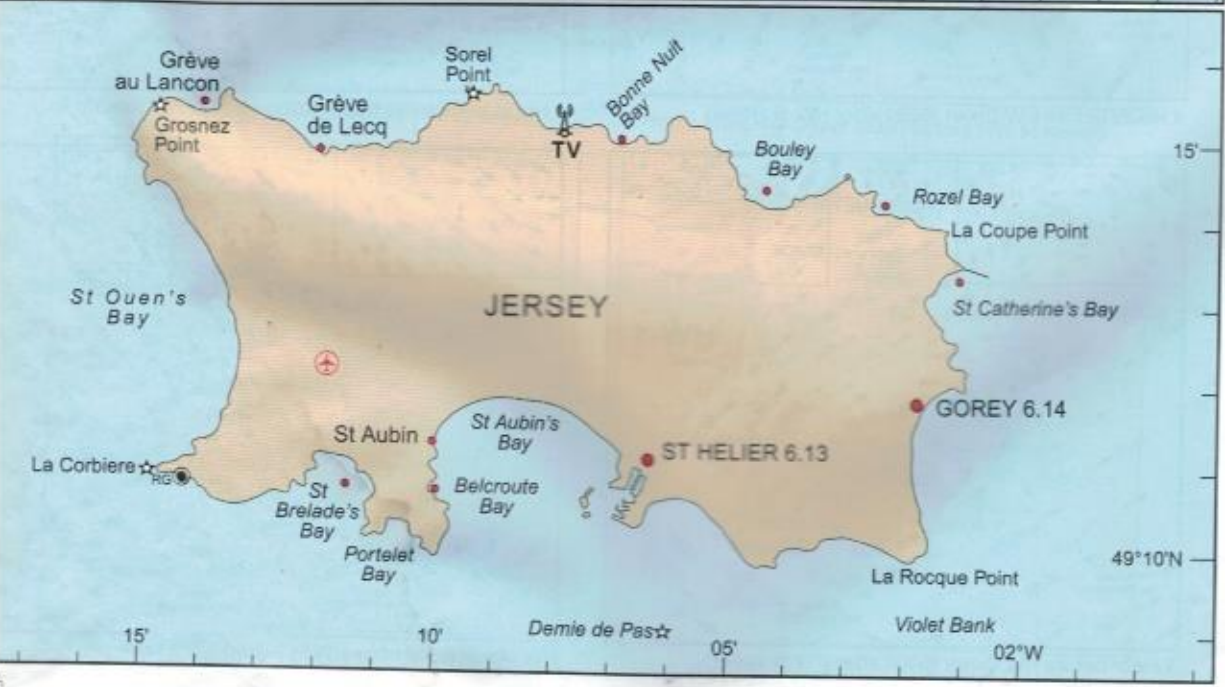
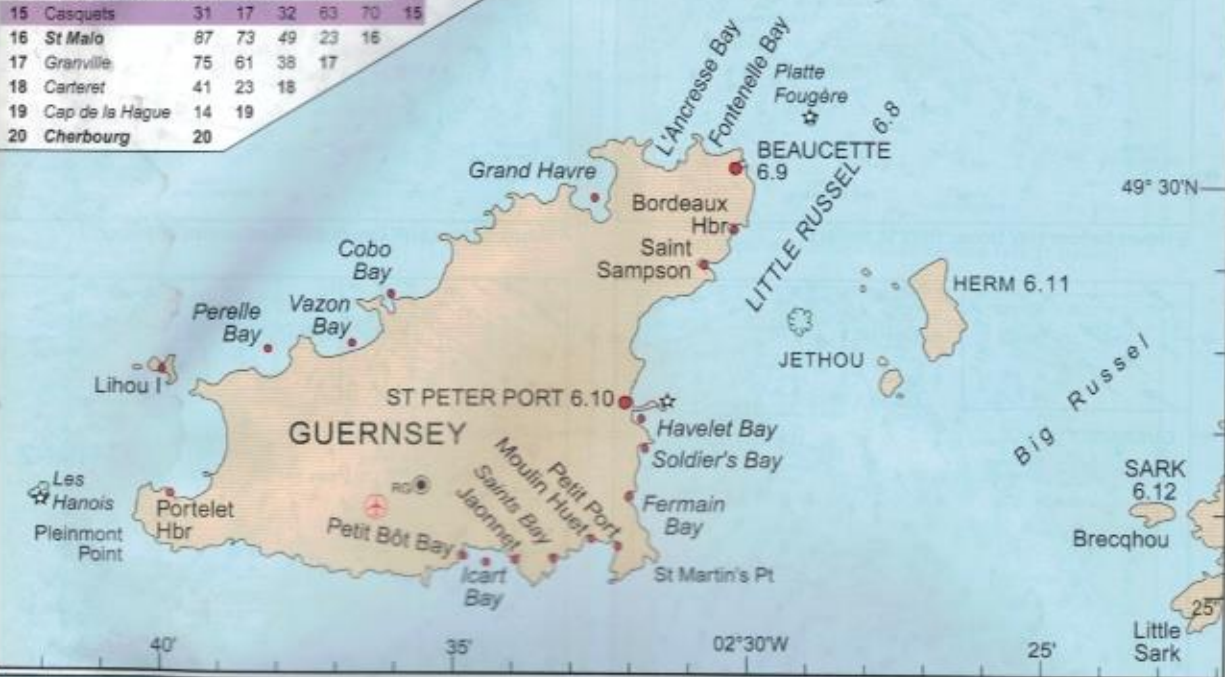


1	L'Aberwrac'h	145	131	126	128	116	115	122	107	103	93	109	110	123	103	91	88	84	72	32	1
2	Roscoff	117	103	95	96	84	87	94	77	73	63	79	80	93	71	59	58	54	41	2	
3	Tréguier	94	80	72	72	60	66	72	56	52	42	58	53	63	58	30	29	22	3		
4	Lézardrieux	88	74	68	54	49	65	68	52	48	42	38	47	55	33	21	14	4			
5	Paimpol	91	77	65	56	42	67	70	54	50	45	50	45	53	24	24	5				
6	St Quay-Portrieux	88	74	64	54	35	71	73	55	56	48	51	46	52	12	6					
7	Dahouet	88	74	62	44	28	70	72	62	58	57	53	41	47	7						
8	Gorey (Jersey)	47	33	16	29	38	36	35	32	29	35	20	13	8							
9	St Helier	59	45	28	30	38	43	46	33	29	32	24	9								
10	Créux (Sark)	37	23	23	50	52	18	22	11	10	16	10									
11	Les Hanois	49	35	37	58	56	23	29	14	10	11										
12	St Peter Port	42	28	31	55	54	18	23	4	12											
13	Beaucette	39	25	34	59	58	15	19	13												
14	Braye (Alderney)	23	9	26	66	73	8	14													
15	Casquets	31	17	32	63	70	15														
16	St Malo	87	73	49	23	16															
17	Granville	75	61	38	17																
18	Carteret	41	23	18																	
19	Cap de la Hague	14	19																		
20	Cherbourg	20																			

DISTANCE TABLE
 Approximate distances in nautical miles are by the most direct route while avoiding dangers and allowing for TSS. Places in *italics* are in adjoining areas; places in **bold** are in 0.33, Cross-Channel Distances.



