried running across Rivière de Pénerf, between Castel (47° 31.1' N – 2° 37.8' W) and the port of Pénerf.

13 The Piriac-sur-Mer oil pipeline, 2300 m long, sets off towards the SW from a position located 1200 m SE of Pointe du Castelli (47° 22.1' N – 2° 33.8' W). Its end is marked by a white buoyant beacon, lying W of which, in an area with a radius of 500 m, are numerous deadmen, anchors and chains. The oil pipeline is currently disused (2005).

01 **3.6.2.2. Area in which anchorage is prohibited in the approaches to La Turballe**

07 It is prohibited to anchor, from 1 June to 30 September, in a marked area, the limits of which are shown on the charts, which covers the entrance to the port of La Turballe and its approaches, as far as 0.8 M to the W and SW (*Decree 63/91 of 20 November 1991 of the Maritime Prefect of the Atlantic*).

01 **3.6.2.3. Marine farms**

07 Marine farming concessions have been granted in the areas described below, outside of the navigation channels and anchorage areas:

13 a) Rivière de Pénerf (§ 3.6.4.4.);

- 19 b) area located within Triact de Pen Bé and in Baie de Pont-Mahé, NW of Mesquer, limited out to sea by the line connecting Pointe du Bile (47° 26.5' N – 2° 28.8' W), the “Laronesse” beacon (47° 26.0' N – 2° 29.5' W) and the Mesquer light (47° 25.3' N – 2° 28.1' W);
- 25 c) area located within Grand Traict and Petit Traict du Croisic (§ 3.6.5.5.), limited to the W by the straight line connecting the end of the Pen Bron mole and the W end of Jonchère du Prince (entrance to the marina).
- 31 The limits of the concessions are marked by special marks.
- 37 Concessions may be granted outside of these areas. In this case they are described in the section for the coastal area in question.

01 **3.6.2.4. Explosives temporary dumping ground**

- 07 Two circular areas with a radius of 200 m, used for the temporary dumping of suspect devices caught by nets or fishing equipment (§ 1.6.2.5.), have been established around positions 47° 27.72' N – 2° 43.79' W and 47° 19.70' N – 2° 32.68' W.

01 **3.6.3. ISLANDS AND DANGERS**

01 **3.6.3.1. Plateau de la Recherche**

- 07 This plateau of rocks extends for 4 M to the ENE from the line of longitude of Pointe du Grand Mont and 3 M S of the coast. It is marked to the W by the “Recherche” W cardinal light buoy and in the centre by the “Locmariaquer” isolated danger buoy, anchored SE of **Roche de Locmariaquer**, which is covered with 2.4 m of water.
- 13 Located 1 M NE of the “Locmariaquer” buoy, the **Sarzeau** rock, covered with 2 m of water, is not marked. 1 M farther NE, lying off the plateau is a shoal covered with 3.9 m of water.
- 19 Vessels remain W of the plateau by not going E of the leading line bearing 346° of the Baden bell tower and the Arzon bell tower.

01 **3.6.3.2. Plateau de Saint-Jacques**

- 07 Located N of the preceding one, this plateau extends for 1.5 M from W to E and up to 1 M S of Pointe de Saint-Jacques. In the central area of the plateau, **Basse Rohaliguen**, which is covered with 2.3 m of water, is marked by the “Saint-Jacques” S cardinal buoy. Nearby and to the E of this shoal, Basse Saint-Jacques contains a rocky head covered with 1.7 m of water.
- 13 Located 1.25 M farther ENE, **Basse Beg Lann** is covered with 3.5 m of water and, located 1 M SE of the former, **Basse Suscinio** is covered with 5 m of water.

01 **3.6.3.3. Île Dumet**

- 07 The small Dumet island (47° 24.7' N – 2° 37.2' W) [view 3.6.3.3.] is located 5 M NW of Pointe du Castelli. Its N headland bears an old fort, located S of which is another square fort, dominated by the white column with a green top (6 m) of a lighthouse.
- 13 There is a plateau of shoals that extends N and E of the island. The “Basse-Est Île Dumet” E cardinal light buoy is anchored NE of this plateau. There is a mussel farm, on lines, established to the W of this buoy, in an area shown on the chart and marked by a N cardinal light buoy and 7 special mark buoys.
- 19 The island is a sea bird sanctuary.

25

[Photos]

Mouth of the Vilaine

Baie de Pont-Mahé

Lighthouse

3.6.3.3. – Île Dumet, to the NE.

**01 3.6.3.4. Plateau de Piriac**

07 This plateau, over which the depths are very uneven, bears shoals and isolated rocky heads extending from the W to the N of Pointe du Castelli (view 3.6.3.4.) as far as 1.7 M offshore. The dangers located W of the latter headland are marked by the “**Les Bayonnelles**” (47° 22.6' N – 2° 35.2' W) W cardinal light buoy.

13 Plateau du Four, located 3.5 M W of Pointe du Croisic, is described in section 4.2.5.1.

19

[Photos]

Piriac

Semaphore

3.6.3.4. – Pointe de Castelli. Piriac semaphore (inset).

**01 3.6.4. FROM POINTE DU GRAND-MONT TO RADE DE PÉNERF**

07 Charts 7033, 7135, 7136 and 7144.

13 ENC FR402280.

01 **3.6.4.1. Coast, landmarks and anchorages**

- 07 Visible on Pointe du Grand Mont (47° 30.0' N – 2° 51.1' W) is the square bell tower of Saint-Gildas-de-Rhuys (view 3.6.4.1.A.) and, 1.2 M farther E, the Kersaux water tower. Recognisable 5 M E of the headland is the Suscinio castle, with its crenellated towers, and NE of this structure is the La Lande water tower with its conspicuous, slightly flared shape. Respectively located 0.8 and 2.5 M ESE of Pointe du Grand Mont, Port-aux-Moines and Port-Saint-Jacques are described in sections 3.6.4.2. and 3.6.4.3.

13

[Photo]

3.6.4.1.A. – Saint-Gildas-de-Rhuys bell tower, to the E (2006).

- 19 **Anse de Suscinio**, located S of the castle of the same name, is limited to the E by **Pointe de Penvins** (view 3.6.4.1.B.). A chapel and the pointed bell tower of Penvins stand, respectively, 0.2 M WNW and 1 M NNW of this headland.

25

[Photos]

3.6.4.1.B. – Pointe de Penvins and the chapel on the Penvins headland (inset), to the NE (2006).

- 31 Two starboard lateral beacons, the N-most of which is located on the Le Vauguëran rock, mark the uncovering bottoms in the E part of Anse de Suscinio (view 3.6.4.1.C.). *Vessels may anchor in a depth of 3.3 m, over a bottom of mud and shells, close to the position shown on the chart (47° 30.0' N – 2° 43.4' W).* This anchorage may be used only in winds from land.

37

[Photo]

Suscinio castle

Beg Lann

3.6.4.1.C. – Anse de Suscinio, to the NNE (2006).

- 43 Located 1.8 M ENE of Pointe de Penvins, on the left shore of the mouth of Rivière de Pénerf, is **Tour des Anglais** (view 3.6.4.1.D.). Visible 1.5 M NNW of this tower are the water tower and the rounded bell tower of the church of Tour du Parc and, 3 M farther E, the square bell tower of the church of Damgan.

49

[Photos]

Penlan lighthouse

Prières bell tower

Mouth of Pernerf

The Vilaine

Tour des Anglais

(Mouth right shore)

3.6.4.1.D. – Mouth of Rivière de Pénerf.

- 55 Rivière de Pénerf and the port of the same name are described in section 3.6.4.4.
- 61 The approaches to the entrance to The Vilaine are marked on the N shore by the **Basse de Kervoyal** S cardinal light beacon tower, the Penlan lighthouse (view 3.6.4.1.D.), a tower with red and white bands (18 m) dominates **Pointe de Penlan** and the “**Bertrand**” starboard lateral light beacon tower, 0.4 M WNW of the lighthouse. Also visible are the bell towers of **Billiers** and **Prières** (former abbey) [square tower].
- 67 A mussel farming area on “bouchots” [mussel pilings], which is marked, extends in deep water between Pointe de Kervoyal and Pointe de Penlan.
- 73 The Vilaine is described in section 3.7.

01 **3.6.4.2. Saint-Gildas-de-Rhuys. Port-aux-Moines.**

- 07 Port-aux-Moines (47° 29.5' N – 2° 50.0' W) [view 3.6.4.2.] is a small dry harbour located 0.8 M SE of Pointe du Grand Mont. A wide slipway borders Digue Est on the outside and allows for berthing at high water for small vessels and craft.
- 13 ACCESS. – Located 0.9 M SW of the entrance, **Basse du Grand Mont**, covered with 0.2 m of water, is marked by the “Grand Mont” S cardinal buoy. On the other side of the approach axis, the “**Le Bauzec**” S cardinal beacon tower marks the extension of the rocky plateau that lies off the coast to the E of the port. There is a

head that uncovers 3.1 m around 600 m N of the beacon tower. There is a port lateral beacon installed at the S end of the rocky plateau that extends SW of the port.

- 19 Offshore, the concrete dykes blend in with the surrounding rocks and the passage is not easy to make out. The head of the E dyke bears a pole. Farther in, a starboard lateral pole marks a rocky shoal.
- 25 PORT. – The port provides 120 berths for vessels that moor on three anchorage lines behind and along the S breakwater and shore up on a flat sandy bottom that uncovers as far as the passage.
- 31 There is a slipway at which vessels may berth at half-tide positioned against Digue Sud, at its root.
- 37 This port is not recommended in winds from offshore. By night, it is illuminated by floodlights.
- 43 INFORMATION. – Department of Morbihan (56); commune of Saint-Gildas-de-Rhuys (1470 inhabitants); town 2 km away from the port.
- 49 Harbour master's office: tel: + 33 (0)2 97 47 24 20.
- 55

[Photos]

Port aux Moines

Port Saint-Jacques

3.6.4.2. – Saint-Gildas-de-Rhuys, to the NNW and Sarzeau.

01 **3.6.4.3. Sarzeau. Port Saint-Jacques**

- 07 Port Saint-Jacques (47° 29.3' N – 2° 47.4' W) [view 3.6.4.2.], a small fishing port and marina located on the E coast of Pointe de Saint-Jacques, is sheltered from winds from the W by the coast and from winds from the SW by a short jetty that bears a light beacon tower at its end. This jetty hardly provides any protection from swells from the SW and winds from the E sector. The sandy bottoms uncover within the port and, during the greatest tides, as far as the head of the jetty.
- 13 ACCESS. – The normal approach consists of coming from the S and leaving the “Saint-Jacques” S cardinal buoy to the E, before entering the access channel that is marked by lateral poles numbered “1” to “6” (excluding “5”). Vessels may also approach from the SE, passing to the N of Basse de Saint-Jacques. All of the rocks awash located E of the port are located N of bearing 295° of the Saint-Gildas-de-Rhuys bell tower.
- 19 PORT. – Leisure vessels ground by mooring to 8 parallel anchoring lines that are protected by the jetty. In good weather, they anchor at the limit of 1 m depths to the E of the jetty. Fishing vessels ground farther within the port, sheltered by the mole and the riprap heading back towards the beach: For a vessel with a draught of 1.5 m, anchorage within the port is possible from 2 hours 45 minutes after low water at springs. There is a landing slipway positioned against the jetty, at its root, immediately next to the terreplein of the technical area. There is a wide launching slipway located at the beach.
- 25 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 370 berths on deadmen, around 10 of which are for vessels in transit; water, electricity and sanitary facilities on the terreplein; crane with a capacity of 5 t; workshops for hulls, motors and sails; building and repair yards.
- 31 INFORMATION. – Department of Morbihan (56); commune of Sarzeau (6270 inhabitants); town 5 km away.
- 37 Harbour master's office: tel: + 33 (0)2 97 41 72 56.

