



Cruising Notices - Latest Notices

CAUTION: The Cruising Notes on this website have been contributed by fellow yachtsmen and women. Information in the notes is selective and reflects conditions at the time of visiting. Reasonable endeavours have been made to ensure the accuracy of the information but it is not definitive, may be outdated and may be changed or revised without notice. The RCC Pilotage Foundation and the contributors publish these notes in the hope that they may be of some value to mariners but readers are reminded that the safety of a vessel depends on the judgement of the skipper who should assess all available information. To the extent permitted by law, the RCC Pilotage Foundation and contributors do not accept any liability for any loss and/or damage howsoever caused that may arise from reliance on information published in the Cruising Notes.

Italy

Brindisi - Naval Balsamo

40 38.44 N 17 55.65 E

- 14/04/2018

Wintered on the hard 2017-18. Efficient, courteous. Lift, wash, store for 5 months, launch Euro 2054 +VAT for 12m. Good security. Close to Brindisi airport. Good restaurant hidden in the tennis club across the road. Brindisi itself not as fine as Bari, we thought

Sweden - Sweden East Coast (Gulf of Bothnia)

Ornskoldsvik

Nigel Wollen (Wish Hound) - 14/03/2018

The town is on the main railway, with a new large station adjacent to the guest harbour (contrary to what is said on page 234 of the RCCPF The Baltic Sea and Approaches 4th edition. There is a direct service to and from Stockholm and Arlanda airport and it is therefore a good place for crew changes.

Indian Ocean

Indian Ocean -Piracy Update

11 56.41 N 55 52.88 E

Richard Marsh - 22/02/2018

A comprehensive and up to date summary of the risks and procedures to be followed can be found on Noonsite at <http://www.noonsite.com/General/Piracy/indian-ocean-2018-threat-update-and-recommendations>

S America W

Notice regarding clearance to Chile

33 1.875S 71 40.83 W

Andy O'Grady - 21/02/2018

A yacht arriving at Puerto Montt has recently been prosecuted for not giving correct prior notice of arrival to SAG, the Chilean agricultural authorities. They had tried to comply with requirements published on the SAG website.

The relevant rules have been in place since 2014 but this is the first time the editor has heard of their application.

The editor had been in contact with SAG. As a result the website has been modified slightly but the published material and regulations still fail to provide the detail that SAG will require from yachts. The following is the procedure that should be accepted:

Information can be provided by email to the local office at the port of arrival. However they don't normally acknowledge receipt though the onus is on the yacht to ensure that it had been received! They recommend a



telephone call to check that the email has been received. I would recommend doing all this prior to departure for Chile especially as they require attachments that most of us would be unable to send from the boat.

At least 48 hours before arrival the following information should be sent to SAG:

Date of arrival (estimated with updates)

Name of vessel

List of all ports visited by the vessel in the preceding 2 years!

Copy of the log book or other documents substantiating the ports visited. (Originals to be presented at clearance.)

If the vessel has visited a country affected by the Asian Gypsy Moth, PGRA in Spanish, an official certificate of inspection and freedom from the moth.

List of provisions

List of live animals and plants on board.

Names of all persons on board and whether they will leave the boat in Chile.

Whether the vessel will need to discharge organic waste upon arrival.

Clearly these rules are intended primarily for commercial vessels with local agents (there is even one that says this all must be done for every port visited while within Chile!). Up until now local officials have been flexible with yachts. SAG is obviously concerned about the nation's biosecurity and intends to take a firmer line. The editor would be very grateful for information on how yachts have experienced them in practice.

Contacts:

Webpage

<http://www.sag.cl/ambitos-de-accion/medios-de-transporte-0>

Emails

I recommend checking these on the website first.

Arica

contacto.arica@sag.gob.cl

Isla de Pascua and Valparaiso

contacto.valparaiso@sag.gob.cl

Valdivia

contacto.losrios@sag.gob.cl

Puerto Montt

contacto.loslagos@sag.gob.cl

Puerto Williams

contacto.magallanes@sag.gob.cl



Alaska & Canada W

Foggy Bay, SE Alaska

54 56.47 N 130 57.24 W

Clive Woodman (Cosmic Dancer V) - 18/02/2018

If entering Alaska from the south then Foggy Bay is the only place you are permitted to anchor prior to clearing in at Ketchikan. If you wish to avail yourself of this dispensation you should call US CBP in Ketchikan prior to departing from Canada and inform them of your intentions. If heading south then Foggy Bay is a good place to wait for suitable conditions to cross Dixon Entrance.

