Don’t forget...

Always check the weather forecast before leaving!

Quote:

“Any fool can carry on, but a wise man knows how to shorten sail in time.”

- Joseph Conrad.
Please Note: All sailing directions are written from the perspective of making an approach to the Port / Marina etc. This practice may appear, at first, confusing to the recreational skipper but is normal practice for presenting sailing directions to professional mariners. Having a standardised form avoids confusion that might otherwise be created.

Maintain a “listening watch” within Approaches and Harbour on: Le Port des Isles Marina Ch. 09.

NAVIGATION

There is often a swell when nearing Carteret as the sea bottom is shallow and has drying areas. Watch out for lobster pots and ropes (Beware many pots are without flags). The entrance to the harbour has a jetty / bar that can be concealed below the surface on Spring Tides. See: :Tidal Access", Tidal Streams", Winds", “Harbour & “Le Port des Isles Marina Access” & “Arrival Procedures”.

TIDAL ACCESS

The approach to Carteret is limited to having sufficient rise of tide. There are shallows from about 6 NM west and south of the harbour and drying areas 0.5 NM west of the harbour entrance.

TIDAL STREAMS

The harbour entrance and approach has, at times, a strong tidal stream running N/S & S/N @ up to 5 Knots. Care is required to keep an accurate track until inside the protection of the harbour wall. The best time to approach the harbour and avoid the strong tidal flows is +/- 1 hr HW Barneville-Carteret. Also be aware of a strong stream running during times of flood / ebb tide through the marina gate.

WINDS

The tidal harbour entrance and up to 6 NM offshore is shallow and dangerous in strong wind conditions. Shelter in the marina is good.

SPEED LIMITS

Within the harbour the speed limit is 5 knots reducing to 3 knots in the marina.

Good seamanship will often suggest reducing speed whenever an excessive wash or wake may affect moored vessels

HARBOUR & LE PORT DES ISLES MARINA ACCESS

Entry into the marina is via the main harbour, which is dredged to a drying depth of 4m / 4.5m above Chart Datum. The marina entrance has a drop down flap-gate, which dries 5m above Chart Datum. When the flap-gate opens there is approximately 1.3m of water over the sill. Entry into the marina is approximately +/- 2.5 hrs HW Barneville-Carteret, although the best time to approach the harbour / marina is +/- 1 hr HW Barneville-Carteret. The marina entrance has a tide gauge displaying depth over the sill and an IPTS traffic light system operates for entry / exit. (Beware: Concrete bases either side of the sill gate project and great care is required to avoid fouling the bases or supporting cables.) Enter / exit in the central part between the posts of the sill gate.
ARRIVAL PROCEDURES

During the summer season marina staff will normally greet and direct visiting craft from their small harbour launch. When the marina staff are unavailable, berth on the visitor pontoon, "F", at the head of the marina and contact the marina staff as soon as is practical. See “VHF Communications” & “Useful Telephone Contacts”.

FUEL

Le Port des Isles Marina Fuel Pontoon
Diesel is available from the marina fuel pontoon (also used as the “Reception Pontoon”). The pontoon is situated on the north side of the marina near to the Marina Reception Office. For service advise or price call: See “VHF Communications" & "Useful Telephone Contacts”.

INCIDENT REPORTING

Le Port des Isles Marina  or CROSS “Jobourg” Coastguard: See: “VHF Communications” & “Useful Telephone Contacts”.

VHF COMMUNICATIONS

CROSS (MRCC) “Jobourg” Coastguard
M.M.S.I. No 002275200 or Ch. 16 Call sign “CROSS Jobourg Coastguard”.

Le Port des Isles Marina (& Fuel Pontoon)
Ch. 09 Call sign “Le Port des Isles Marina.”.

USEFUL LINKS

Barneville-Carteret (Main Page)
http://www.barneville-carteret.fr

Disclaimer
This document aims to provide the user with useful guidance to safely approach and navigate to the Port / Harbour / Marina. The resource has been compiled from first-hand experience and other published sources. All information is provided in good faith and NO responsibility or guaranties as to the accuracy or correctness of the information is implied or assured. The user must at all times check the accuracy of the information against other published sources.

Copyright © Boat Know How Web Publishing 0518 ALL RIGHTS RESERVED  For vessels under 15 metres
When approaching Carteret the harbour entrance is not very easy to spot from at sea. The most notable feature of the harbour entrance is the distinctive red pile depicting the Port side of the harbour entrance.
Having entered the harbour and continued past the fishing vessels moored alongside the quayside the marina is just a short distance further and is distinguished by the rubble enclosure / jetty. The marina entrance is between the Red & Green piles.
**BKH097 - Usage of this Route:** This route is restricted by drying areas in the approaches to Carteret. A strong tidal stream runs N/S & S/N up to 5 Knots along the French coast when leaving Carteret. The best time to depart is +/- 1hr HW Carteret although at between 2.5hrs +/- HW the depth of water is sufficient for most small vessels to leave the Port and navigate the passage. Tidal streams can affect the passage time dramatically (Sailing vessels) depending on the time of departure. Strong westerly winds can cause a dangerous chop when departing Carteret. For depth and safe navigation in the immediate approaches and within the Port / Marina refer to the directions given in the Sailing Directions for the Port or Marina.

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**Paper Charts / Folios / Packs**

Admiralty SC5604 The Channel Islands Folio

Imray 2500 The Channel Islands and Adjacent Coast of France Chart Pack

Admiralty 2669 Channel Islands and Adjacent Coast of France (Scale: 1:150,000)

Imray C33A Channel Islands (North) (Scale: 1:120,000)

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**Disclaimer**

This document aims to provide the user with useful guidance to make a safe and enjoyable passage between the departure point and the destination.