01 **3.6.4.4. Rivière de Pénerf and port of Pénerf**

- 06 The port of Pénerf (47° 30.8' N – 2° 37.4' W) [view 3.6.4.4.A.] is located on the left bank of Rivière de Pénerf, 1.5 M from the sea. It is exposed to winds from a large sector extending from SW to E by N and it is difficult to access due to the numerous dangers that obstruct the mouth.
- 11 The river is accessed via Passe de l'Est, a narrow marked channel that insinuates itself into the middle of the rocky plateaux, leaving to the W the La Traverse uncovering shoal, which is unmarked, and then the "Pignon" port lateral light beacon tower. The channel begins at the "Borénis" starboard lateral buoy (47° 29.2' N – 2° 38.4' W). Its least depth is 3 m, located 250 m SE of the La Traverse shoal.
- 16 Vessels approach Passe de l'Est following the leading line bearing 000.5° of the Tour du Parc bell tower and the "Pignon" beacon tower, or the leading line bearing 354° of the Tour du Parc water tower and the same beacon tower, or even, when coming from the SW, by following the leading line bearing 031.4° of the Pénerf bell tower and Tour des Anglais (whitened). The latter leading line is the most visible.
- 21 When vessels have the Pointe de Penvins chapel on a bearing of 280°, around 1300 m S of the "Pignon" beacon tower, they head so as to pass between the first two beacons of the channel, staying fairly close to the port lateral pole.
- 26 The channel, which is marked by lateral marks, then heads NW towards the "Pignon" beacon tower and then to the N.
- 31 At its N end, the channel passes between the port lateral beacon that marks the **Men Drean** rock and the starboard lateral beacon located to the N of the rocks of La Grande Bayonnelle. To the N of this gate, vessels must leave a little room to the NNW before ascending the course of the river.
- 36 The channel of the passage is not navigable by night. However, at high water, small craft and small vessels may approach and then distance themselves from the "Pignon" beacon tower using the white sectors, (349.5° – 028.5°) then (167° – 175°), of the light of this beacon tower, and by rounding the latter at a very short distance to the E. However, there are no other lights upstream and vessels must use a floodlight to see the poles located along the edge of the channel. A good local pilot is essential.
- 41

[Photo]

Pénerf

Tour  
Des Anglais

Pignon beacon tower

3.6.4.4.A. – Access to Rivière de Pénerf (2008).

- 46 **TIDAL CURRENTS.** – At low water and at half-tide, when the rocks that block the mouth are not covered, the currents in the passages and in the channel are quite strong. They reach speeds of 4 knots at springs.
- 51 **OUTER ANCHORAGES.** – *In good weather or in moderate winds from land, vessels may anchor in holding in the Pénerf roadstead, in a depth of 7 to 8 m, over a bottom of mud, or in a depth of 9 to 10 m, over a bottom of mud and shells, respectively 1500 m S and 1.6 M SSW of the "Pignon" beacon tower.*
- 56 **LE LEN ANCHORAGE.** – Located 0.4 M SW of Pénerf, on the E bank, on the edge of the channel of the river, **Anse du Len** is easily accessible in the middle of the oyster farms. Vessels may ground here on a bottom free from dangerous rocks, but silting up makes it tricky to shore up.
- 61 **ANCHORAGE AND PORT OF PÉNERF** (view 3.6.4.4.B.). – The Pénerf slipway bears a starboard lateral beacon at its end. Vessels may berth at it at low water. Located 0.1 M N of this slipway, a rock bears an isolated danger pole. *The anchorage is located upstream and downstream of the slipway, in a depth of 4 to 6 m, over a bottom of mud of mediocre holding.* In winds from the W to NW, this anchorage is exposed to a strong chop. In addition, the currents here remain



fairly strong, reaching 2 to 3 knots. Local vessels prefer to anchor slightly closer to land, to the E of the slipway, over uncovering bottoms. The Pénerf anchorages are managed by the municipal authorities. There are three buoys reserved for visiting vessels.

66

[Photo]

#### 3.6.4.4.B. – Anchorage and port of Pénerf, to the ENE.

71 **PEN CADENIC ANCHORAGE** (view 3.6.4.4.C.). – Located N of Pénerf, on the other shore, the **Pen Cadenic slipway**, marked by a port lateral pole, is used by oyster farmers. *Vessels anchor 500 m upstream of this slipway, in a trench 3 to 6 m deep, over a bottom of mud, fairly well sheltered from winds from the W.*

76 **INFORMATION.** – Department of Morbihan (56); commune of Damgan (1350 inhabitants), the centre of which is located 4 km from the port of Pénerf.

81 Damgan Town Hall: tel: + 33 (0)2 97 41 10 19.

86

[Photo]

#### 3.6.4.4.C. – Pen Cadenic slipway, to the N.

### 01 **3.6.5. FROM RADE DE PÉNERF TO POINTE DU CROISIC**

07 Charts 7033, 7136, 7144 and 7145.

13 ENC FR470330.

01 **3.6.5.1. Coast, landmarks and anchorages**

05 The mouth and the course of the Vilaine are described in section 3.7.

09 Between the mouth of the Vilaine and **Pointe du Castelli**, located 7.7 M S, the coast is lined with wooded hills. The only visible landmarks are the following: the Pointe du Castelli semaphore, and the bell tower, a squat square tower with pinnacles, of Piriac-sur-Mer (§ 3.6.5.3.), located 0.6 M NE of this headland.

13 Located around 4 M S of the mouth of the Vilaine, **Baie de Pont-Mahé** opens between **Pointe du Bile**, to the NW, and **Pointe de Pen-Bé**, to the SE. This bay, which dries completely, is obstructed by “*bouchots*” [mussel pilings] that are marked by a port lateral buoy and 7 special mark buoys. To the S, via a narrow passage, it is connected to **Traict de Pen-Bé**, which contains, on its W bank close to **Pointe de Merquel**, the port of **Mesquer** and, farther SSE, the small oyster farming port of **Kercabellec**. Pointe de Merquel is extended to the N by a jetty, the end of which bears the white beacon tower (7 m) of the Mesquer light.

17 The port of Mesquer is described in section 3.6.5.2.

21 Located 0.7 M SW of the Mesquer light, **Baie du Cabonnais**, sheltered to the W and SW by **Pointe du Touru** (view 3.6.5.1.A.) and the rocks that extend off it, provides leisure craft with a deep water anchorage on 3 lines of deadmen. There are 9 deadmen reserved for visitors. Access is possible around 2 hours 30 minutes before high water; the entrance, located on the SW side of the bay, is marked by a pair of lateral beacons. The starboard one is located on the end of the Pointe du Touru groyne.

25

[Photo]

3.6.5.1.A. – Pointe du Touru anchorage, to the S.

29 Located 1200 m SW of Baie du Cabonnais, **Anse de Lanséria** (view 3.6.5.1.B.), lined with a beach, has mooring buoys for fishing vessels and leisure craft. The sandy bottoms uncover here for the most part. The entrance to the anchorage is marked by a pair of port and starboard lateral beacons.

33

[Photo]

3.6.5.1.B. – Anse de Lanséria, to the S.

37 Located 2.5 M farther SW is the marina and fishing port of Piriac-sur-Mer, described in section 3.6.5.3.

41 Offshore, located 3.5 M NW of Pointe du Castelli, **Île Dumet**, which has already been described in section 3.6.3.3., provides leisure craft with two temporary anchorage areas. The first of these is located in Grande Fort cove in a depth of 1 to 2 m,

- over a bottom of coarse sand of mediocre holding. This anchorage is relatively sheltered from winds from the W, but it is not protected from the swell.
- 45 The second of these is in **Anse de Port-Manès**, with a depth of 0.5 to 2 m of water, over a bottom of weed. This anchorage is exposed to winds from the SW to N sector, and to the swell.
- 49 Mariners may only disembark on the beaches using tenders. There are no resources available, not even drinking water. Walking is only permitted on the beaches (bird sanctuary).
- 53 From Pointe du Castelli, the coast turns sharply to the SE. There are some large dull grey tanks for the storage of oil products that are easily visible SE of the headland.
- 57 **Anse de Lérat**, located at the angled mouth of a stream (47° 21.9' N – 2° 32.1' W) [view 3.6.5.1.C.], is protected to the S by two moles, one of which is oriented to the NE, perpendicular to the root of the first one. It serves as a haven for the grounding of leisure craft and small fishing vessels.
- 61 Access to this small port is made tricky by the presence of the **Les Rozeux** small rocky plateau, which uncovers 1.6 m and is marked by a starboard lateral beacon. Some rocks, one of which uncovers 1.5 m, obstruct the access channel. The passage is marked by port and starboard lateral poles. In moderate seas, vessels are advised to arrive at the end of the flood.
- 65 200 m upstream of the entrance passage, the bed of the stream is angled to the NE. Downstream of the bend, vessels ground on a flat bottom of sand with clear berths. Upstream they shore up. The haven is very secure.
- 69 Outside of the mouth, NE of the mole and between two rocky masses, there is a narrow strip of sand that is good for grounding.
- 73 The fishing port and marina of La Turballe is located 2.5 M SE of Pointe du Castelli, at the N end of a long beach that stretches as far as Le Croisic. This port is described in section 3.6.5.4.
- 77 Visible 0.8 M E of La Turballe is the flat-topped octagonal bell tower of **Trescalan**, nearby and SW of a water tower.
- 81 In its centre the beach bears a white pyramidal landmark and at its S end is the **Pointe de Pen Bron** seaside resort with a bell tower and chimney. Visible 2 M SE of this headland is the tall square tower, surmounted by a rounded roof and a lantern, of the **Batz-sur-Mer** bell tower (47° 16.6' N – 2° 28.8' W) and two water towers. Care must be taken to avoid mistaking this bell tower for the **Croisic** bell tower, which resembles it.
- 85

[Photo]

3.6.5.1.C. – Anse de Lérat, to the NNW.

01 **3.6.5.2. Port of Mesquer**

- 07 The entrance to the small port of Mesquer (47° 25.3' N – 2° 28.0' W) [view 3.6.5.2.A.], located 5 M NE of Pointe du Castelli, is situated in the SW part of an indentation in the coast that opens onto a vast area of saltmarshes.

13

[Photo]

## 3.6.5.2.A. – Port of Mesquer, to the SSW.

- 19 The best approach is contained between the “**Basse Normande**” N cardinal buoy and the “**Laronesse**” isolated danger beacon, which corresponds by night to the white sector (102° – 118°) of the Mesquer (Jetée de Merquel) light. The approach lane shown on the chart has been surveyed using a lateral sounder.
- 25 A port lateral buoy, anchored 460 m NW of the Mesquer light, marks the S limit of the mussel farm that extends to the NW as far as Pointe du Bile (§ 3.6.2.3.).
- 31 Vessels enter by rounding Jetée de Merquel, the head of which bears the Mesquel lighthouse, at a fair distance. Around 150 m S of the head of the jetty, a riprap groyne, the end of which bears a starboard lateral beacon, shelters a grounding area on a fairly flat, firm bottom of mud that uncovers around 1 m.
- 37 A channel marked by poles opens 0.3 M SE of the Mesquer lighthouse, heading to the S. The first is a N cardinal pole, whilst the others are starboard lateral poles. This channel leads to the oyster farming port of **Kercabellec** (view 3.6.5.2.B.), located in a basin, at the entrance to the **Quimiac tidal channel**. The basin dries completely. Its SE side is lined with riprap at which vessels may berth at high water and along which the berths are clear. The other shore, which is greatly silted up, serves as a flat for careening.
- 43 Traict de Pen Bé, which is protected from winds from the W, is a vast area of marine farms that does, however, leave a little space in its N part, for a comfortable grounding on a bottom of sand that uncovers rapidly. This grounding area is accessed via a narrow channel between the farms, from the N cardinal pole of the Kercabellec channel.

49

[Photo]

## 3.6.5.2.B. – Port of Kercabellec, to the SW.

01 **3.6.5.3. Piriac-sur-Mer**

07 **Piriac-sur-Mer** (47° 23.0' N – 2° 32.8' W) [view 3.6.5.3.], a fishing port and marina, is located 0.8 M NE of Pointe du Castelli. It is a non-tidal basin that is protected by jetties made up of loose boulders. The passage is open to the NE, between the jetties to the NW and the N, the heads of which each bear a light.

13

[Photo]

3.6.5.3. – Piriac-sur-Mer, to the SSW (2008).