Outer Foggy Bay is very exposed to wind and swell and feels the full brunt of any afternoon inflow breeze that may be blowing. There is a measure of protection from the swell in the south east corner but this is used as an anchorage by local fishing boats.

Most pleasure craft will anchor in inner Foggy Bay which is perfectly sheltered from wind and swell and offers excellent holding in 8-10m of water, thick mud bottom, and swinging room for 8-10 vessels without requiring shore lines. However the entrance requires care, especially since the outer of the 2 narrow passages that have to be traversed to reach the inner bay, is exposed to the swell and not something you would wish to attempt in a fresh or strong wind from a SW sector.

Caution- the depth shown on the Navionics charts for inner Foggy Bay are incorrect and the datums are similarly awry. If entering or leaving in fog (true to its name it was foggy for both our arrival and departure!) you would be better trusting your radar rather than a chart plotter. We found depths in the Inner Bay averaged 8-10m and when exiting through the Narrows at low water springs the shallowest point we encountered was 4m.

Pond Bay, SE Alaska

54 58.47 N 131 18.81 W

Clive Woodman (Cosmic Dancer V) - 18/02/2018

The Douglass and Douglass Pilot says Pond Bay is little used as an anchorage because of the difficulties in entering it.

In our opinion these difficulties are a little overstated. Careful navigation is required but the entrance through Cat Passage is reasonably straightforward and in a fresh W or SW wind is a lot safer to enter than the much more popular Foggy Bay on the opposite side of the Revillagigedo Channel where the swell rolls right into the entrance.

The following approach through Cat passage worked for us. Head for Grave Point on the NE corner of Duke Island on a course of approximately 235 leaving the reefs off Danger Passage to starboard and Whale Rock to port. Continue on this heading until reaching the 10 m contour line before turning to starboard and following the 10 m contour line into the bay until the 2 shoal patches with 1.8m and 1.5m are safely cleared.

Keep following the north shore of Duke Island about 400m off and staying outside the 10 m contour line until the 2.4m shoal and isolated rock shown on the chart are on your starboard beam. In reality the isolated rock is a drying reef with 3 or 4 pinnacles on it and is visible from half tide and below. Likewise the reef to the SE of the 2.4 m shoal is visible from half tide and steering a course between the 2 is straightforward.

At this point you have 2 choices. You can either head into inner Pond Bay or alternatively if the wind is from a westerly sector, anchor just off the NE corner of Dog Island in 6-8m of water. Excellent holding in sand.

Aleutians & Alaska to Prince William Sound

54 31.67 N 161 42.86 W

webmaster - 15/02/2018

A revised version of the RCC Pilotage foundation pilot for this area is now available as a free download from



<https://www.rccpf.org.uk/pilots/160/Aleutian-Islands-and-the-Alaska-Peninsula-to-Prince-William-Sound>

Pacific Crossing Guide

Arrival in Chile

41 31.81S 72 55.42 W

Maryanne & Kyle Webb - 05/02/2018

A report has been received of a yacht being sanctioned over incorrect procedures for prior notification to SAG, the agricultural authorities in Chile.

The RCCPF is investigating this issue and will provide updated information if necessary in due course.

It is important to ensure that the correct procedure is followed and details submitted well in advance of arrival.

21/2/2018

Andy O'Grady, editor of RCCPF Chile has now contacted SAG and provides a summary of the procedure to be followed in the attached file which can also be downloaded from <http://www.rccpf.org.uk/pilots/147/Chile>

Africa N - MALTA

MALTA - GENERAL INFORMATION

35 50.11 N 14 32.58 E

Graham Hutt (Java Pearl) - 31/01/2018

The archipelago of Malta, located south of Sicily and 185M east of Tunisia, is included due to its close proximity to North Africa and therefore an ideal departure point. It also offers several safe harbours and anchorages, good provisioning and repairs and an international airport for crew changes. It is also has a fascinating history with evidence remaining of its impressive fortifications and churches. It is worthwhile spending a few days imbibing the local culture and traditions.