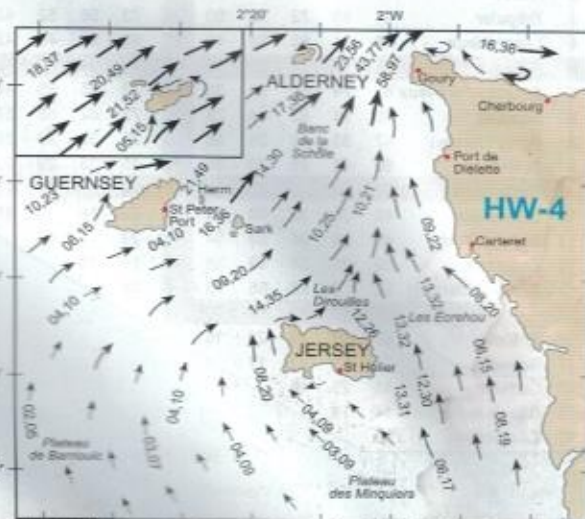
Channel Islands
 Channel Islands

2.9	1937
3.4	2038
4.2	2123
4.8	2200
5.3	2236
5.5	2311
5.8	2345
5.9	-
6.0	1240
5.9	1318
5.6	1400
5.0	1449
4.3	1551
3.6	1718
3.5	1857
3.8	2017
4.4	2121
5.2	2212
5.8	2253
6.1	2329
6.2	-
6.1	1219
5.8	1255
5.4	1330
5.0	1402
4.4	1433
3.8	1514
3.1	1629
2.5	1748
2.7	1859
4.6	2056
5.3	2136
5.8	2215
6.2	2254
6.4	2334
6.4	-
6.2	1240
5.9	1329
5.2	1425
4.5	1532
3.8	1652
3.6	1823
3.9	1942
4.3	2042
4.8	2128
5.2	2205
5.5	2240
5.5	2313
6.5	2347
6.4	-
6.2	1235
6.0	1301
5.7	1324
5.3	1355
4.8	1438
4.3	1546
3.1	1731
2.7	1838
2.7	1934
4	2022
2.1	2106
2.7	2150
3.1	2234
3.9	2319
4	-
3	1229
3	1320
5	1415
6	1516
8	1622
9	1738
10	1857
11	2002
12	2054
13	2137
14	2215
15	2251
16	2326
17	-
18	1213
19	1241
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22	1414
23	1502
24	1604
25	1729
26	1848
27	1949
28	2043
29	2134

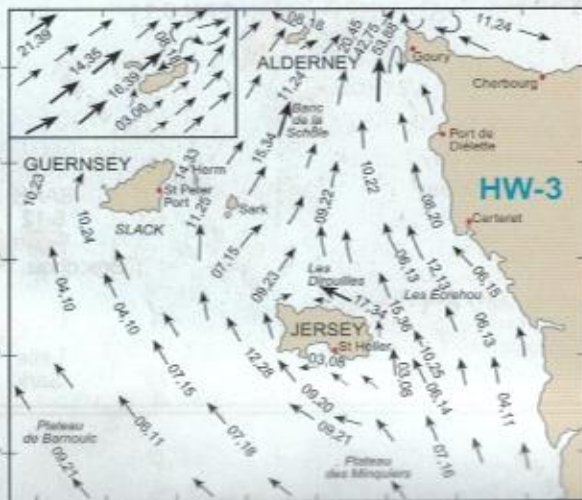
6.2 CHANNEL ISLANDS TIDAL STREAMS



5 Hours before HW Dover (HW St Helier)



4 Hours before HW Dover (0100 after HW St Helier)



3 Hours before HW Dover (0200 after HW St Helier)



2 Hours before HW Dover (0300 after HW St Helier)

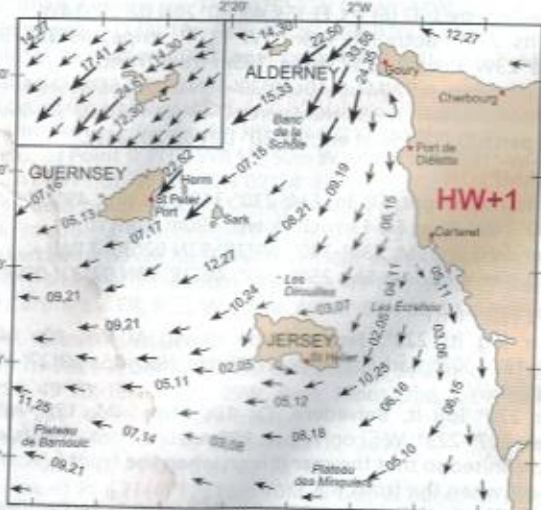


1 Hour before HW Dover (0400 after HW St Helier)

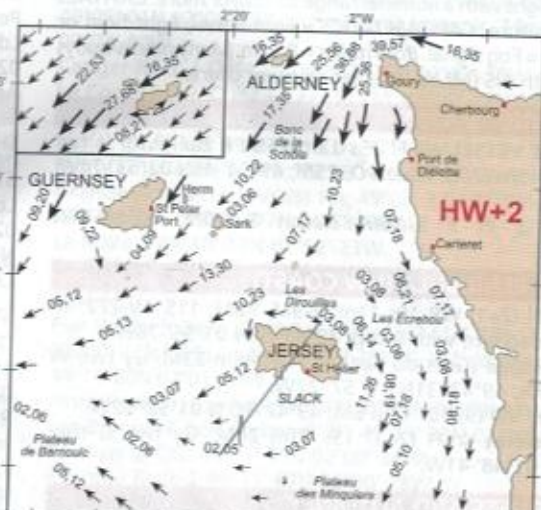


HW Dover (0500 after HW St Helier)

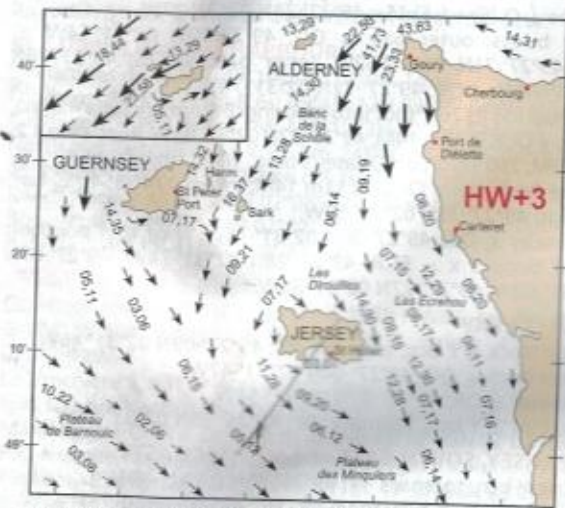
English Channel 0.26



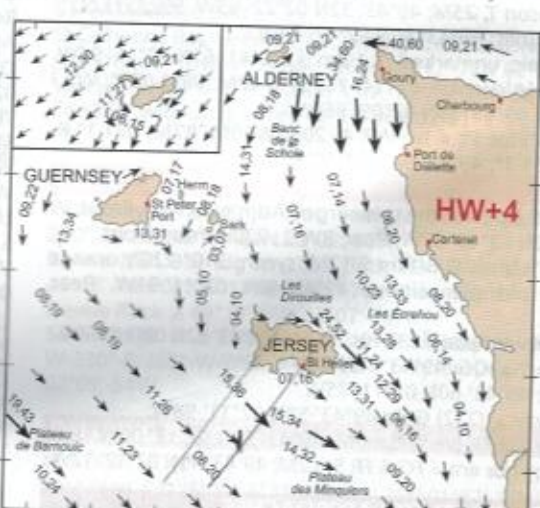
1 Hour after HW Dover (0600 after HW St Helier)