- 19 The non-tidal basin is accessed via a bottom-hinged gate, framed by a pair of lateral beacons, and via a sill that uncovers 0.7 m. There are some special mark beacons located on the sea walls, which uncover 2.2 m.
- 25 **ACCESS.** – In order to approach, vessels must give Plateau de Piriac a wide berth so as to pass a fair distance W of the “**Rohtrès**” N cardinal beacon tower, and to the N of the “**Grand Norven**” N cardinal light beacon. By day, the Piriac-sur-Mer church is a conspicuous landmark that is visible from a great distance. Vessels can reach the passage following a heading of 197.5° towards the main lighthouse of the port. By night, this route is the axis of the white sector (194° – 201°) of this light, which vessels use, in order to avoid the dangers of Plateau de Piriac, remaining within the white sector (272° – 285°) of the light of Île Dumet. The approach lane shown on the chart has been surveyed using a lateral sounder.
- 31 The route leads vessels around 0.3 M E of the “**Grand Norven**” beacon, then between 2 lateral poles, starboard then port.
- 37 Movements for entering and exiting the non-tidal basin are regulated by the International Port Traffic Signals, displayed on the S side of the bottom-hinged gate.
- 43 **PORT.** – The non-tidal basin is occupied completely by pontoons with catwalks, in a depth of 2.2 m. A terreplein at which vessels may berth extends into the water area, in the W part of the basin. It bears the main Piriac lighthouse. The terreplein, the pontoon that borders its S side and the one positioned against the sea wall are, in principle, reserved for fishing. The other pontoons are used for recreational purposes.
- 49 The basin contains a launching slipway, close to its SW corner. There is another slipway, at which vessels may berth and which is reserved for fishing, positioned against the NW jetty, outside of the non-tidal basin.
- 55 **EQUIPMENT. RESOURCES.** – The main equipment and services provided are as follows: 820 berths, around 30 of which are for vessels in transit; maximum length 16 m; draught 2 m; water and electricity at the pontoons; sanitary facilities; fuel; cranes with capacities of 6 t and 15 t; slipways; careening station (European standards); repair yards; chandlery.
- 61 **INFORMATION.** – Department of Loire-Atlantique (44); 1930 inhabitants.
- 67 Harbour master’s office: tel: + 33 (0)2 40 23 52 32; VHF (working hours: up to 20:30 in season).
- 73 Maritime affairs: at La Turballe (§ 3.6.5.4.).
- 79 Customs: rue des Morées, 44550 Montoir-de-Bretagne; tel: + 33 (0)2 40 45 88 78; fax: + 33 (0)2 40 45 82 14.
- 85 **CONNECTIONS.** – Departmental road connections; Vannes-Nantes express route 30 km away; Guérande 12 km away, Saint-Nazaire 35 km away. Coaches to the Saint-Nazaire railway station.

91 Saint-Nazaire-Montoir airfield 40 km away.

01 **3.6.5.4. La Turballe**

05 La Turballe (47° 20.7' N – 2° 30.9' W) [view 3.6.5.4.A.], a port located N of Rade du Croisic, has one basin reserved for fishing vessels, in a depth of 2.5 m, and another that is mainly reserved for recreational activities, in a depth of 1.5 to 2 m. The port is protected to the W by Jetée de Garlahy, the head of which bears a light, and to the S by Terre-plein de Tourlandroux, which is connected to the coast by Jetée des Brebis.

09

[Photo]

3.6.5.4.A. – La Turballe, to the NNW (2008).

- 13 ACCESS (view 3.6.5.4.B.). – The axis of the passage is shown by the leading lights bearing 006.6° of a pylon (12 m) with an orange top and a mast (5 m), which also has an orange top. By day, the passage, which is hidden by the covering of the terreplein and Jetée de Garlahy, is difficult to locate from afar. The initial approach may consist of following the leading line bearing 070° of the water tower and the Trescalan bell tower, as far as the leading lights bearing 006.6°. The access channel is 1.9 m deep.
- 17 Some shoals lie off Terre-Plein de Tourlandroux, to the SW, including a rock that uncovers 0.7 m, nearby and to the E of the axis of the passage, around 120 m ENE of the head of Jetée de Garlahy. In strong winds from the SSW, entry may therefore be tricky, even dangerous at low water at springs. Following on, vessels must give the head of the jetty a wide berth, then the rounded end of the terreplein, both of which have loose boulders lying off them. A starboard lateral light beacon marks the base of the loose boulders NW of the terreplein.
- 21 To enter the recreational basin, vessels must round the head of the terreplein and then approach the quay that borders the fish market terreplein, to the N of the passage. It should be noted, however, that this quay is often occupied by trawlers. Vessels should expect to encounter traffic within the port.

25

[Photo]

## 3.6.5.4.B. – La Turballe, Entrance, to the N (2006).

- 29 EXTERNAL ANCHORAGE. – Leisure vessels that are unable to find space in the port may anchor, weather permitting, to the E of the axis of the passage.
- 33 In summer, anchoring is prohibited in the approaches to the entrance to the port, in an area shown on the chart (§ 3.6.2.2.).
- 37 PORT. – The port complex consists of an outer harbour and two basins that are separated by a large Môle Central, the terreplein of which bears the fish market.
- 41 The outer harbour is bordered to the W by Jetée Garlahy, the inner side of which forms a quay on posts that is 120 m long.
- 45 The N part, or Bassin de Garlahy, is reserved for fishing. Within it there are 275 m of quays in a depth of 2.5 m. The bottoms have been cleared of rocks along Quai Nord of Môle Centrale, as well as along Quai Saint-Paul. The bottoms remain rocky along the E side of Jetée de Garlahy. The entrance to the basin is protected by a double-leaf gate, which is closed in strong winds and swells from the SW. Two flashing orange lights signal the closure of the gate.
- 49 The S part, also called Vieux Port, has pontoons for fishing and recreational use, in a depth of 1.2 to 1.7 m. Pontoons “G” and “H”, the two N-most pontoons, as well as the N side of pontoon “F”, are reserved for fishing vessels, whilst the others are reserved for leisure craft. Vessels in transit moor in the basin of pontoon “B”. With the exception of the quay and the slipways that border the central mole, the basin is surrounded by riprap at which vessels may not berth.
- 53 There is a launching slipway positioned against Jetée des Brebis, on the outer side, with a bottom that uncovers 3.5 m.
- 57 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 330 berths, around 50 of which are for vessels in transit; maximum length 12 m; draught 2.5 m; water and electricity at the quay and pontoons; sanitary facilities; fuel; crane with a capacity of 2.5 t; boat hoists with capacities of 32 t (leisure) and 280 t (fishing); slipway and careening area, workshops for mechanical repairs; shop for chandlery and fishing equipment; provisions in town.
- 61 INFORMATION. – Department of Loire-Atlantique (44); 4100 inhabitants.
- 65 Marina harbour master’s office: tel. and fax: + 33 (0)2 40 23 41 65; VHF: channel 9 (working hours: up to 21:00 in season); website: [plaisance.port.free.fr](http://plaisance.port.free.fr); email: [plaisance.turballe@wanadoo.fr](mailto:plaisance.turballe@wanadoo.fr).
- 69 Maritime affairs: at the fish market; tel: + 33 (0)2 40 23 33 35 (telephone manned during mornings).
- 73 Customs: rue des Morées, 44550 Montoir-de-Bretagne; tel: + 33 (0)2 40 45 88 78; fax: + 33 (0)2 40 45 82 14.
- 77 CONNECTIONS. – Vannes-Nantes express route 28 km away; Guérande 6 km away, Saint-Nazaire 30 km away. Coaches to the Le Croisic railway station (§ 3.6.5.5.). Saint-Nazaire-Montoir airfield (35 km) and La Baule-Escoublac airfield (15 km).

01 **3.6.5.5. Le Croisic**

04 Le Croisic (47° 18.5' N – 2° 31.3' W) [view 3.6.5.5.A.], a fishing port and marina located S of the roadstead of the same name, with the special feature of being made up of a succession of basins (chambers) spread out from NNW to SSE and separated by islets known as “Jonchères”. The port complex is located on the W bank of an old lough that has been filled in naturally and has become Grand Traict, criss-crossed by several tidal channels.

07

[Photo]

Marina

Petite Jonchère

Jonchère de Lenigo

Grande Chambre

Leading line

Stockade

3.6.5.5.A. – Le Croisic, General View, to the S.

- 10 Chambre des Vases (or Chambre Hervé Rielle), the farthest from the entrance to the port, is reserved for recreational purposes.
- 13 TIDE AND CURRENTS. – The currents are very strong in the channel and flow across the passages that provide access to the chambers. Their speed reaches 4 knots during the flood and the ebb. It is for this reason that the best time for entry is around half an hour after high water.
- 16 Two tide scales, one on the head of Jetée du Tréhic, the other on the downstream part of Quai des Canonnières (rue d'Armes), indicate the height of the water above chart datum.
- 19 ACCESS. – Without knowledge of the port (view 3.6.5.5.B.), it is inadvisable to enter the port without the assistance of a pilot. The seaside resort of Pointe de Pen Bron, the bell tower of the church and the water tower of Le Croisic, as well as the lighthouse on the head of **Jetée du Tréhic**, a grey beacon tower with a green top (12 m) bearing a sector light, constitute good landmarks for approaching.
- 22 Numerous shoals extend up to over 1 M offshore, NW of the coastline contained between Pointe du Croisic and the entrance to the port. The limit of the shoal farthest offshore, **Basse Castouillet**, covered with 0.6 m of water, is marked by the “Basse Castouillet” W cardinal light buoy. **Basse Hikéric**, located W of this buoy, is covered with 4.8 m of water. Located 0.2 M NW of the head of Jetée du Tréhic, **Basse Hergo**, which uncovers, is marked by the “Basse Hergo” starboard lateral light beacon tower.
- 25 The access channel, which has been cleared of rocks to a depth of 2 m at the entrance, then to 1.6 m after the lifeboat and 1.2 m off Jonchère de Lénigo, is sheltered on the W side by Jetée du Tréhic. There is a rocky bank lying off this jetty, on the side of the channel, on which it stands.
- 28 The axis of the channel is shown by 3 successive sets of leading lights on bearings of 155.5°, 173.4° and 134.7°. By day, vessels use the leading lines of the support structures of the corresponding lights, white metal pylons surmounted with a topmark, which is bright orange for the landmarks of the first leading line (clearly visible in the middle of a clump of trees, just to the left of the bell tower), yellow with a central vertical green stripe for those of the second leading line and red and white checked for those of the third leading line.
- 31 Vessels must follow these leading lines accurately, in particular when passing the “**Les Rouzins**” port lateral light buoy, anchored over a rocky plateau on which it grounds at low water at springs.



- 34 **Grand Mabon** bears a port lateral light beacon tower located SW of which, on the S edge of the channel, is **Rocher de l'Olifant**, which uncovers and is marked to the SE by a starboard lateral buoy.

37

[Photo]

Le Croisic bell tower

Batz bell tower

#### 3.6.5.5.B. – Le Croisic. Entrance, to the SSE (2008).

- 40 **ANCHORAGES.** – The water area called **Le Poul**, located S of the mole that extends the Pen Bron slipway, is an area of anchorages organised for leisure craft, in a depth of 0.2 to 2.2 m. In the trench that extends Le Poul to the N (Chenal de Pen Bron), along the mole and the Pen Bron slipway, the currents are strong at springs.
- 43 There are some shellfish farms located to the E of the straight line connecting the end of the Pen Bron mole to the entrance to Chambre des Vases.
- 46 **PORT.** – Located on the SW side of the channel, in the vicinity of the root of Jetée du Tréhic, **Port Charly** is a grounding area with 51 berths on mooring buoys. A narrow stockade follows on from this, extended to the E by Quai des Canonnières, which borders Place d'Armes. There is a pontoon positioned along the NE side of the stockade. It is reserved for passenger vessels and service craft.
- 49 The chambers are drying basins, bordered on the town side by quays and on the channel side by the Jonchères. The N and E sides of these Jonchères contain quays, along which the bottoms mostly uncover at springs.
- 52 Grande Chambre (view 3.6.5.5.A.), located SW of Jonchère de Lénigo and Grande Jonchère, is used by fishermen. A trench along the outer quay, on the edge of the channel, enables fishing vessels to remain afloat. Petite Chambre is separated from the channel by Petite Jonchère.
- 55 Chambre des Vases (Chambre Hervé Rielle) [view 3.6.5.5.C.] is organised so as to receive leisure craft on the pontoons connected to Jonchère du Prince, to the NE, or at the pontoon located along the SW shore. Jonchère du Prince, organised in the technical area, supports a terreplein for naval construction and repairs. Within it there is a basin for the launching and removal from the water of fishing vessels and a boat hoist with a capacity of 180 t.

