



North Brittany & Channel Islands Cruising Companion

by Peter & Jane Cumberlidge

3rd Edition

All Updates up to August 2021

CAUTION

These updates should only be used for navigation in conjunction with up-to-date charts, chart plotters and Notices to Mariners, etc. We accept no liability for any errors or omissions, or for any accidents or mishaps which may arise from the use of this (or any) update or the original publication.

CHAPTER 2: THE CHANNEL ISLANDS

p53-54 : Approaching Beaucette Marina

This is a temporary change for Beaucette Marina, Guernsey:

The safe water and leading marks into Beaucette Marina are in the process of being renewed so extra care should be taken when approaching and entering the marina.

The red and white safe water mark had been removed after a storm and may not yet be back in place. It is scheduled to be reinstated by mid-August.

The leading marks into the marina are in place but are currently difficult to identify as their distinctive red stripes have to be repainted. It is still safe to enter the marina with care and sufficient rise of tide.

p69: Dixcart Bay Waypoints – WGS 84 Datum

Correction to Dixcart Bay waypoints:

DX1 49 23.90N 02 20.34W

DX2 49 25.13N 02 21.15W

PORTS OF ENTRY

As a consequence of Brexit private boats must now clear customs at one of the designated ports of entry when cruising to France. For the area covered by North Brittany and Channel Islands Cruising Companion these are: Cherbourg, St Malo and Roscoff. For boats coming down Channel they can

clear in at Calais, Dieppe, Le Havre or Caen-Ouistreham if the skipper chooses to cross to the French side further east.

This does put constraints on boats calling at the Channel Islands first as it means the option of going from St Peter Port to Diélette or St Helier to Granville, for example, would not be permitted. Similarly, crossing from the West Country, you shouldn't just call in at L'Aber-Wrac'h and then head down the Chenal du Four but would need to clear in at Roscoff or Brest.

Clearing procedures

The new rules mean we all need to dig out our Q flags again. You will need to ensure you are carrying the originals for your ship's papers, registration, insurance, radio licence, a log book and evidence of the vessel's VAT status. For the crew you will need to carry passports, certificates of competence, proof of insurance for medical cover and authority to use a maritime radio. For full details check out the RYA website.

Into France

Even when we were members of the EU *Les Affaires Maritimes* could be quite keen to exercise their powers and will be even more so now. Ensure you have cleared in with French customs as soon as you can to minimise the risk of contravening any regulations. The marinas in the ports of entry will, no doubt, facilitate things. You will find that you may be asked for your papers – *vos papiers* – at any time during your cruise.

Leaving and returning to the UK

You must now notify the UK Border Force, using form C1331, when travelling abroad in a private boat. You must complete and submit Part 1 before you leave and Part 2 on your return. The form can be downloaded from the Government website:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/947760/C1331-12-20.pdf

This UK notification procedure has been reinstated for the Channel Islands. Customs clearance into the Islands has always been required at Braye Harbour, Alderney, St Peter Port or Beaucette for Guernsey and St Helier or Gorey for Jersey.