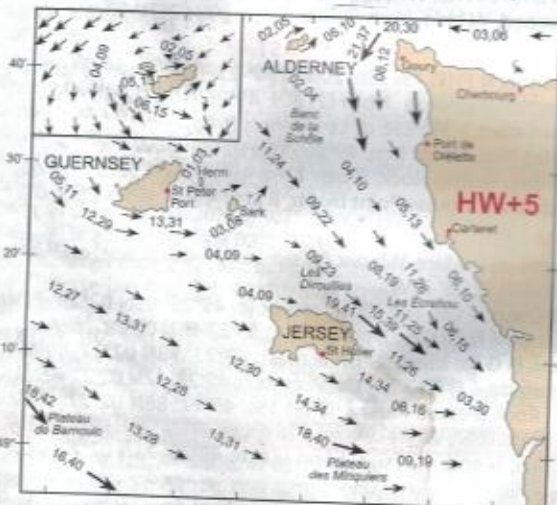
2 Hours after HW Dover (0530 before HW St Helier)



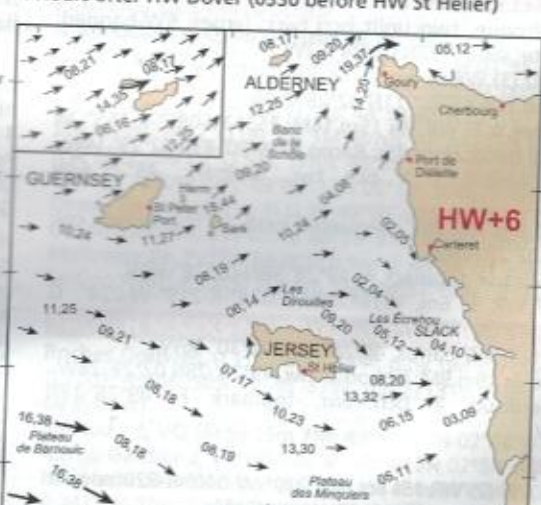
3 Hours after HW Dover (0430 before HW St Helier)



4 Hours after HW Dover (0330 before HW St Helier)



5 Hours after HW Dover (0230 before HW St Helier)



6 Hours after HW Dover (0130 before HW St Helier)

Channel Islands

2.9	1837
3.4	2038
4.2	2123
4.8	2200
5.3	2236
5.5	2311
5.8	2345
5.9	-
6.0	1240
5.9	1318
5.6	1400
5.0	1449
4.3	1551
3.6	1718
3.5	1857
3.8	2017
4.4	2121
5.2	2212
5.8	2253
6.1	2329
6.2	-
6.1	1219
5.8	1255
5.4	1330
5.0	1402
4.4	1433
3.8	1514
3.1	1629
2.5	1748
2.7	1859

4.6	2056
5.3	2136
5.8	2215
6.2	2254
6.4	2334
6.4	-
6.2	1240
5.9	1329
6.2	1425
6.5	1532
6.6	1652
6.9	1823
7.1	1942
7.3	2042
7.8	2128
8.2	2205
8.5	2240
8.5	2313
8.5	2347
8.4	-
8.2	1235
8.0	1301
7.7	1324
7.3	1355
6.8	1438
6.3	1546
5.7	1731
5.2	1838
4.7	1934
4.2	2022

7	2106
7	2150
7	2234
7	2319
7	-
6	1229
6	1320
6	1415
6	1516
6	1622
6	1738
6	1857
6	2002
6	2054
6	2137
6	2215
6	2251
6	2326
6	-
6	1213
6	1241
6	1308
6	1337
6	1414
6	1502
6	1604
6	1729
6	1848
6	1949
6	2043
6	2134

6.4 PASSAGE INFORMATION

More passage information is threaded between successive harbours in this Area. **Bibliography:** *The Channel Islands* (Imray/RCC/Carnegie); *N Brittany & Channel Islands CC* (Fernhurst/Cumberlidge); *Channel Pilot* (NP27); *Channel Havens* (ACN/Endean); *Shell Channel Pilot* (Imray/Cunliffe).

THE CHANNEL ISLANDS

In an otherwise delightful cruising area (AC 2669) the main problems include fog and poor visibility, the very big tidal range, strong tidal streams, overfalls and steep seas which get up very quickly. The shoreline is generally rugged with sandy bays and many offlying rks. It is important to use large scale AC, and recognised leading marks (of which there are plenty) when entering or leaving many of the harbours and anchs. Several passages are marked by beacons and perches identified by an alphabetical letter(s) in lieu of topmark. Beware high speed ferries.

From the N, note the Casquets TSS and ITZ. Soundings of Hurd Deep can help navigation. The powerful lights at the Casquets, Alderney, Cap de la Hague, Cap Levi, Barfleur and Les Hanois greatly assist a night or dawn landfall. By day Alderney is relatively high and conspicuous. Sark is often seen before Guernsey which slopes down from S to N. Jersey is low-lying in the SE. The islands are fringed by many rky dangers. In poor visibility stay in harbour.

► Over a 12hr period tidal streams broadly rotate anti-clockwise around the Islands, particularly in open water and in wider chans. The E-going (flood) stream is of less duration than the W-going, but is stronger. The islands lie across the main direction of the streams, so eddies are common along the shores. The range of tide is greatest in Jersey (9.6m sp, 4.1m np), and least in Alderney (5.3m sp, 2.2m np). Streams run hard through the chans and around headlands and need to be worked carefully; neaps are easier, particularly for a first visit. Strong W'lies cause a heavy sea, usually worst HW ±3. ◀

As well as the main harbours, described in some detail, there are also many attractive minor harbours and anchorages. In the very nature of islands a lee can usually be found somewhere. Boats which can take the ground can better explore the quieter hbrs. Avoid lobster pots and oyster beds.

THE CASQUETS AND ORTAC CHANNEL

Casquets It is conspicuous on the largest island of this group of rks 5.5M W of Alderney (AC 60). Offlying dangers extend 4ca W and WSW (The Ledge and Noire Roque) and 4ca E (Pt Colote). The tide runs very hard around and between these obstructions. A shallow bank, on which are situated Fourquile and l'Equêt rks (dry) lies from 5ca to 1M E of Casquets, and should not be approached. Ortac Rk (24m) is 3.5M E of Casquets. Ortac Chan runs NNW/SSE 5ca W of Ortac.

► Here the stream starts to run NE at HW St Helier -2½, and SW at HW St Helier +0355; sp rates up to 5½kn (7kn reported). ◀

Ortac Channel should not be used in bad weather due to tremendous overfalls; these and violent eddies also occur over Eight Fathom Ledge (8½ca W of Casquets) and over the SW, SSW and SSE Casquet Banks where least depths of 7.3m occur.