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For vessels under 15 metres
Don’t forget...
Always check the weather forecast before leaving!

Quote:
“Any fool can carry on, but a wise man knows how to shorten sail in time.”
- Joseph Conrad.
Maintain a “listening watch” within Approaches and Harbour on: St Peter Port VTS Ch. 12.

NAVIGATION

When approaching from the south it is important to keep west of the South Cardinal buoy, “Lower Heads” to avoid dangers (rocks). The normal approach from the north is via the Little Russel channel. The charted transits are difficult to identify and great care should be exercised to keep an accurate track, particularly when nearing and south of the beacon, “Rouste”. The final approach to St Peter Port is made on the charted leading line, 264° T (084° T). (When just outside St Peter Port harbour it is important not to turn into the harbour until the town and the Victoria Marina entrance can be clearly seen through the main harbour pier heads.) See: “Tidal Access”, Tidal Streams”, “Winds”, “Harbour Access”, “Arrival Procedures” & “Marina Access”.

TIDAL ACCESS

The approach (from the north or south) and access to the main harbour and holding pontoon is at all states of tide. (Be aware that the Little Russel channel (north approach) has shallow patches at LW Springs.)

Access to the marinas is dependent on sufficient rise of tide.

TIDAL STREAMS

The harbour entrance has, at times, a strong tidal stream running N/S & S/N @ up to 4 Knots.

WINDS

The harbour entrance is exposed in easterlies, which can make holding in the main harbour uncomfortable.

SPEED LIMITS

Harbour entrance 6 knots reducing to 4 knots in the Small Boat Channel and inner parts of the harbour.

Good seamanship will often suggest reducing speed whenever an excessive wash or wake may affect moored vessels

HARBOUR ACCESS

A red light on the south pier head and another on the north pier head indicate large vessels are entering or exiting the harbour and small craft must keep clear. However, vessels of less than 15m can proceed, with caution, by using the south side of the harbour entrance. At all times try to avoid using the commercial (northern part) of the harbour and entrance as the Port Authority prefer the area to be kept clear of other traffic.
ARRIVAL PROCEDURES

Upon entry into the main harbour visiting craft should immediately go to the Small Boat Channel (SBC). The entrance to the SBC is within the harbour and is identifiable by the Red and Green Lateral buoys, which lie just south of the harbour leading line. During the summer season marina staff will normally greet and direct visiting craft from their small harbour launch(s). When the marina staff are not in attendance visitors should wait on the visitor holding pontoon (displays the sign “Visitors”) and has a least depth of approximately 1m / 1.5m. When berthing on either side of the pontoon it should always be approached from the eastern end. Vessels may stay on the “Visitors” pontoon until allocated a berth in the Victoria Marina or alternatively on the berthing pontoons in the main harbour. (During the summer season the berthing pontoons in the main harbour are linked by a floating bridge to the shore side of the Crown Pier.) For advice or contact see: “VHF Communications” & “Useful Telephone Contacts”.

MARINA ACCESS

There are three marinas in St Peter Port all operated by the Port Authority - The Albert Marina, Queen Elisabeth II Marina and Victoria Marina.

Albert Marina
Entry to the Albert Marina is restricted to resident berth holders unless instructed otherwise by the marina staff.

Queen Elisabeth II Marina
Entry to the Queen Elisabeth II Marina is restricted to resident berth holders unless instructed otherwise by the marina staff.

Victoria Marina
The Victoria Marina is predominately used for visiting vessels. Entry into the marina is over a fixed bar (sill) which dries 4.2m above Chart Datum. The times of entry / exit are approximately +/- 2 hrs HW. IPTS traffic signals (All Green / All Red) are displayed and positioned on the south side of the marina entrance.

FUEL

Diesel and Petrol are available from:

Boatworks + (Fuel Pontoon)
The fuel pontoon is located on the south side of the main harbour (Castle Emplacement Site). Access is dependant on having sufficient rise of tide. This is normally considered to be +/- 3hrs HW. Open during normal working hours - tide permitting. See: “Useful Telephone Contacts”.

INCIDENT REPORTING

St Peter Port VTS or Guernsey Coastguard. See: “VHF Communications” & “Useful Telephone Contacts”.
**VHF COMMUNICATIONS**

**Guernsey Coastguard**
Working channel Ch. 20 & listening watch on Ch. 16 Call sign “Guernsey Coastguard”.

**St Peter Port VTS**
Ch. 12 Call sign “St Peter Port VTS”.

**Victoria Marina**
(All marina enquiries) Ch. 80
Call sign “St Peter Port Marina”.

**USEFUL TELEPHONE CONTACTS**

**Boatworks + (Fuel Pontoon)**
Tel: +44 (0)1481 726071

**Guernsey Coastguard**
Tel: +44 (0)1481 720672

**St Peter Port VTS**
Tel: +44 (0)1481 720229

**Victoria Marina**
(All marina enquiries) Tel: +44 (0)1481 725987

**USEFUL LINKS**

**Guernsey Harbours**
http://www.guernseyharbours.gov.gg/article/4611/Home

**Guide du Port**

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For vessels under 15 metres
When approaching the harbour, the south jetty has a distinctive lighthouse on the tip of the jetty.
When having entered the harbour, the small boat channel approach to the harbour pontoons and "visitors" holding pontoon can be identified by the small Red & Green Lateral buoys.