58

[Photo]

#### 3.6.5.5.C. – Le Croisic. Marina (2008).

- 61 **PEN BRON MOLE AND SLIPWAY.** – Located at the SE end of the terreplein on which the Pen Bron seaside resort is based is a mole, at the end of which the bottoms uncover 1.3 m. There is a slipway with bottoms that uncover 1.8 m located 300 m farther N.

- 64 **EQUIPMENT. RESOURCES.** – The main equipment and services provided are as follows: 360 berths on pontoons and 28 berths on deadmen; around 30 berths for vessels in transit; maximum length 13 m, draught 2 m; water and electricity at the pontoons; sanitary facilities; fuel (in town); static crane with a capacity of 8 t, mobile hoist with a capacity of 180 t; launching slipway, careening slipway; naval building and repair yard; wintering afloat and in boathouses.
- 67 **INFORMATION.** – Department of Loire-Atlantique (44); 4350 inhabitants.
- 70 Marina harbour master's office: tel: + 33 (0)2 40 23 10 95; fax: + 33 (0)2 40 15 75 92 (working hours: up to 20:00 in season).
- 73 Maritime affairs: Nouvelle Criée; tel: + 33 (0)2 40 23 06 56.
- 76 **CONNECTIONS.** – Railway station (Paris-Le Croisic TGV [high-speed] line). Coaches to La Baule-Escoublac. Road connections with Guérande (20 km), La Baule-Escoublac (18 km) and Saint-Nazaire (22 km). Saint-Nazaire-Montoir airfield (26 km).

01 **3.7. THE VILAINE**

- 07 Charts 7033 and 7144.  
13 ENC FR470330.

01 **3.7.1. GENERAL INFORMATION**

- 07 The Vilaine flows out into the sea between **Pointe de Kervoyal** to the WNW and **Pointe du Halguen** to the ESE. 225 km long, its source is in the department of Mayenne. It irrigates the towns of Vitré, Rennes, Redon and La Roche-Bernard. It is connected to the Canal de Nantes à Brest by the Oust to the NW and by the Isac to the SE. It enables vessels to reach the basin of the Rance barrage (*Sailing Directions C2A*) from Rennes via the Canal d'Ille et Rance.
- 13 The lower course of the Vilaine is regulated by the Arzal barrage (47° 29.9' N – 2° 22.9' W), through which vessels may pass by means of a lock located on the right bank (§ 3.7.4.4.). The water level upstream of the sluice is 4.3 m, plus or minus 1 m when the barrage is opened.
- 19 Located in the Vilaine are the ports of Tréhiguier (§ 3.7.4.3.), Arzal-Camoël (§ 3.7.4.4.), La Roche-Bernard (§ 3.7.4.5.) and Redon (§ 3.7.4.7.) [connection with the Canal de Nantes à Brest], respectively located 2, 5, 9 and 23 M from the mouth of the river. Coasters 80 m long, 12 m wide and with a draught of 4.1 m are able to ascend the river as far as Redon. Overhead clearance for vessels is limited to 25 m above the highest navigable waters.

01 **3.7.1.1. Rescue station**

- 07 Damgan (47° 31.1' N – 2° 35.0' W).

01 **3.7.1.2. Tidal currents**

- 07 At springs, in Passe de la Grande Accroche and in Passe de la Varlingue, the currents do not exceed 2 knots at springs. In the Vilaine, the flood current begins at – 0530; it flows to the E and reaches a speed of 3 knots at springs. The ebb current begins at – 0015; it flows to the W at the same speed (reference HW at Port Navalo).
- 13 Spates in the river and the manoeuvring of gates may cause variations in the currents very quickly in the vicinity and downstream of the Arzal barrage.

01 **3.7.2. AREAS**

01 **3.7.2.1. Marine farms**

- 07 Concessions have been granted for marine farms in the mouth of the Vilaine, outside of the channel. The limits of these concessions are marked by special marks or cardinal marks.
- 13 One of these concessions occupies the central part of Baie de Kervoyal, between Pointe de Kervoyal and Pointe de Penlan.

01 **3.7.2.2. Anchoring prohibited**

- 07 It is prohibited to anchor in the navigable channel of the Vilaine, upstream of the line that, located around 500 m W of Tréhiguier, connects the Le Moustoir headland and the Le Scal headland (*Specific Regulation of the Inland Navigation Police of the Vilaine of 10 September 1986*).

01 **3.7.2.3. Arzal barrage prohibited area**

- 07 There is a prohibited area that is dangerous for mariners directly upstream of the gates of the Arzal barrage (§ 3.7.4.4.) [Joint Decree 34/79 of 24 August 1979 of the Maritime Prefect of the Second Region and of the Prefect of Morbihan].

**01 3.7.3. ACCESS TO THE VILAINE. RECOMMENDED TRACKS. PILOTAGE.****01 3.7.3.1. General information**

- 07 Vessels access the entrance to the Vilaine either via Passe de la Grande Accroche (§ 3.7.3.2.), via Passe de la Varlingue (§ 3.7.3.3.), or via a channel located around 0.5 M W of the latter (§ 3.7.3.4.). In strong winds from the SW, the last two of these access channels are relatively more sheltered than Passe de la Grande Accroche. The sea is very rough over the shoals at the entrance in winds from the W sector, in particular during the ebb current.
- 13 The depths in the Vilaine estuary vary constantly due to silting up. The depths marked on the charts must be treated with the greatest caution.
- 19 The aforementioned channels are considered recommended tracks for accessing the port of Billiers and the entrance to the Vilaine. They are described in the following sections.
- 25 **WARNING.** – Mariners, in particular recreational mariners, are reminded of the fact that certain landmarks and leading lines of the access passages described are not highly visible at all times.

**01 3.7.3.2. Passe de la Grande Accroche**

- 07 This passage leaves **Plateau des Mâts** to the NW, which bears an E cardinal beacon and is marked, 0.4 M SE of the latter, by the “Les Mâts” S cardinal buoy. Vessels then leave to the SE the 2 rocky heads of Grande Accroche, the N-most of which, which is covered with 1.5 m of water, is located 1.3 M S of Pointe de Kervoyal. By night, this passage is covered by the white sector (052° – 060°) of the Penlan lighthouse (47° 31.0' N – 2° 30.1' W). By day, the leading line of the square tower of the old **Abbaye de Prières** and the Penlan lighthouse, bearing 052°, constitutes a clearing line E of the passage. From the bridge of a small vessel, the tower of the abbey is hidden by the lighthouse, buildings and vegetation.
- 13 The entrance to Passe de la Grande Accroche, oriented on a bearing of 052°, is located at 47° 29.1' N – 2° 33.9' W, which is 1 M ESE of the Plateau des Mâts E cardinal beacon. From this point, the channel constitutes a recommended track that has been systematically surveyed for obstructions.
- 19 By way of landmarks there are, in addition to those of the aforementioned leading line, the “**Basse de Kervoyal**” S cardinal beacon tower bearing a sector light (view 3.7.3.2.), the “**Basse Bertrand**” green light beacon tower and, between both of these, **Amer de Cromenac’h** (47° 31.5' N – 2° 31.9' W), a conspicuous wall that looks from the SW like a wide pyramid with a rounded top. From the SE it looks like a column. The Damgan water tower and bell tower, which are very close together and located 1.3 M WNW of Pointe de Kervoyal, also enable vessels to determine their position.

25

[Photo]

3.7.3.2. – Basse de Kervoyal beacon tower and Anse de Kervoyal, to the NNW.

01 **3.7.3.3. Passe de la Varlingue**

07 This passage, which leads vessels fairly close to the rocks that stand off **Pointe du Halguen** to the W and NW, leaves the La Varlingue rock 350 m to the W, which uncovers 0.3 m and is unmarked; there is a W cardinal beacon tower, which marks the dangers on the E side of the channel, located around 550 m SE of the rock.

13 The axis of the passage is shown by the leading line bearing 023° of the square tower of the old Abbaye de Prières and a white wall, which is difficult to make out amongst the vegetation, located close to the coast; this wall looks like a column positioned next to and E of a hillock. It is easier to make out from the Vilaine as it then looks like a white square.

19 From position 47° 28.1' N – 2° 31.3' W, the channel, which is around 400 m wide, constitutes a recommended track that has been systematically surveyed for obstructions.

25 This passage is navigable by day only.

01 **3.7.3.4. Channel between La Grande Accroche and La Varlingue**

07 This channel, which passes 0.2 M NW of the La Varlingue rock, is shown by the leading line bearing 025.5° of the Billiers bell tower and the Penlan lighthouse. From the bridge of a small vessel, the bell tower is barely visible.

13 From position 47° 28.3' N – 2° 32.0' W, the channel, which is around 400 m wide, constitutes a recommended track that has been systematically surveyed for obstructions. This passage may be used by day only.

01 **3.7.3.5. Entry to the Vilaine**

07 In order to enter the river, from the mouth, vessels follow a heading of 090° with the Basse de Kervoyal light beacon tower (view 3.7.3.2.) to stern on a bearing of 270°. By night, vessels must remain within the narrow white sector (269° – 271°) of the light of this beacon tower. This route, which was created in accordance with bathymetric surveys carried out in 1989, leads vessels to the N of the **Petit Sécé** mudbank, which tends to advance to the N. The entrance to the Vilaine is marked by the “1” and “2” lateral light buoys.

23 The channel, which is around 150 m wide, is then marked by lateral light buoys as far as Tréhiguier. Vessels are advised to ensure that they remain within this beaconage due to the silting up of the banks. “*Bouchots*” [mussel pilings] and old “*bouchots*” [mussel pilings] occupy both sides of the channel, on **Banc de Strado** to the N and between Pointe du Halguen and **Pointe du Scal** to the S.

- 19 The channel between Tréhiguier and the Arzal barrage is described together with the entrances to the Arzal-Camoël marina (§ 3.7.4.4.).

01 **3.7.3.6. Pilotage**

- 07 Although not compulsory, pilotage is recommended for coasters and is provided by a master of a sand carrier. The pilot boards in the vicinity of the “Les Mâts” S cardinal buoy.
- 13 Pilot requests must be made 72 hours prior to arrival at this buoy, to the Institution d’Aménagement de the Vilaine [Institute for the Management of the Vilaine] (IAV) [§ 3.7.4.7.]. The request must be confirmed and the ETA must be specified, 24 hours prior to this ETA, by fax to the IAV.
- 19 Note: pilotage as far as the Arzal barrage is provided by the “La Loire et des Sables-d’Olonne” pilotage station, which is based in Nantes (§ 4.5.4.10).

01 **3.7.4. PORTS AND ANCHORAGES**

- 07 Chart 7144.

01 **3.7.4.1. Anse Kervoyal**

- 07 Anse Kervoyal (47° 30.8' N – 2° 32.6' W) opens immediately N of the headland of the same name; it is well sheltered from winds from WSW to N by W by the rocks that lie off this headland. It is accessed by passing to the S and then to the E of Basse de Kervoyal, which bears a S cardinal beacon tower with a sector light at its SE end. In order to determine their position, vessels may also use the “Bertrand” beacon tower, the Penlan lighthouse and the Cromenac’h landmark (§ 3.7.3.2.). Vessels are advised to keep their distance from the area of “*bouchots*” [mussel pilings], which is marked and occupies a wide central part of Baie de Kervoyal.
- 13 *Vessels anchor at the limit of chart datum, over a bottom of sand and mud, 0.4 M N of the beacon tower. In addition, at high water, vessels may also reach the grounding with a bottom of sand that uncovers 1.5 to 2 m, by heading to the W towards the beach that lines the inner end of the cove, after having given the headland a wide berth.*

01 **3.7.4.2. Port of Billiers**

- 07 Billiers (47° 31.1' N – 2° 30.0' W) [view 3.7.4.2.], a small dry harbour, is located on the N side of the peninsula formed by Pointe de Penlan at the entrance to the Vilaine.
- 13 The approach is marked by the “Bertrand” green light beacon tower, which must be left to starboard upon entry and the white sectors of which (040° – 054°) and (227° – 234°) facilitate entry and exit by night. Located 0.25 M ENE of the beacon tower, the “**Pierre de la Croix**” N cardinal beacon marks the Men Toul rock to the NW. By night, vessels should be wary of the area of “*bouchots*” [mussel pilings] located in the immediate vicinity and parallel to the white sector (045° – 054°) of the “Bertrand” beacon tower.
- 19 After having left the “Pierre de la Croix” beacon to the S, vessels follow a channel, which is marked by lateral poles with reflective film and leads to the head of the jetty. For vessels with a draught of 1.5 m, the channel is accessible from 3 hours before high water.