ALDERNEY AND THE SWINGE

Braye Harbour (AC 2845) together with pleasant bays and anchs around the island, offer shelter from different wind/sea directions. The sunken NE extremity of Admiralty Breakwater should only be crossed in calm conditions, outside LW±2 and about 50m off the head of the Breakwater where there is 2.3m.

The Swinge lies between Burhou with its bordering rks, and the NW coast of Alderney. It can be a dangerous chan, and should only be used in reasonable vis and fair weather. On the N side of the

Swinge the main dangers are Boues des Kaines, almost awash at LW about 7½ca ESE of Ortac, and North Rk 2½ca SE of Burhou. On S side of the Swinge beware Corbet Rk (0.5m high) with drying outliers, 5ca N of Fort Clonque, and Barsier Rk (0.9m) 3½ca NNW of Fort Clonque.

► The SW-going stream begins at HW St Helier +0340, and the NE stream at HW St Helier -0245, sp rates 7-8kn. On the NE-going stream, beware the very strong northerly set in vicinity of Ortac. ◀

The tide runs very hard, and in strong or gale force winds from S or W there are very heavy overfalls on the SW-going stream between Ortac and Les Etacs (off W end of Alderney).

In strong E winds, on the NE-going stream, overfalls occur between Burhou and Braye breakwater. These overfalls can mostly be avoided by choosing the best time and route (see below) but due to the uneven bottom and strong tides broken water may be met even in calm conditions.

► It is best to pass SW through the Swinge is about HW St Helier +4, when the SW-going stream starts; hold to the SE side of the chan since the stronger stream runs on the Burhou side. But after HW St Helier +5, to clear the worst of the overfalls keep close to Burhou and Ortac, avoiding North Rk and Boues des Kaines. ◀

Pierre au Vraic (dries 1.2m) is an unmarked pinnacle rock at 49°41'61N 02°16'54W, 1.8M S of Ortac and 1.8M WSW of Les Etacs, almost in the fairway to/from the Swinge. Arriving on a fair tide from Guernsey it will be well covered, but it is a serious hazard if leaving the Swinge on a SW-going spring tide close to local LW. Carefully study the clearing bearings shown on AC 60.

Heading NE at about HW St Helier -2, Great Nannel in transit with E end of Burhou clears Pierre au Vraic to the E, but passes close W of Les Etacs. On this transit, when Roque Tourgis fort is abeam, alter slightly to stbd to pass 1ca NW of Corbet Rk; keep near SE side of the channel.

THE ALDERNEY RACE

This race, characterised by very strong tidal streams, runs SW/NE between Cap de la Hague and Alderney, but its influence extends at least as far SW as 02° 20'W (AC 3653). The fairway, approx 4M wide, is bounded by Race Rk and Alderney S Banks to the NW, and to the SE by rky banks 3M E of Race Rk, and by Milieu and Banc de la Schöle (least depth 2.7m). These dangers which cause breaking seas and heavy overfalls should be carefully avoided. In bad weather and strong wind-against-tide the seas break in all parts of the Race and passage is not advised. Conditions are worst at springs.

► In mid-chan the SW-going stream starts at HW St Helier +4½ (HW Dover) and the NE-going stream at HW St Helier -2½ (HW Dover +5½), sp rates both 5.5kn. The times at which the stream turns do not vary much in various places, but the rates do; for example, 1M W of Cap de la Hague sp rates reach 7.8kn. ◀

For optimum conditions, timing is of the essence. As a rule of thumb the Race should be entered on the first of the fair tide so as to avoid peak tidal streams with attendant overfalls/seas.

► Thus SW-bound, arrive off Cap de la Hague at around HW St Helier +4½ (HW Dover -½ to HW Dover) when the stream will be slack, whilst just starting to run SW off Alderney. A yacht leaving Cherbourg at HW Dover -3 will achieve the above timing by utilising the inshore W-going tidal eddy.

Conversely, NE-bound, leave St Peter Port, say, at approx local HW St Helier -4½ (HWD+3) with a foul tide so as to pass Banc de la Schöle as the fair tide starts to make. ◀ A later departure should achieve a faster passage, but with potentially less favourable conditions in the Race. On the NE-going stream the worst overfalls are on the French side.

6.5 SPECIAL NOTES: CHANNEL ISLANDS

The Channel Islands (Alderney, Guernsey, Sark, Jersey and other smaller islands) lie, not in the Channel, but in the Bay of St Malo. Alderney, Herm, Jethou, Sark and Brecqhou are all part of the Bailiwick of Guernsey and the States (Parliament) of Alderney have seats in the States of Guernsey.

The Islands are self-governing with their own laws, judiciary and Customs, but conduct their foreign affairs mostly through the English crown. They are not part of either the UK or the EU. The French call the CI Les Îles Anglo-Normandes (Aurigny, Guernsey, Sercq et Jersey). **Standard Time is UT (Zone 0).**

Charts Admiralty Leisure folio SC5604 (£44.30, 7th ed. published Feb 2013) contains 17 sheets of the CIs These and other charts are listed under individual ports.

Ports of entry Braye, Beaucette, St Sampson, St Peter Port, St Helier and Gorey.

Customs British yachts entering the CI, except Jersey, must complete and deposit the local Customs declaration form and may have to show the vessel's registration documents; they are no longer expected to fly the Q flag arriving from the UK or France. On arrival back in UK they are subject to Customs formalities. Yachts going to France need usual documents (passports etc).

Speed limit, Jersey 5kn in all hbns, and within 200m of water's edge in any bay, inside 10m depth contour, Les Écrehou and Les Dirouilles, inside 5m depth contour, Les Minquiers.

Medical Jersey has reciprocal medical arrangements with the UK, but the other CI do not and visitors will have to pay for costly inpatient / outpatient care. Medical insurance recommended.

Weather forecasts prepared by Jersey Met Office for the CI area and adjacent coasts of Normandy and Brittany are available 0900 669 0022 (premium rate) throughout the CI and UK. From France replace the first 0 by 00 44. More details, 0.14. SAR

operations are co-ordinated by Guernsey Coastguard in the N area and Jersey Coastguard in the S (see 0.15). Major incidents are co-ordinated with CROSS Jobourg and Falmouth CGOC. There are **bars** at Braye, St Peter Port, St Helier and St Catherine's (Jersey).

Telephones CI phones are integrated with the UK, but charges, especially on mobiles, may vary. Toll-free and premium numbers may be blocked when roaming with non-CI mobiles. For an online telephone directory visit www.theguernseydirectory.com

Courtesy flags Many yachts fly a courtesy flag in CI ports as a mark of politeness but it is not essential. The local flags are: Jersey R ensign with the Jersey Royal Arms (three lions passant with gold crown above); see Fig 5(9).

Guernsey R ensign with Duke William's cross in the fly. Vessels owned by Guernsey residents may wear this ensign; see Fig 5(9).

Sark The English (St George's) flag with the Normandy arms in the canton.

Alderney The English (St George's) flag and in the centre a green disc charged with a gold lion.

Herm The English (St George's) flag, and in the canton the Arms of Herm (three cowled monks on a gold diagonal stripe between blue triangles containing a silver dolphin).

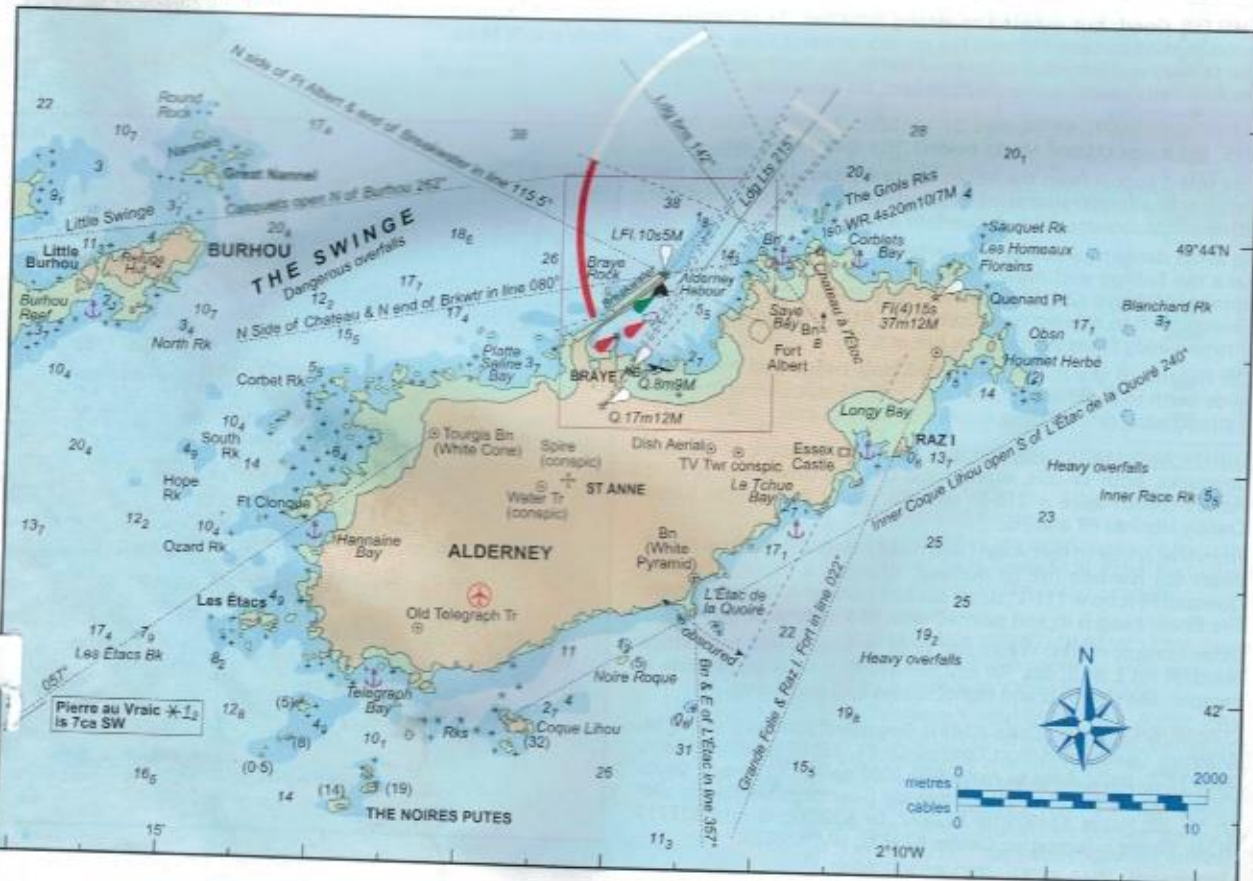
Cars can be hired in Jersey, Guernsey and Alderney. In Sark cars are prohib, but bikes and horse-drawn carriages can be hired.

Animals may only be landed from boats from the UK, Ireland, Isle of Man or other CI, but not if the boat has visited France. No vessel with an animal on board may lie alongside a pontoon or quay without a Revenue Officer's permission.

UK currency can be used in the Islands but not vice versa. Postage stamps, issued by Jersey, Guernsey and Alderney must be used in the appropriate Bailiwick; Guernsey and Alderney stamps are interchangeable. There is only one class of post.

Gas Some UK Gas retailers may not accept Channel Island bottles.

6.6 ALDERNEY



Channel Islands

2.9	1937
1.4	2038
1.2	2123
1.8	2200
1.3	2236
1.5	2311
1.8	2345
1.9	-
1.0	1240
1.9	1318
1.6	1400
1.0	1449
1.3	1551
1.6	1718
1.5	1857
1.8	2017
1.4	2121
1.2	2212
1.8	2253
1.1	2329
1.2	-
1.1	1219
1.8	1255
1.4	1330
1.0	1402
1.4	1433
1.8	1514
1.1	1629
1.5	1748
1.7	1859
1.6	2056
1.3	2136
1.8	2215
1.2	2254
1.4	2334
1.4	-
1.2	1240
1.9	1329
1.2	1425
1.5	1532
1.8	1652
1.6	1823
1.9	1942
1.3	2042
1.8	2128
1.2	2205
1.5	2240
1.5	2313
1.5	2347
1.4	-
1.2	1235
1.0	1301
1.7	1324
1.5	1355
1.8	1438
1.5	1546
1.1	1731
1.7	1834
1.2	1938
1.4	2022
1.1	2106
1.7	2150
1.8	2234
1.8	2319
1.5	-
1.0	1229
1.0	1320
1.5	1415
1.1	1516
1.1	1622
1.1	1738
1.1	1857
1.1	2002
1.1	2054
1.1	2137
1.1	2215
1.1	2251
1.1	2326
1.1	-
1.1	1213
1.1	1241
1.1	1308
1.1	1337
1.1	1414
1.1	1502
1.1	1604
1.1	1729
1.1	1848
1.1	1949
1.1	2043
1.1	2134

APPROACHES TO GUERNSEY

From the N/NE, The Little Russel Channel (AC 3654, 808) gives the most convenient access to Beaucette Marina and St Peter Port (AC 3140). But it needs care, due to rks which fringe the chan and appr, and the strong tide which sets across the ent.

► In mid-chan, S of Platte and NW of Bréhon, the NE-going stream begins at HW St Peter Port -0245, and the SW stream at HW St Peter Port +0330, sp rates both 5-25kn which can raise a very steep sea with wind against tide. ◀

With its on Platte Fougère, Tautenay, Roustel, Platte and Bréhon, plus the 220° Idg Its for St Peter Port, the Little Russel can be