25

[Photo]

Penlan lighthouse

3.7.4.2. – Port of Billiers, to the NE (2006).

- 31 PORT. – The jetty extends a 150 m-long quay to the NW, which lines the SW shore of the mouth of the Étier de Billiers, just to the N of the Penlan lighthouse. On the NE side of the jetty, very close to the head that is marked by a white rectangle, the quay, which is very narrow, ends in a very steep descent that is difficult to differentiate from a slipway. At the SE end of the quay, there is a launching slipway that is marked by a starboard lateral beacon, just at the angle of the tidal channel; 60 m E of this beacon there is a gridiron. The bottom uncovers 1.8 m at the foot of the quay; the latter is dimly illuminated at night by lamp posts.
- 37 SITE OF PENN LANN-EN-BILLIERS. – Located immediately E of the spit of land, on the other shore, opposite the port of Billiers, is a site that is equipped to be able to receive 80 leisure craft, mooring end-on to deadmen, on the edge of the main channel of the tidal channel, with a least depth of 0 m at low water at springs (5.7 m at high water at springs), over a bottom of soft mud. The line of anchorages located on the W side of the channel is reserved for the longest vessels (7 m) or those with a deep draught; there are 2 other lines established on the other side of the channel.
- 43 INFORMATION. – Department of Morbihan (56); 735 inhabitants. The port is managed by the commune of Billiers.
- 49 Town Hall: tel: + 33 (0)2 97 41 64 23.
- 01 **3.7.4.3. Tréhiguier**
- 07 Tréhiguier (47° 29.7' N – 2° 26.5' W) [view 3.7.4.3.], a mussel farming port, is located around 2.5 M upstream of the mouth of the Vilaine and 450 m E of the Pointe du Scal light, on the S bank. For access, see section 3.7.3., which describes the entrance to the Vilaine. The currents off the port are strong (3 knots at springs). The flood begins around 5 hours 30 minutes before high water at Port Navalo and the ebb begins 10 to 15 minutes after this high water.
- 13 The port has a long slipway that advances into the river, rooted at the NE corner of a terreplein that is bordered by a small quay. Its end, which has a bottom that uncovers 1.5 m, is marked by a starboard lateral pole. This slipway is always extremely cluttered with small oyster farming vessels. A 95 m-long pontoon, positioned perpendicular to the river, is connected to the NW corner of the terreplein via a footbridge. There is a depth of 1.5 m at its end, which is marked by a starboard lateral pole. Permanent mooring is prohibited at this pontoon, which is used for landing by mussel farmers.
- 19 Upstream of the slipway, on the edge of the channel, there are deadmen for leisure craft (60 on the left bank side and 30 on the right bank side). These anchorages are managed by the commune of Pénestin.
- 25 On the other shore of the Vilaine, at Moustoir, there is a landing slipway with bottoms that uncover 1.5 to 3 m.
- 31 The port of Tréhiguier does not provide any resources. Vessels must go to Pénestin (3 km).

37

[Photo]

Old lighthouse

3.7.4.3. – Tréhiguier, to the SSE (2006).

43 INFORMATION. – Department of Morbihan; commune of Pénestin; 1400 inhabitants.

49 Town Hall: tel: + 33 (0)2 23 10 03 00.

55 Maritime affairs: at Pénestin. Tel: + 33 (0)2 23 10 01 56.

01 **3.7.4.4. Arzal-Camoël**

06 Arzal-Camoël (47° 30.0' N – 2° 22.8' W) [view 3.7.4.4.], a marina, is located on both banks of the Vilaine, immediately upstream of the Arzal barrage. It is protected from all winds, with the exception of those from the ENE sector.

11

[Photo]

The Vilaine

3.7.4.4. – Arzal barrage and port of Arzal-Camoël, to the SE (2006).

16 CHANNEL FROM TRÉHIGUIER TO ARZAL. – Upstream of Tréhiguier, the channel is first straight over a length of 0.8 M, then it curves with two fairly long bends, leading to the Arzal barrage. The minimum depth is 1.30 m as far as 500 m downstream of the barrage. The buoys are almost all lighted, in particular those that mark the curves in the channel: starboard lateral buoy to the N of Étier de Tréhudal,



- port lateral buoys “2” and “4” to the S of Kerdauid, starboard lateral buoys “1”, “3” and “5” in the final bend. To the E of buoy “4”, **Roche du Cohan** bears a starboard lateral pole.
- 21 HOLDING ANCHORAGE. – Downstream and in the vicinity of the barrage, on the side of the S bank, an area of 80 anchorages on mooring buoys enables fishing and leisure vessels to await the opening of the lock. Vessels may also ground on a gravel beach at the root of the barrage dyke, sheltered by small rocky cliffs. Mariners may land in the vicinity, at the Vieille-Roche slipway, at the side of which vessels may berth at high water over around 10 m.
- 26 When waiting a short duration for lockage, vessels berth:
- downstream of the barrage: on a pontoon, installed from April to October, on the axis of the SW lock wall;
  - upstream of the barrage: at the visitor pontoon of the port of Arzal-Camoël or at the quay located on the right bank, immediately upstream of the barrage.
- 31 LOCK. – The lock is located along the right bank of the Vilaine, at the NE end of the barrage. The SW lock wall and the moles extending it on either side of the barrage bear four starboard lateral beacons. There are 2 port lateral beacons located on the NE lock wall.
- 36 The chamber of this double-gated lock is 85 m long and 13 m wide and its sill is 2 m below chart datum. The gates are opened, in principle, each hour on the hour, from 07:00 to 22:00 during the season; however it is a good idea to obtain information, by telephoning the voice server (tel: + 33 (0)8 25 00 01 99), regarding the timetable currently in use, which may be reduced in order to limit the flows of salt water upstream and spare the irrigated farms.
- 41 PROHIBITED AREA (§ 3.7.2.3.). – Upstream of the barrage, off its gates, there is an area that is prohibited due to the strength of the currents. It is marked by special mark buoys. There is a protective net, equipped with floats, between the end of the SW lock wall and the groyne of the barrage dyke, which is used to hold back craft that may be at risk being drawn towards the gates.
- 46 PORT. – The port is located across 2 sites, upstream of the Arzal barrage, on both banks of the Vilaine. It comprises 5 pontoons on the right bank, on the edge of the commune of Arzal, and 10 pontoons on the left bank, on the edge of the commune of Camoël. There are 2 areas of anchorages on deadmen extending upstream of these pontoons, close to the banks.
- 51 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 810 berths on pontoons and 116 berths on mooring buoys; around 50 berths on each shore for vessels in transit; maximum length 20 m; draught 4.5 m; water and electricity at the pontoons and on the terrepleins; sanitary facilities; fuel (N shore); static crane with a capacity of 15 t; mobile hoist with a capacity of 35 t; launching slipway on each shore.
- 56 INFORMATION. – Department of Morbihan (56); the commune of Arzal has 940 inhabitants and the commune of Camoël has 660 inhabitants.
- 61 Harbour master’s office: at Camoël; tel: + 33 (0)2 97 45 02 97; fax: + 33 (0)2 97 45 02 98; VHF: channel 9 (working hours: up to 20:30 in season). Ponton du Barrage d’Arzal; tel: + 33 (0)2 99 90 88 44.
- 66 Lock: Institution d’Aménagement de the Vilaine; voice server: + 33 (0)8 25 00 01 99; website: [www.eptb-vilaine.fr](http://www.eptb-vilaine.fr)
- 71 Customs: at Vannes (§ 3.5.6.3.).
- 76 Maritime affairs: at Pénestin; tel: + 33 (0)2 23 10 01 56.
- 81 CONNECTIONS. – The area of Arzal is located 3 km from the Vannes-Nantes express route; Vannes 30 km away; coaches to the Vannes railway station.
- 86 Tourist river connections with the Vilaine.
- 01 **3.7.4.5. La Roche-Bernard**
- 07 Located 5 M upstream of the Arzal barrage, just downstream of the La Roche-Bernard suspension bridge (47° 31.2’ N – 2° 18.4’ W) [view 3.7.4.5.], are 2 port sites equipped with pontoons and several anchorage areas n deadmen for recreational purposes.
- 13 Upstream of Arzal, the course of the Vilaine is no longer subject to tides, the current is weak and the banks are fairly clear. The channel has day beaconage and is suitable for a draught of 4.1 m. However, in the event of a release of spate, the water level may be lowered to 2 m. The few dangers are marked correctly;

level with Kernélo, in the second bend after the one at Arzal, Basse du Cochon is marked with a starboard lateral beacon tower.

19

[Photos]

3.7.4.5. – Roche Bernard. General view, to the NE. Port-neuf (inset).

- 25 PORTS AND ANCHORAGES. – Flowing out 700 m downstream of the suspension bridge, on the E bank of the Vilaine, immediately S of the conspicuous **Rocher du Ruicard** (24 m), is the Rodoir, a stream at the entrance to which the **Port of Le Rodoir** (or Vieux-Port) is located. There are 6 pontoons installed in a depth of 2.5 to 3 m, in the narrow 300 m-long cove formed by the mouth of the stream.
- 31 On the same bank, upstream of the Rodoir, 10 pontoons positioned perpendicular to the course of the river make up Port Neuf, in which there is a depth of at least 3.5 m. The S-most pontoon is reserved for receiving visiting vessels. There is a launching slipway located just S of this pontoon. There is a depth of 1.4 m at its end.
- 37 There are anchorages on deadmen aligned along the W bank.
- 43 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 455 berths on pontoons or at quays and 108 berths on mooring buoys; 56 berths for vessels in transit; maximum length 20 m; draught 3 m; water and electricity at the pontoons; sanitary facilities; pumping station for waste water; careening station; static crane with a capacity of 13 t; launching slipway; naval repair yard.
- 49 INFORMATION. – Department of Morbihan (56); 820 inhabitants.
- 55 Harbour master's office: 2 Quai Saint-Antoine (port of Le Rodoir); tel: + 33 (0)2 99 90 62 17.
- 61 Maritime affairs: at Pénestin.
- 67 Customs: at Vannes (§ 3.5.6.3.).
- 73 CONNECTIONS. – Vannes-Nantes express route; Vannes 40 km away, Nantes 60 km away; coaches to the Pontchâteau railway station (18 km).
- 79 In season, tourist river connections with Arzal.

01 **3.7.4.6. Foleux**

- 07 Foleux (47° 34.5' N – 2° 16.9' W) [view 3.7.4.6.], a fresh water recreational sailing centre, is located between La Roche-Bernard (3.8 M) and Redon (13.4 M) on the right bank of the Vilaine. Vessels moor along the pontoons at the edge of the bank of the Vilaine or on deadmen anchored along both banks of the river and within the mouth of the stream. The port is protected from all winds.
- 13 The port has a capacity of 222 berths on pontoons and 99 berths on deadmen; 30 berths are reserved for visiting vessels. A small quay and 2 slipways make it possible to launch small vessels.