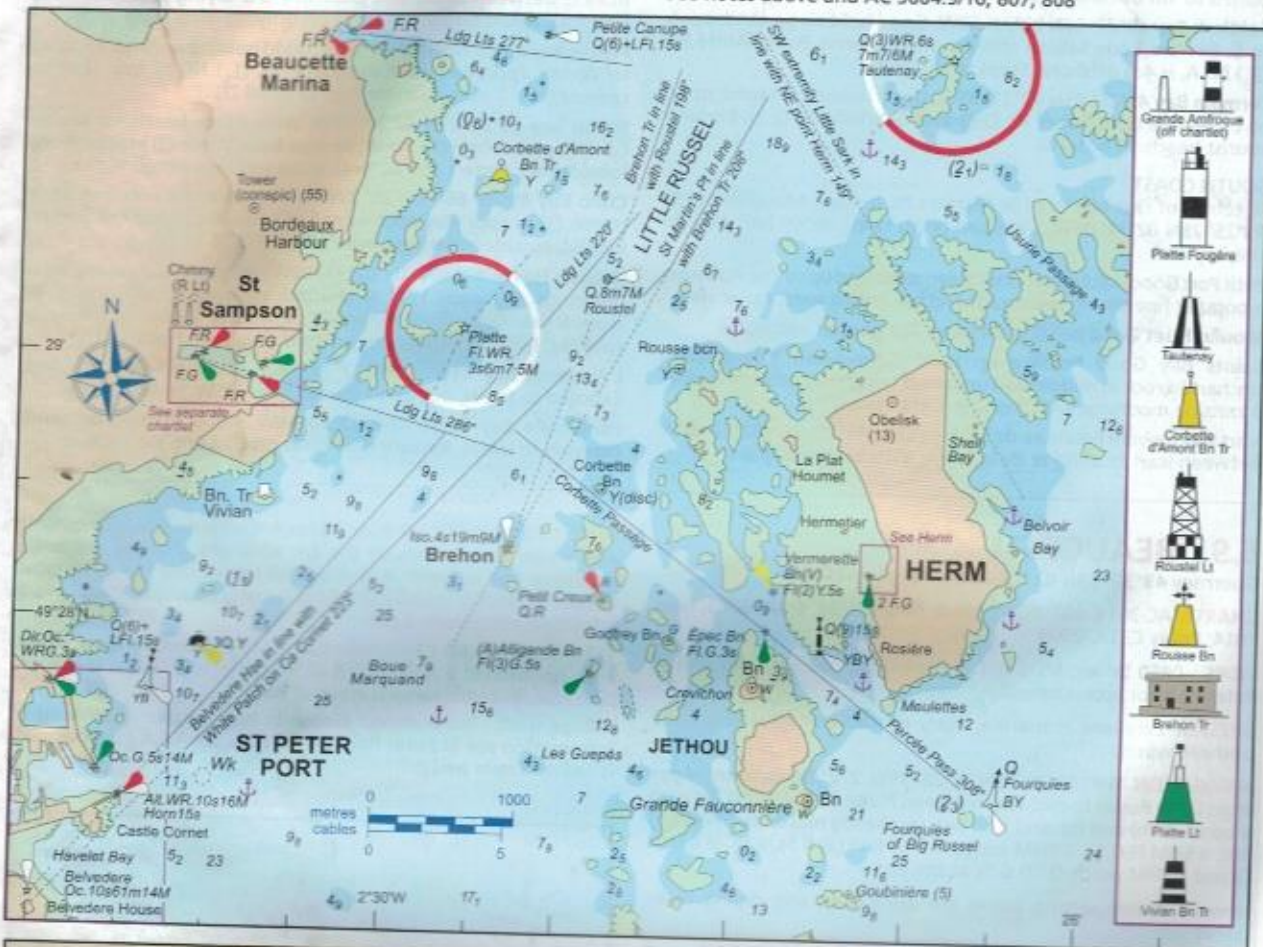
navigated day or night in reasonable vis, even at LW.

The Big Russel is wider and easier. In bad weather or poor vis it may be a better approach to St Peter Port, via Lower Heads SCM It buoy, though may be lumpy on a rising sp tide. From the NW, Doyle Passage, which is aligned 146°/326° off Beaucette, can be used but only by day with local knowledge. From the S or W, the natural route is around St Martin's Pt, keeping 1-5ca ENE of Longue Pierre bcn (LP) and a similar distance off Anfré bcn (A).

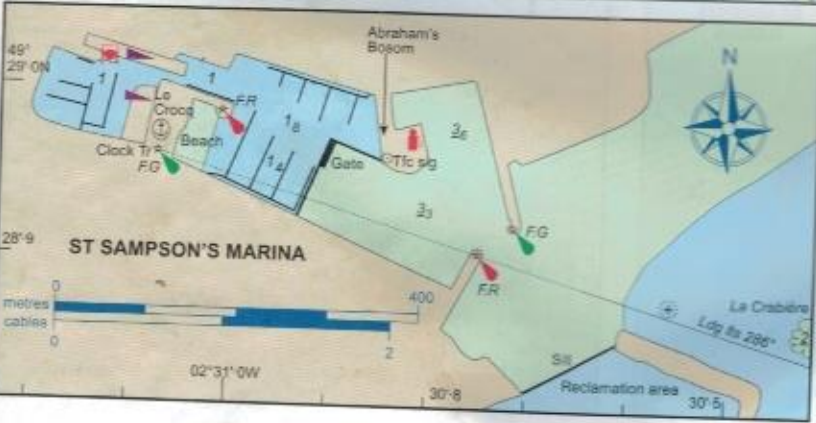
In onshore winds keep well clear of the W coast, where in bad weather the sea breaks on dangers up to 4M offshore. But in settled weather it is worth exploring the rock-strewn bays.

6.8 LITTLE RUSSEL CHANNEL

See notes above and AC 5604.9/10, 807, 808



Channel Islands



MINOR HARBOURS AND ANCHORAGES AROUND GUERNSEY

Hbrs and Jages are listed clockwise from the north. All have buses to St Peter Port (from cliff-top level on the E and S coasts).

EAST COAST
Bordeaux Hbr 49°29'31N 02°30'37W. Small drying hbr full of moorings. Rky appr and strong cross tide. Open to E. Café.
St Sampson's Hbr 49°28'91N 02°30'73W. Dries 2-6m. Port of entry. Good shelter but predominantly a working hbr. Only when visiting for work (prior arrangement). Entry over lifting flapgate HW -1 to +2. Marina t/c sigs SW cnr Abraham's Bosom: steady ● = ent/exit; FI ● or steady ● = No ent/exit. WPT 49°28'70N 02°29'65W (intersection

9	1937
4	2038
2	2123
8	2200
9	2236
5	2311
9	2345
-	-
0	1240
9	1318
6	1400
0	1449
3	1551
6	1718
5	1857
8	2017
4	2121
2	2212
8	2253
1	2329
2	-
1	1219
8	1255
4	1330
0	1402
4	1433
8	1514
1	1629
5	1748
7	1859
6	2056
3	2136
8	2215
2	2254
8	2334
-	-
0	1240
9	1329
6	1425
5	1532
8	1652
8	1823
2	1942
2	2042
2	2128
2	2205
5	2240
2	2313
4	2347
-	-
2	1235
0	1301
7	1324
1	1438
8	1546
1	1731
7	1838
7	1954
8	2022
2	2106
7	2150
8	2234
9	2319
-	-
1	1229
1	1320
1	1415
1	1516
1	1622
1	1738
1	1857
1	2002
1	2054
1	2137
1	2215
1	2251
1	2326
-	-
1	1213
1	1241
1	1308
1	1337
1	1414
1	1502
1	1604
1	1729
1	1848
1	1949
1	2043
1	2134

6.10 ST PETER PORT

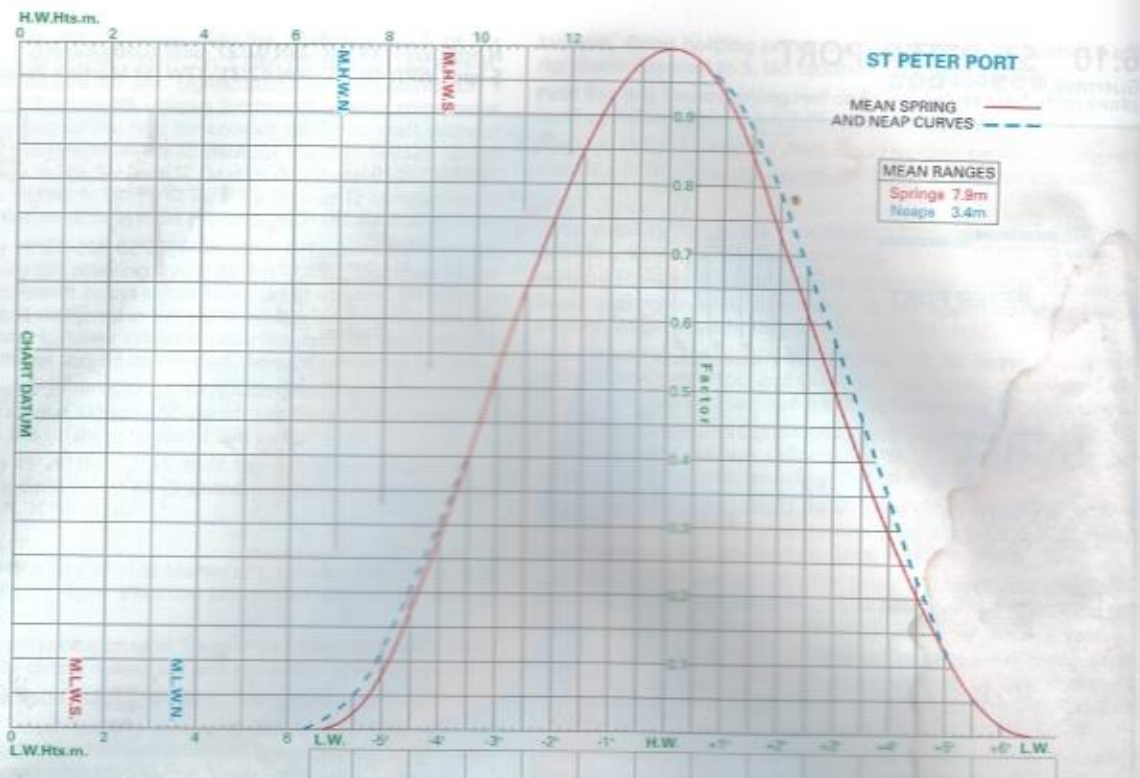
Guernsey

N appr WPT: 49°30'·23N 02°27'·68W (Little Russel)
S appr WPT: 49°25'·00N 02°31'·17W (St Martin's Point)



Channel Islands

1937
2038
2123
2200
2236
2311
2345
-
1240
1318
1400
1449
1551
1617
1718
1857
2017
2121
2212
2253
2329
1
2
1219
1255
1330
1402
1433
1514
1629
1748
1859
6 2056
3 2136
8 2215
2 2254
4 2334
4 -
2 1240
9 1329
2 1425
5 1532
8 1652
6 1823
9 1942
3 2042
8 2128
2 2205
5 2240
5 2313
5 2347
4 -
2 1235
0 1301
7 1324
3 1355
8 1438
3 1546
1 1731
2 1838
7 1934
4 2022
1 2106
7 2150
8 2234
8 2319
-
1229
1320
1415
1516
1622
1738
1857
2002
2054
2137
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2326
-
1213
1241
1308
1604
1729
1848
1949
2043
2134



CHARTS AC 3654, 808, 807, 3140, 5604.10/11; SHOM 7159, 6903, 6904; Navi 1014; Imray C33A, 2500

TIDAL ACCESS -0439 Dover; ML 5:2; Duration 0550
NOTE: St Peter Port is a Standard Port.

- To find depth of water over the sill into Victoria Marina:
1. Look up predicted time and height of HW St Peter Port.
 2. Enter table below on the line for height of HW.
 3. Extract depth (m) of water for time before/after HW.

Ht (m) of HW St Peter Port	Depth of water in metres over the sill (dries 4.2 m)						
HW	±1hr	±2hrs	±2½hrs	±3hrs	±3½hrs	±4hrs	
6:20	1.85	1.67	1.30	1.03	0.75	0.47	0.20
-60	2.25	2.00	1.50	1.13	0.75	0.37	-
7:00	2.65	2.34	1.70	1.23	0.75	0.27	-
-40	3.05	2.67	1.90	1.33	0.75	0.27	-
-80	3.45	3.00	2.10	1.43	0.75	0.07	-
8:20	3.85	3.34	2.30	1.53	0.75	-	-
-60	4.25	3.67	2.50	1.63	0.75	-	-
9:00	4.65	4.00	2.70	1.73	0.75	-	-
-40	5.05	4.34	2.90	1.83	0.75	-	-
-80	5.45	4.67	3.10	1.93	0.75	-	-

SHELTER Good, but Victoria Marina is exposed to strong E'ties.

NAVIGATION WPT 49°27' 82N 02°30' 78W, 227°/0-68M to hbr ent. Offlying dangers, big tidal range and strong tidal streams demand careful navigation. From N the Little Russel is most direct appr, but needs care especially in poor visibility; see Passage Information and Little Russel Channel chartlet. Big Russel between Herm and Sark, passing S of Lower Hds SCM It buoy, is an easier appr. From W and S of Guernsey, give Les Hanois a wide berth. Beware ferries, shipping and unlit racing marks. Hbr speed limits: 6kn from outer pier hds to line S from New Jetty to Castle pier; 4kn W of that line (see chartlet).

Access via buoyed/lit chan along S side of hbr. Beware busy cruise ship tenders using same chan and landing pontoon at E end Albert Pier (Apr-Oct). Marina boat directs arrivals to marina, waiting pontoon (colour coded) or, N of it, 5 pontoons nos 1-5. All have ↗, nos 1-4 are walk-ashore (seasonal only). Pontoons for tenders

each side of marina ent. Local moorings, centre of hbr, with a secondary fairway N of them. ↘ prohib. 5 berths in Queen Elizabeth II (in 3.0m) and Albert Marinas only by prior arrangement.

GY RDF beacon, 304.50 kHz, on Castle Bkwr is synchronised with the co-located horn (15s) to give distance finding; see LBW.

LIGHTS AND MARKS See chartlet and Lights, buoys and waypoints. Outer Idg Its 220°: Front, Castle bkwr hd; rear, Belvedere. By day, white patch at Castle Cornet in line 223° with Belvedere Ho (conspic). Inner Idg Its 265° are for ferries berthing at New Jetty. Yachts should appr Victoria marina via the buoyed/lit S channel (dashed line).

Traffic Signals When a large vessel is under way a single FR ● is shown from White Rock pier hd, facing landward and/or seaward; the S ends of New Jetty and Inter-Island Quay show Q FI Y over FR ● = 'No vessel may enter or leave hbr', but boats <15m LOA under power may proceed, keeping well clear commercial vessel berths.