19

[Photo]

## 3.7.4.6. – Foleux, to the N (2002).

- 25 EQUIPMENT. RESOURCES. – Water and electricity at the pontoons and on the terreplein; sanitary facilities on both banks; handling of up to 30 t; 2 naval repair yards.
- 31 INFORMATION. – Department of Morbihan (56); commune of Nivillac, Béganne and Péaule. The Foleux marina inter-communal union manages the port.
- 37 Nivillac Town Hall: tel: + 33 (0)2 99 90 62 75.
- 43 Harbour master's office (in season): tel: + 33 (0)2 99 91 80 87; fax: + 33 (0)2 99 91 86 44; email: foleux@sagemor.fr

01 **3.7.4.7. Redon**

- 06 Before arriving at this port, which is located 23 km upstream of Roche-Bernard, vessels must pass under the Cran road bridge, which has 3 arches (longitude 2° 07.5' W). The arch located on the side of the left bank opens in order to enable passage by sailing vessels and coasters with a high overhead clearance. For information on planned opening times for the Cran bridge, telephone + 33 (0)8 25 00 01 99 or visit the website of the Institution d'Aménagement de the Vilaine (IAV) [[www.eptb-vilaine.fr](http://www.eptb-vilaine.fr)].
- 11 Redon (47° 38.8' N – 2° 05.3' W; town centre) [views 3.7.4.7.A. and 3.7.4.7.B.; plate 3.7.4.7.C.], a commercial port, is located on the Vilaine, around 1500 m downstream of the town centre, which is between 700 and 1000 m upstream of the confluence with the Oust. Located on the right bank, it comprises from downstream to upstream:
- a berth for sand carriers 80 m long and 12 m wide, on dolphins, in a depth of 3 m;
  - 2 quays, each 60 m long, for coasters 80 m long and 12 wide, in a depth of 3 m.

16

[Photo]

## 3.7.4.7.A. – Port of Redon, to the NNW.

- 21 A turning area, 80 m wide, extends off the 2 quays and pushes the recreational channel towards the left bank. Downstream of the commercial port, there is a single commercial and recreational channel that is 30 m wide and dredged to 3.0 m below chart datum.
- 26 The marina is located in the long, narrow old non-tidal basin, located between 1000 and 1350 m upstream of the commercial port, parallel to the course of the Vilaine and to the W of the latter. In order to access the marina, vessels exit the river leaving Pointe de la Croix des Marins, which bears a calvary, to the E and then cross the sound of the old “marine lock”, which is less than 10 m wide.
- 31 The pontoons with catwalks occupy the majority of the basin, with a depth of 2.8 m. The N half of the E quay (Quai Jean Bart) and the N quarter of the W quay (Quai Surcouf) are, in principle, reserved for commercial vessels. At its N end, the basin is connected to the Canal de Nantes à Brest via a lock; therefore, vessels are able to either reach the channelled Vilaine in order to pass upstream towards Rennes and the Rance, or to use the canal in order to head towards Lorient via the Blavet or towards Nantes via the Erdre.

36

[Photo]

## 3.7.4.7.B. – Redon. Marina, to the N.

- 41 EQUIPMENT. RESOURCES. – The main equipment and services provided are as follows: 120 berths on pontoons; water and electricity at the pontoons; sanitary facilities; static crane with a capacity of 5 t; launching slipways.
- 46 INFORMATION. – Department of Ille-et-Vilaine (35); 10,550 inhabitants.
- 51 Chamber of Commerce and Industry (inter-consular delegation of Rouen): Quai Jean Bart, BP 16, 35603 Redon Cedex; tel: + 33 (0)2 99 71 35 28; fax: + 33 (0)2 99 72 35 40.
- 56 Institution d'Aménagement de the Vilaine: boulevard de Bretagne, 56130 La Roche-Bernard; tel: + 33 (0)2 99 90 88 44; fax: + 33 (0)2 99 90 88 49; voice server: + 33 (0)8 25 00 01 99 and website: [www.eptb-vilaine.fr](http://www.eptb-vilaine.fr) for information on the opening times of the Arzal barrage and the Cran bridge.
- 61 Marina harbour master's office: Quai Surcouf, 35600 Redon; tel: + 33 (0)2 99 71 61 73; email: [redon.portplaisance@rennes.cci.fr](mailto:redon.portplaisance@rennes.cci.fr)
- 66 CONNECTIONS. – Vannes-Nantes express route 35 km away (La Roche-Bernard); Rennes 64 km away; Vannes 80 km away.
- 71 Rennes-Saint-Jacques airport (56 km) and Redon-Bains-sur-Oust airfield (8 km).
- 76 River connections. Canal de Nantes à Brest and Vilaine channelled as far as Rennes.

81

[Chart]

FRENCH	ENGLISH
Bassin	Basin
Canal	Canal
Écluse	Lock
Centre ville	Town centre
REDON (47° 39.1' N – 2° 05.0' W)	REDON (47° 39.1' N – 2° 05.0' W)
Vers la ville	Towards the town
Quai Surcouf	Quai Surcouf
Quai reserve au commerce	Quay reserved for commercial use
Barrage insubmersible	Non-overflow dam
Quai Jean Bart	Quai Jean Bart
PLAN D'ENSEMBLE	GENERAL PLAN
Quai pour caboteur	Quay for coaster
Zone d'évitage	Turning area
Chenal plaisance	Recreational channel
Ancienne écluse marine	Old marine lock
La Vilaine	The Vilaine
Cale	Slipway
L'Oust	The Oust
Sablières Redonaises	Sablières Redonaises
Duc d'Albe	Dolphin
Passerelle	Footbridge
Poste de sablier	Sand carrier berth
Duc d'Albe	Dolphin
La Vilaine	The Vilaine
Port de commerce	Commercial port
Cale	Slipway
AVANT-PORT	OUTER HARBOUR
Croix des Marins	Croix des Marins

3.7.4.7.C. –Port of Redon.

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**CHAPTER 4****FROM POINTE DU CROISIC TO ÎLE DE NOIRMOUTIER**

- 13 Charts 6990 and 7068.  
19 ENC *FR302060* and *FR302070*.  
25

[Diagram]

4.— Map of the chapter.



#### 01 4.1. GENERAL INFORMATION

- 07 The estuary of the Loire, which is one of the three largest waterways in France, opens out between the Le Croisic headland, the Saint-Gildas headland (§ 4.2.9.1.) and Île du Pilier to the S. This estuary, in which the tide can be felt greatly, is marked by the presence of large sandbanks, rocky plateaux and numerous wrecks, the most dangerous of which are marked.
- 13 Farther E, Bourgneuf bay, which is sheltered from the ocean by Île de Noirmoutier, also called the Marais Breton coastline, is well sheltered from winds from the E but the sea becomes very rough here in winds from the W. This bay has a tendency to silt up.

#### 01 4.1.1. LANDFALL

- 07 In foggy weather, landfall may be tricky; the S part of the estuary is partially obstructed by rocky plateaux.

#### 01 4.1.2. LOCAL METEOROLOGY

- 07 In winds from the E sector, the weather becomes foggy and visibility is reduced to around 3 M. In winds from the NW sector, visibility is good.

#### 01 4.1.3. CURRENTS

- 07 References:
- chart tables giving the characteristics of the tidal currents;
  - atlas *Courants de marée Côte Ouest de France, de Saint-Nazaire à Royan [Tidal currents of the West Coast of France, from Saint-Nazaire to Royan]*.
- 13 The currents are weak over the shallower depths that occupy the centre of the estuary, whereas they are strong in the access channels.
- 19 Spates in the Loire increase the duration and the strength of the descending current.

#### 01 4.1.4. PILOTAGE

- 07 Reference: publication *Radiocommunications pour la surveillance du trafic et le pilotage [Radio Communications for Monitoring Traffic and Pilotage]*.
- 13 The Loire pilotage area extends from Presqu'île de Quiberon (Plateau des Birvideaux) to Île de Noirmoutier (Chaussée des Bœufs). Within this area, the Loire pilots are authorised to lead vessels as far as the small ports in the approaches to Saint-Nazaire, Le Palais (Belle-Île), Le Croisic and Pornic in particular, as well as to carry out all manner of special navigation (speed tests, instrument calibration, etc.). They are also required to stand in for the pilot of the Les Sables-d'Olonne station, in the event that the latter is unavailable.
- 19 The general provisions relating to pilotage in the Loire are handled in sections 4.2.3.1. to 4.2.3.4.

#### 01 4.1.5. PORTS

- 07 The estuary provides access to a large port complex, made up of:
- Saint-Nazaire, the number one French centre for naval construction, at the mouth of the Loire, on the N bank;
  - Montoir, which specialises in coal, agri-foodstuff, chemical fertilisers, liquids, liquefied gases and containers, located 2 M upstream;
  - Donges, an oil port located 5 M upstream;
  - Cordemais, located 15 M upstream;
  - Nantes, a commercial port, located 30 M upstream.
- 13 The Grand Port Maritime de Nantes-Saint-Nazaire (GPMNSN) comprises all of the ports of the Loire, from the mouth of the river as far as the Anne de Bretagne and Trois Continents bridges at Nantes. The area of the Grand Port Maritime is delimited out to sea by the line that connects the following positions: Pointe de Chémoulin,

Pierre-Percée islet, position 47° 08.62' N – 2° 23.87' W, position 47° 08.97' N – 2° 17.93' W, the Les Jardinets shoal and Pointe de Mindin.

- 19 The permissible draughts at Saint-Nazaire, Montoir and Donges are given in table 4.1.5. below.  
25

<b>Saint-Nazaire</b>	<b>Montoir and Donges</b>	<b>Nantes (ascending)</b>	<b>Nantes (descending)</b>
8.5	12 to 16	8.5 to 10.2	8.3 to 9.4
	depending on the berth	depending on tide coefficients	

4.1.5. – Permissible draughts (m).

- 31 Information regarding the maximum permissible draughts, in accordance with seasonal variations, may be provided by the lookout station of Port Saint-Nazaire (call sign: Loire Ports Contrôle) [publication *Radiocommunications pour la surveillance du trafic et le pilotage (Radio Communications for Monitoring Traffic and Pilotage)*].

01 **4.1.6. CAUTIONARY ADVICE**

- 07 There are numerous wrecks, the most dangerous of which are marked, lying on the bottom of the estuary.

**01 4.2. LOIRE ESTUARY AND APPROACHES**

- 07 Charts 7068 and 7395.  
13 ENC FR302060, FR302070 and FR473950.

**01 4.2.1. GENERAL INFORMATION**

- 07 The outer estuary between Saint-Nazaire and the Saint-Gildas headland is occupied by several plateaux and sandbanks (§ 4.2.5.) through which the access channel to the various ports of the Loire has been dredged.

**01 4.2.1.1. Signal station**

- 07 Pointe de Chémoulin, lookout station (47° 14.0' N – 2° 17.9' W) [§ 1.4.7.2.].

**01 4.2.1.2. Rescue stations**

- 07 Le Croisic (47° 18.1' N – 2° 31.2' W); Pornichet (47° 15.5' N – 2° 20.9' W); Pornic (47° 06.5' N – 2° 06.9' W); L'Herbaudière (47° 01.6' N – 2° 17.8' W).

**01 4.2.1.3. Tidal currents**

- 07 In the area located N of the line of latitude of Pointe de Saint-Gildas, the currents are roughly alternating, with the flood flowing to the E and the ebb flowing to the W or WSW. These general directions may change in the vicinity of dangers such as the La Banche and La Lambarde plateaux. During the flood, the speed remains below 1.5 knots. During the ebb the speed may reach 1.8 knots.

**01 4.2.2. AREAS**

- 07 Charts 7395 and 6797.  
13 ENC FR473950.

**01 4.2.2.1. Submarine cable**

- 07 In order to protect a power cable, it is prohibited to anchor and trawl within an area that is marked on the chart, connecting the Grand Charpentier lighthouse to the coast, NW of Pointe de Chémoulin (*Decree 2/66 of 4 February 1966 of the Maritime Prefect of the Second Region*).

**01 4.2.2.2. Marine reserve area for shellfish**

- 07 2 marine reserve areas for shellfish have been established, 1 of which is located on Basse Michaud (§ 4.2.6.3.), whilst the other is located in Grand Trou, a trench located on the SE edge of the Guérande bank (§ 4.2.5.1.).  
13 The Basse Michaud marine reserve area is a triangular area shown on the charts, located 4.5 M WNW of Plateau de la Banche.  
19 The Grand Trou marine reserve area is a rectangular area shown on the charts, located between 5.5 and 10.5 M SW of the La Banche lighthouse.  
25 All fishing, including underwater fishing, with the exception of line fishing and long line fishing, is prohibited within these areas.

01 **4.2.2.3. Artificial reefs**

07 There are some artificial reefs buried in a rectangular area positioned against the NW side of the Basse Michaud marine reserve area. They are made up of concrete units. Anchoring and dredging are prohibited in this area (*Decree 2003/37 of 1 July 2003 of the Maritime Prefect of the Atlantic*).