COMMUNICATIONS (Code 01481) Guernsey Coastguard 720672, Ch 20 (H24) for safety traffic, VHF Ch 16/67 for DF brgs, VHF Ch 62 for emergency link calls; Guernsey Met office 0906 713 0111 (from Guernsey only, lowest premium rate) for weather; Police 725111; 9 741410; Dr 711237 (H24); St John Ambulance 725211; HM 720229; St Sampson VHF Ch 12 (H24); Port Control 720481, monitor St Peter Port Control Ch 12 (H24) call only if absolutely necessary, when within the pilotage area; St Peter Port Marinas VHF Ch 80 (0700-2300); water taxi 424042, VHF Ch 10 (0800-2359LT).

FACILITIES Victoria Marina, sill 4.2m; gauges either side show depth over sill (on entry, PH accurate, SH over-reads). Marina staff and/or R/VG t/c its control entexit. 725987. guernsey.harbour@gov.gg www.guernseyharbour.gov.gg 400 0 02-80, per 24H or part thereof. Max LOA/draft, 12.8m/2.1m but 1.5m at N and S ends, (deeper draft, enquire ahead); max stay normally 14 days; ↗, ↘, ↙, ↚ but you must use your own hose; free wi-fi.

QE II Marina ↗, ↘ times vary, esp Winter, 726071, free wi-fi.
Castle Pier ↗, ↘, ↙ 726071 (dries springs, check tides) Summer (01/05-01/09) M-F, 0800-1730. Sat, 0830-1730 Sun, 0830-1230. Winter, closed Sun. ↗, ↘, ↙, ↚, ↛, ↜, ↝, ↞, ↠, ↡, ↢, ↣, ↤, ↥, ↦.

Royal Channel Islands YC 723154, ↗, ↘ Guernsey YC 725342, ↗, ↘.

Town ↗, ↘, ↙, ↚, ↛, ↜, ↝, ↞, ↠, ↡, ↢, ↣, ↤, ↥, ↦. Ferries to Poole, Portsmouth, Jersey (St Helier/Gorey), St Malo, Diélette, Carteret, Sark, Herm; ↗.

St Peter Port tides

ST PETER PORT LAT 49°27'N LONG 2°32'W

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

STANDARD TIME (UT)

For Summer Time add ONE hour in non-shaded areas

Dates in red are SPRINGS

Dates in blue are NEAPS

YEAR 2017

MAY		JUNE		JULY		AUGUST	
Time	m	Time	m	Time	m	Time	m
1	0355 1.5	16	0323 2.6	1	0600 2.8	16	0458 2.6
	0957 8.6		0925 7.8		1200 7.4		1103 7.8
M	1616 2.0	TU	1535 2.9	SA	1620 3.2	SU	1719 2.9
	2214 8.5		2137 7.8	☾		☽	2327 7.8
2	0445 2.2	17	0359 2.9	2	0610 2.3	17	0554 2.8
	1050 7.9		1003 7.4		1205 3.2		1201 7.6
TU	1709 2.7	W	1614 3.3	SU	1301 2.1	M	1821 3.1
	2310 7.8		2220 7.4	☽		☾	
3	0549 2.8	18	0445 3.3	3	0620 2.1	18	0631 7.6
	1158 7.3		1054 7.1		1205 3.4		0702 3.0
W	1818 3.3	TH	1706 3.6	W	1408 2.1	TU	1311 7.5
☾			2316 7.2	☽			1938 3.1
4	0623 7.3	19	0550 3.4	4	0630 2.1	19	0748 7.6
	0711 3.2		1159 7.0		1205 3.4		0821 2.9
TH	1324 7.1	F	1820 3.7	TU	1512 2.2	W	1408 7.7
	1946 3.5	☾		☽			2100 2.8
5	0152 7.2	20	0628 7.1	5	0635 2.1	20	0807 7.8
	0837 3.1		0712 3.4		1205 3.4		0858 2.6
F	1444 7.3	SA	1318 7.0	W	1605 2.6	TH	1500 8.7
	2106 3.2		1945 3.5	☽		☾	2210 2.4
6	0306 7.5	21	0149 7.3	6	0427 2.6	21	0917 8.2
	0943 2.7		0829 3.0		1050 2.9		1000 2.1
SA	1544 7.7	SU	1434 7.4	TH	1651 2.9	W	1400 8.6
	2206 2.8		2100 3.1	☽		☾	2312 2.7
7	0403 7.9	22	0302 7.7	7	0512 2.8	22	0939 8.7
	1034 2.3		0934 2.5		1123 2.3		1046 2.7
SU	1633 8.1	M	1538 8.0	F	1733 8.3	SA	1740 8.7
	2254 2.3		2203 2.4	☽		☾	2353 2.3
8	0450 8.3	23	0404 8.3	8	0554 8.2	23	0950 1.2
	1118 2.0		1032 1.9		1213 2.3		1000 8.7
M	1715 8.5	TU	1634 8.6	SA	1813 8.5	☽	1820 8.5
	2337 2.0		2259 1.8			☾	
9	0532 8.6	24	0500 8.8	9	0633 2.1	24	1000 8.8
	1158 1.8		1125 1.4		1251 2.1		1000 8.8
TU	1754 8.8	W	1726 9.1	SU	1251 2.1	W	1327 1.9
			2352 1.3	☾		☽	1921 8.7
10	0615 1.7	25	0551 9.3	10	0633 2.1	25	1000 8.8
	0610 8.8		1216 1.0		1251 2.1		1000 8.8
W	1236 1.6	TH	1815 9.5	M	1327 2.8	TU	1403 8.9
☾		☽		☾		☽	2000 8.8
11	0652 1.6	26	0641 0.8	11	0712 1.8	26	1000 8.8
	0646 8.9		0640 9.6		1251 2.1		1000 8.8
TH	1309 1.6	F	1305 0.7	TU	1403 2.8	W	1403 8.9
	1904 9.0		1901 9.8	☽		☾	2000 8.8
12	0124 1.6	27	0130 0.6	12	0723 1.8	27	1000 8.8
	0720 8.9		0728 9.7		1251 2.1		1000 8.8
F	1340 1.7	SA	1351 0.7	W	1437 2.1	TH	1535 1.4
	1935 8.9		1947 9.8	☽		☾	2128 9.2
13	0155 1.7	28	0216 0.6	13	0758 1.8	28	1000 8.8
	0751 8.7		0815 9.6		1251 2.1		1000 8.8
SA	1408 1.9	SU	1436 0.9	TH	1512 2.3	F	1613 1.9
	2005 8.7		2032 9.6	☽		☾	2205 8.6
14	0224 1.9	29	0302 0.9	14	0834 2.1	29	1000 8.8
	0822 8.4		0901 9.2		1251 2.1		1000 8.8
SU	1436 2.2	M	1521 1.3	F	1548 2.5	SA	1650 2.5
	2034 8.5		2117 9.2	☽		☾	2243 8.0
15	0253 2.2	30	0348 1.4	15	0413 2.4	30	0515 2.7
	0852 8.1		0949 8.7		1015 8.0		1111 7.6
M	1504 2.5	TU	1607 1.9	SA	1629 2.7	SU	1730 3.1
	2104 8.1		2204 8.7	☽		☾	2325 7.4
		31	0438 1.9			31	0559 3.3
			1040 8.1				1159 7.1
			W 1658 2.5				M 1821 3.6
			2256 8.1				
							31 0025 6.5
							0705 4.2
							TH 1321 6.6
							1949 4.1

Chart Datum is 5.06 metres below Ordnance Datum (Local). HAT is 10.3 metres above Chart Datum.