01 **4.2.2.4. Marine farms**

07 Some "bouchots" [mussel pilings] have been established in the approaches to Saint-Brévin-l'Océan, WSW of the Le Pointeau light (§ 4.2.9.1.). The area is covered by the green sector of the Le Pointeau light and by the red sector of the Pointe d'Aiguillon lighthouse (§ 4.2.8.1.). The limits, which are shown on the charts, are marked by metal tubes that bear cardinal marks.

01 **4.2.2.5. Dredging areas**

07 There is a sand extraction area located in the Chenal du Nord access channel to the Loire (§ 4.2.6.3.), located SSW of the Grand Charpentier lighthouse. There is another area established on the E edge of Chenal du Sud (§ 4.2.6.2.), 3 M N of the Île du Pilier lighthouse. These areas are marked on the charts.

01 **4.2.2.6. Explosives temporary dumping ground**

07 Two circular areas with a radius of 200 m, used for the temporary dumping of suspect devices caught by nets or fishing equipment (§ 1.6.2.5.), have been established around positions 47° 10.13' N – 2° 16.93' W (approaches to Saint-Nazaire) and 47° 03.84' N – 2° 08.26' W (Baie de Bourgneuf).

01 **4.2.2.7. Noirmoutier firing practice area**

07 See also section 1.6.4.3.

01 **4.2.2.8. Nature reserve**

07 Îlot Pierre Percée, located 2 M WSW of Pointe de Chémoulin, constitutes a nature reserve (§ 1.6.5.). Access to it is prohibited from 1 March to 31 August.

01 **4.2.2.9. Restricted area**

07 There is a circular area with a radius of 200 m, centred on the Lancastria wreck (47° 09.10' N – 02° 20.30' W), located within Grande Rade de la Loire, in which diving is prohibited (*Decree 14/2006 of 3 May 2006 of the Maritime Prefect of the Atlantic*).

01 **4.2.3. PILOTAGE IN THE LOIRE**

01 **4.2.3.1. General restrictions**

07 The main office of the Loire and Les Sables-d'Olonne pilotage station is located at Nantes.

13 The compulsory pilotage area extends from the Anne de Bretagne and Trois Continents bridges at Nantes as far as, to the W, the straight line that passes through the Île du Pilier lighthouse and the La Banche lighthouse.

19 The station's pilots are also authorised to carry out pilotage in an area contained between Plateau des Birvideaux and Les Sables-d'Olonne, for vessels that request this service.

25 The following vessels must use a pilot:

- All vessels with a net tonnage of over 150 transporting oil or dangerous substances, regardless of their length;
- All other vessels over 75 m long.

31 See also publication *Radiocommunications pour la surveillance du trafic et le pilotage* [*Radio Communications for Monitoring Traffic and Pilotage*].

01 **4.2.3.2. Positioning of the pilot cruising vessel**

- 07 The pilot cruising vessel (name: La Couronnée IV, length 35 m, speed 12 knots) permanently cruises to the W of the “La Couronnée” starboard lateral light buoy, equipped with a Racon. It has a lighter for transferring pilots and maintains a permanent radio watch on VHF channel 12 (call sign: Pilotage Loire or Loire Pilot).
- 13 Vessels take the pilot on board close to the normal position of the pilot cruising vessel, located around 4 M W of Pointe de Saint-Gildas. In the event that the pilot is unable to board, the pilot cruising vessel may request that vessels follow it to a sheltered location.
- 19 Vessels using the N channel may take the pilot on board ESE of Grand Charpentier.

01 **4.2.3.3. Request notice period**

- 07 Pilot requests must be made at least 18 hours in advance to either the Saint-Nazaire office or the Nantes office (§ 4.3.5.1. and 4.5.4.10.). Vessels that are delayed must provide their new ETA at least 4 hours in advance, in the event that it differs from the ETA that was given initially by over 2 hours.
- 13 Vessels must establish VHF contact as early as possible with the pilot cruising vessel and the lookout station of Port Saint-Nazaire (call sign Loire Ports Contrôle).

01 **4.2.3.4. Holding area**

- 07 In the event that the pilot cruising vessel is not in place upon arrival of the vessel, the latter may anchor in the holding area limited:
- To the N, by the line of latitude 47° 09' N;
  - To the SE, by the line connecting the “Thérésia” and “Lancastria” buoys;
  - To the SW, by the line connecting the La Branche lighthouse to the Île du Pilier lighthouse.

01 **4.2.4. LANDFALL**

- 07 Charts 6990 and 7068.
- 13 ENC FR322020, FR302060, FR302070, FR322120 and FR370670.
- 19 See also section 1.7.3.
- 25 Even when it is clear offshore, vessels should expect fog, which is quite frequent at the entrance to the Loire.
- 31 **APPROACH FROM THE S OR SW.** – Vessels normally recognise Île d’Yeu (§ 1.7.3.3.). Farther N, Île de Noirmoutier appears low-lying and sandy, lined here and there by wooded dunes. The highest landmarks in the N part of the island are the thick Noirmoutier-en-Île bell tower (47 m) and the conspicuous water tower (48 m) located 1.3 M WNW of the bell tower. Located at the NW end of the island, at Pointe de L’Herbaudière (47° 01.5' N – 2° 18.3' W), there is a white and red microwave tower (48 m) that bears air obstruction lights. In the S part of the island, the **La Frandièrre** water tower (62 m), located 1 M NNW of **Pointe de la Fosse** (46° 54.5' N – 2° 09.5' W), is very tall and clearly visible across the entire horizon.
- 37 Visible 2.5 M NW of the NW end of Île de Noirmoutier is the Île du Pilier lighthouse (view 4.2.4.), a pyramidal grey tower (34 m) located next to the tower of an old lighthouse and the white house, with a red roof, of the disused semaphore. 2 small wind turbines stand nearby. Visible to the NE is the high ground of Guérande and the La Branche lighthouse.

43

[Photo]

## 4.2.4. – Île du Pilier lighthouse, to the ESE.

- 49 APPROACH FROM THE N OR NW. – Vessels make landfall on Belle-Île (§ 1.7.3.2.). Farther E, vessels then see the Le Four lighthouse, located 3.6 M W of Pointe du Croisic.
- 55 In foggy weather, a sounder may help mariners in their assessments. The 20 m isobath leads vessels clear of all of the dangers as far as the pilot holding area.

## 01 4.2.5. DANGERS OFFSHORE

07 Chart 7395.

13 ENC FR473950.

## 01 4.2.5.1. Banc de Guérande and Plateau du Four

- 07 Between 6 and 11 M SW of Pointe du Croisic, **Banc de Guérande** and its extension towards the SE bear several heads covered with less than 10 m of water. The SW edge of the bank is marked by the “Sud Banc Guérande” S cardinal light buoy, and at its N end **Basse Capella**, which is covered with 7 m of water, is marked by the “Ouest Basse Capella” W cardinal light buoy.
- 13 Between this N end of Banc de Guérande and Pointe du Croisic, **Plateau du Four**, which uncovers, bears the lighthouse of the same name (view 4.2.5.1.), a tower with diagonal white and black stripes (27 m). The plateau is marked by 2 cardinal light buoys anchored at its N and S ends: the “Bonon du Four” N cardinal light buoy, 1 M NW of the Le Four lighthouse and the “Goué Vas du Four” S cardinal light buoy, S of the **Goué Vas du Four** rock, covered with 2 m of water.
- 19 By night, the plateau is covered by the green sector (042° – 093°) of the Jetée du Tréhic light (entrance to Le Croisic). There are several rocks, including **Basse Hikéric** (47° 18.0' N – 2° 35.5' W) covered by 4.8 m of water, located in the passage between Pointe du Croisic and Plateau du Four.

25

[Photos]

## 4.2.5.1. – Le Four lighthouse and La Banche lighthouse.

01 **4.2.5.2. Plateau de la Banche**

07 Plateau de la Banche, located SSE of Pointe du Croisic, bears numerous uncovering rocks. The lighthouse, a tower (30 m) with black and white bands (view 4.2.5.1.), is located on the S-most rock. The plateau is marked to the NW by the “NW Banche” N cardinal light buoy, to the W by the “Banche W” W cardinal light buoy and, finally, at its SE end, by the “SE Banche” E cardinal buoy.

13 By night, the plateau is covered by the red sector (062° – 092°) of the Grand Charpentier light.

01 **4.2.5.3. Plateau de la Lambarde**

07 Extending around 2 M E of La Banche is Plateau de la Lambarde, which bears on its S edge a rock that uncovers 0.3 m, marked to the NNW by the “NW Lambarde” W cardinal buoy. At its E end, there are some heads covered with 3.6 to 4.6 m of water marked by the “SE Lambarde” S cardinal light buoy. By night, the plateau is covered by the red sector (266° – 280°) of the La Banche light and by the green sector (020° – 054°) of the Grand Charpentier light.

13 An unmarked dredging spoil dumping area borders Plateau de la Lambarde to the S.

01 **4.2.5.4. S approaches to the Loire estuary**

07 Lying off Île de Noirmoutier to the W is **Chaussée des Bœufs**, the dangers and depths shallower than 10 m of which extend up to 7 M to the WSW. This causeway is marked at its SW end by the “Les Bœufs” W cardinal light buoy and, closer to the coast, by the “Réaumur” W cardinal light buoy and the “Le Bavard” S cardinal light buoy.

13 Located N of the causeway, **Île du Pilier**, which bears a lighthouse and an old lighthouse (view 4.2.4.), is surrounded by uncovering rocks and rocks awash. Located 1.5 M NE of the island, a N cardinal beacon tower marks the Grand Sécé group of rocks.

19 Chaussée des Bœufs is covered by the red sector (057° – 124°) of the Pointe des Dames light (47° 00.7' N – 2° 13.3' W) and by the arc of visibility (321° – 034°) of the Île du Pilier subsidiary light.

25 Located 1.5 M ENE of Grande Sécé, **Banc de la Blanche**, covered with 1.5 m of water, is marked by a N cardinal buoy. This bank constitutes the S limit of the entrance to Baie de Bourgneuf (section 4.6). On the

N side of this bay, **Banc de Kérouars** stretches from E to W as far as the edge of the Chenal du Sud access channel to the Loire.

- 31 This bank has a rock that uncovers 2.2 m and is marked by the “Nord Couronnée” N cardinal light buoy. Banc de Kérouars is covered by the green sector (308° – 078°) of the Saint-Gildas light.
- 37 See section 4.2.6.2. for the dangers on the E edge of the Chenal du Sud access channel to the Loire.

01 **4.2.6. CHANNELS**

07 Charts 7395 and 6797.

13 ENC FR473950.

19 Two channels cross the estuary leading to Saint-Nazaire and, farther on, ascending the Loire Maritime.

25 Chenal du Sud, which is marked, is the main channel and it is compulsory for certain types of vessels (§ 4.2.6.1.). It leaves Plateau de la Lambarde to the W and to the E it leaves the dangers that lie off Île de Noirmoutier and Pointe de Saint-Gildas. It is extended, towards the entrance, by a channel that is dredged and marked.

31 Chenal du Nord, which is not marked in any specific manner, passes to the S of Plateau du Four and to the N of the La Banche and La Lambarde plateaux.

37 The two channels meet to the E of the Grand Charpentier lighthouse.

01 **4.2.6.1. Vessels transporting oil or dangerous materials with a gross tonnage of over 3000**

07 See also *Decree 2006/69 of 30 August 2006 of the Maritime Prefect of the Atlantic* (§ 7.4.2.).

13 1. Approach channel. The approach channel is a channel that is 2 M wide level with the “SN 1” buoy that leads to a gate formed by the “Thérésia” buoy to port and the “Les Chevaux” buoy to starboard. It continues towards the “1” and “2” entrance buoys; its port limit is the line connecting the “Thérésia”, “Lancastria” and “2” buoys and its starboard limit is the line connecting the “Les Chevaux”, “La Couronnée” and “1” buoys.

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

- To the SE, by the line connecting the “Thérésia” and “Lancastria” buoys;
- To the SW, by the line connecting the La Banche lighthouse and the Île du Pilier lighthouse.

25 3. Access channel. The ports of the Loire are accessed via a marked access channel, in which navigation is subject to pilotage obligations.

31 4. Lookout station concerned. Chémoulin.

01 **4.2.6.2. Chenal du Sud**

07 CURRENT (see also the chart tables). – Close to the “SE Lambarde” buoy, the change of tide takes place at – 0530 and + 0100 HW at Saint-Nazaire. At – 0300 it flows on a bearing of 077° at a speed of 1.2 knots at springs and at + 0400 it flows on a bearing of 258° at a speed of 1.4 knots at springs.

13 On the E limit of this channel, the “**La Couronnée**” starboard lateral light buoy, which is equipped with a Racon and an AIS transponder, marks the W end of the Kérouars bank, which is covered with less than 10 m of water (§ 4.2.5.4.).

19 Located 2.5 M N of this rock, the “1” starboard lateral light buoy marks **Banc du Chatelier**, which is covered with 3.7 m of water.

25 The “Thérésia” port lateral light buoy marks a wreck that is covered with 6.5 m of water.

31 S of the “La Couronnée” buoy, dredgers may operate within a sand extraction area (§ 4.2.2.5.).

37 APPROACH. – The first two buoys in the channel, anchored in its centre, are safe water mark light buoys: the “SN 1” landfall buoy that is equipped with a Racon and AIS (47° 00.1' N – 2° 39.7' W) and the



- “SN 2” buoy, located 4.8 M farther ENE. Following on are the “Thérésia”, “Lancastria” and “2” lateral light buoys, to port, and the “Les Chevaux”, “La Couronnée” and “1” lateral light buoys, to starboard.
- 43 NE of the “1” and “2” buoys, the channel, which is only 300 m wide, is made up of Passe des Charpentiers and then Chenal de Bonne Anse.
- 49 PASSE DES CHARPENTIERES. – **Passe des Charpentiers**, which is almost 4 M long and the depth of which is maintained at 13.2 m, leads from the “1” and “2” buoys to the “7” and “10” buoys. Its axis is shown by the leading line bearing 025.5° of the two **Porcé** lights: the front light is located on a white column (6 m) that stands 400 m ENE of Phare d’Aiguillon; the rear light, which is permanently lit and borne by a metal tower (36 m) with white lateral boards, is located on the cliff at a distance of 1350 m from the front light (view 4.2.6.2.A.).

55

[Photo]

Commercial tower

## 4.2.6.2.A. – Leading line of the Porcé lighthouses, bearing 025.5°.

- 61 CHENAL DE BONNE ANSE. – Chenal de **Bonne Anse** follows on from Passe des Charpentiers and leads to Grande Rade de Saint-Nazaire and then to the Loire Maritime. The channel is oriented to the NE and is marked by starboard lateral light buoys “9” to “17” and port lateral light buoys “12” to “20”. On the SE side, the bottoms uncover over **Banc des Morées**, which bears a green light beacon tower.
- 67 Still on the NW side of the channel, a line of 3 S cardinal light buoys “Sud Villès Martin”, “Sud Grande Rade” and “Sud de la Basse Nazaire”, running parallel to the channel, determines together with the line of port lateral buoys a minor navigation track, the usage rules of which are given in section 4.4.6.1.
- 01 **4.2.6.3. Chenal du Nord**
- 07 CURRENTS (see also the chart tables). – Around 2 M WSW of Grand Charpentier, the change of tide takes place at – 0530 and + 0030 at Saint-Nazaire. At – 0300 it flows on a bearing of 087° at a speed of 1 knot at springs and at + 0400 it flows on a bearing of 292° at a speed of 1.5 knots.
- 13 DANGERS AND BEACONAGE. – Located in the SW approach to the entrance to the channel is **Basse Michaud**, which is unmarked, with a least depth of 9.7 m around 5.3 M SSE of Phare du Four. There are some artificial reefs positioned against this shoal, to the W (§ 4.2.2.3).
- 19 On the N side of the channel, located 2.7 M ESE of Pointe du Croisic, **Basse Lovre**, covered with 0.7 m of water, is marked by a S cardinal buoy. **Basse Noire**, located 0.9 M SW of **Pointe de Penchâteau** (47° 15.0’ N – 2° 25.1’ W), is unmarked. SE of this headland there is a string of islets,

- rocks and boulders that extends as far as the Grand Charpentier lighthouse. 1 M S of Grand Charpentier, there is a wreck that is marked by the "Euler" S cardinal light buoy.
- 25 All of the dangers on the N side are covered by the red sector (111° – 310°) of the Grand Charpentier light.
- 31 Plateau de la Banche and Plateau de la Lambarde, on the S side of the channel, are described in sections 4.2.5.2. and 4.2.5.3.
- 37 Dredgers may operate SSW of the Grand Charpentier lighthouse and N of the Pilier lighthouse, within the sand extraction areas (§ 4.2.2.5.). Vessels coming from the W are advised to make contact with the harbour master's office of the port of Saint-Nazaire when crossing the line of longitude of Pointe de Penchâteau, in order to discover if there is work underway in this area.
- 43 DIRECTIONS.
- 49 BY DAY. – When coming from the W or from Belle-Île, passing S of Plateau du Four, vessels will recognise the "Ouest Basse Capella" W cardinal light buoy, then the "Goué-Vas-du-Four" S cardinal light buoy, and then head towards Grand Charpentier.
- 55 When coming from the SW, vessels should follow, as near as possible, the leading line of the Guérande bell tower and the Batz-sur-Mer bell tower, bearing 034.5°, which leaves Basse Michaud to the W and Basse de l'Astrolabe (47° 10.4' N – 2° 33.7' W) and the 2 Plateau de la Banche light buoys, "Banche W" W cardinal, and "NW Banche" N cardinal, to the E.
- 61 When the Île du Pilier lighthouse passes the La Banche lighthouse, vessels should head towards Grand Charpentier. They should round the latter at a distance of around 600 m to the S and E and then reach the Passe des Charpentiers leading line in the vicinity of the "5" and "8" buoys.
- 67 BY NIGHT. – When coming from Belle Île, after having rounded Plateau des Grands Cardinaux to the S, vessels should pass to the N of Plateau du Four, following a heading of 093° towards the light on the Tréhic jetty (at the entrance to Le Croisic).
- 73 Once the Le Four light is on a bearing of 228°, vessels should head on a bearing of 150° so as to pass between Basse Hikéric (§ 4.2.5.1.) and the L'**Inconnu** shoal, until they reach the white sector (092° – 111°) of the Grand Charpentier light.
- 79 Once the Le Four light is on a bearing of 298°, vessels should head on a bearing of 122°, crossing the red (062° – 092°) and white (054° – 062°) sectors of the Grand Charpentier light.
- 85 This route leaves the wreck located 3.5 M WSW of the Grand Charpentier light 800 m to the S.
- 91 Once this light is on a bearing of 033° (green sector), vessels should head on a bearing of 090° in order to reach the leading lights of Passe des Charpentiers (§ 4.2.6.2.), leaving the "Euler" S cardinal light buoy to port.

01 **4.2.7. HOLDING ANCHORAGES IN THE LOIRE ESTUARY**

07 Charts 7395 and 6797.

13 ENC FR473950.

01 **4.2.7.1. Grande Rade de la Loire**

07 *Vessels heading to the ports of the Loire may anchor in Grande Rade de la Loire, between Chenal du Sud, on one side, and the La Banche and La Lambarde plateaux, on the other side.*

13 Prior to anchoring in the oil tanker holding area (§ 4.2.3.4.), vessels should make contact with the lookout station of the port of Saint-Nazaire (call sign Loire Ports Contrôle) in order to have an anchor berth allocated to them.

19 In poor weather, draught permitting, vessels may find a better haven to the E of Plateau de la Lambarde, in a depth of 11 to 13 m, 2.4 M S of the Grand Charpentier lighthouse.

01 **4.2.7.2. Grande Rade de Saint-Nazaire**

07 Grande Rade de Saint-Nazaire extends within the river to the SW of the entrance to the outer harbour. This anchorage is generally used by vessels waiting to be able to enter the Saint-Nazaire basin. It is well protected from heavy swells from offshore. Permission to anchor here must be sought from Loire Ports Contrôle.

- 13 The width of the trench, in depths of over 9 m, is 540 m on average. A vessel 180 m long with a draught of 9 m, even secured using 2 anchors and alone in the roadstead, must turn with the assistance of a tug, during high springs at least.
- 19 Any vessel staying in the roadstead at the time of turning at low water, in the event that it is over 200 m long or is both over 150 m long and has a draught of 8 m, must use a pilot during turning.

01 **4.2.8. FROM POINTE DU CROISIC TO SAINT-NAZAIRE**

07 Charts 7395, 7145 and 6797.

13 ENC FR473950.

01 **4.2.8.1. Coast, landmarks and anchorages**

- 06 Between **Pointe du Croisic** and Pointe de Chémoulin, 11 M to the ESE, the coast is low-lying and rocky, with the exception of in **Baie du Pouliguen**, which is lined with a beach. It is very foul from this bay (see the N channel, § 4.2.6.3.).
- 11 Located 1.4 M ESE of Pointe du Croisic, **Port Lin** (47° 17.0' N – 2° 30.8' W) is a fairly narrow cove that is lined with a beach between steep rocks. Entry, between rocky heads, is tricky, and anchorage, which is subject to swells from offshore, is rarely comfortable here. Vessels must not attempt to enter except in good weather and with good knowledge of the area.
- 16 Located 3 M ESE of Pointe du Croisic, the **Batz-sur-Mer** bell tower (47° 16.6' N – 2° 28.8' W) is a tall square tower surmounted by a rounded roof and a lantern (view 4.2.8.1.A.). Mariners must not mistake it for the Le Croisic bell tower, which resembles it, located 1.7 M to the NW. Equally, mariners must ensure that they do not confuse the Le Croisic water tower (47° 17.4' N – 2° 31.1' W) with the Kermoisan water tower, located 2.5 M farther SSE. The Batz-sur-Mer bell tower and the **Kermoisan** water tower are landmarks that are visible from a great distance, above the relatively flat coastline of the region.

21

[Photo]

4.2.8.1.A. – Batz-sur-Mer bell tower.

- 26 Located 2.8 M ESE of Pointe du Croisic, Batz-sur-Mer is a small dry harbour (view 4.2.8.1.B.) that is protected by a jetty rooted towards the WNW on a rocky projection that lessens the swell slightly off the sandy beach. 1500 m to the SSW, the “Basse Lovre” S cardinal buoy marks a shoal with a head covered with 0.7 m of water. *Vessels anchor on the axis of the beach.*

31

[Photo]

## 4.2.8.1.B. – Small port of Batz-sur-Mer.

- 36 Visible farther to the E, 1 M WNW of Pointe de Penchâteau, is a water tower with a conical slate roof. To the N of this headland, the port of Le Pouliguen contains a pointed bell tower. The large **La Baule** seaside resort occupies the seafront to the E of the port.
- 41 Le Pouliguen is described in section 4.2.8.2.
- 46 Located 1.5 M SE of Pointe de Penchâteau, the **Les Evens** rocky plateau is, in reality, merely a single islet bordered by a sandy beach that uncovers 6 m and extends towards the NE. Numerous small craft anchor on the edge of this beach in summer. When approaching this anchorage, vessels should be wary of the rocky projections that border the sandbank.
- 51 At the E end of the long beach of La Baule, the artificial harbour of Pornichet extends towards the SW. This port is described in section 4.2.8.3.

56

[Photo]

## 4.2.8.1.C. – Pointe de Chémoulin, to the NE.

- 61 Located 2.5 M SE of Pornichet, **Pointe de Chémoulin** bears a lookout station (view 4.2.8.1.C.), a white house next to a pylon (74 m). Visible offshore, 2 M WSW of this headland, is the **Pierre Percée** islet and, 1.2 M farther ESE, the **Grand Charpentier** lighthouse, a truncated conical grey tower (27 m) [view 4.2.8.1.D.], located on a rocky patch. Pierre Percée constitutes a nature reserve (§ 4.2.2.8.).
- 66 1500 m E of Pointe de Chémoulin, the beach of **Saint-Marc-sur-Mer** is protected by a string of rocks. A gap in the E part of this string constitutes a small grounding area that is protected on the W side by a mole that is angled towards the E and located on the side of a fairly elevated rocky mass. It does not, however, receive good protection from the swell.