Malta is the main and largest of 3 islands in the group. Gozo is to the NW and can be reached by ferry. The tiny island of Camino is uninhabited and lies in between.

The prevailing wind is NW throughout the year. It can be hot and humid for a few weeks in the summer and occasionally cold and uncomfortable during the NE gales in winter. The climate is otherwise pleasant. Tides are negligible.

It is advisable to book marina moorings in advance as Malta becomes very crowded in summer.

Africa N - PANTELLERIA & THE PELAGIE ISLANDS

PANTELLERIA & THE PELAGIE ISLANDS - GENERAL INFORMATION

36 50.51 N 11 56.36 E

Graham Hutt (Java Pearl) - 31/01/2018

256 PANTELLERIA

A tiny, Italian island 45M east of Tunisia and 57M SW of Sicily, Pantelleria is included as a convenient place to stopover for limited provisioning and basic repairs. The island has two small ports, the main harbour of Pantelleria in the northwest corner and the smaller Porto Scauri on the west coast, which offers shelter from the northwesterly gales. Space however is limited. Due to the island's volcanic origin, the soil is rich and grapes are grown for locally produced wines. There are also hot volcanic springs on the shores of the inland lake to be enjoyed and a natural 'sauna' cave in the woods.



260 PELAGIE ISLANDS

A group of 3 small Italian islands included for their close proximity to Tunisia as a rest stop and for limited provisioning.

Lampedusa, the main island, is located half way between Malta and Tunisia and room for visiting yachts may be found in the fishing port on the SW corner of the island. It is flat and low lying with rocky outcrops and small attractive bays, though anchoring has been restricted by the military, who have a base there. There is a small population whose main livelihoods are agriculture, fishing and tourism. Diving is popular. Linosa lies 25 miles to the NW and in contrast to Lampedusa is volcanic in origin, and rises steeply from the seabed. There is a tiny harbour suitable to visit in settled weather, if there is room. A ferry brings many visitors in the summer.

Lampione, a tiny low flat rocky islet in the group, is of little significance except for its lighthouse as a landmark.

Be on alert in this region due to the large number of small, unlit boats carrying migrants fleeing North Africa, in the hope of finding a better life in Europe.

Africa N - LIBYA

LIBYA - GENERAL INFORMATION

32 49.09 N 12 27.09 E

Graham Hutt (Java Pearl) - 31/01/2018

THIS IS FOR INFO ONLY DUE TO THE SECURITY PROBLEMS IN LIBYA

With 1000M of coastline, Libya stretches between Tunisia to the west and Egypt to the east. Africa's fourth largest country; Libya is one of its most spectacular and beautiful. Huge areas of Sahara desert separate the mountainous and fertile north from its Sub-Saharan neighbours. The two main provinces are Tripolitania in the northwest and Cyrenaica in the northeast. The southern province of Fezzan is largely desert and most of its inhabitants live in the central and southern oases of the Sahara.

There are 5 major ports detailed in this edition. The information was gathered before the Libyan war that has all but destroyed the country. There are many more ports, particularly huge oil terminals, along with small fishing harbours. See the Introduction on page 1 and the country introduction on page 239 for helpful insights and information. There have been reports since 2014 of foreign nationals being kidnapped or killed, so it would be unwise to even attempt a visit at this time. Check with your embassy or see: <https://www.gov.uk/foreign-travel-advice/libya>

Hot and dry conditions by day and freezing temperatures at night in the Gulf of Sirte (mid coast) result in strong gusty winds blowing up from the northwest during summer. Northwest and northeast gales (Gregale) are frequent in winter and can be prolonged. Strong south winds are sometimes experienced, bringing scorching Sahara sand to the coast in summer, and in winter, sometimes torrential rain. The maximum tidal range is around half a metre or less and is therefore ignored, being of little significance. Barometric pressure differences, as weather systems move through the area, are a far more significant factor in tidal differences. In general, currents of up to half a knot travel west-southwest from Cap Bon to the Levant and along the east Libyan coast from Benghazi. In the Bay of Gabes and Sirte, however, a clockwise current develops and circulates with centres approximately 100M offshore. This produces northwest-going currents along the coast from Benghazi to Tunisia, affecting approaches to Benghazi and Tripoli.



Africa N - TUNISIA

TUNISIA - GENERAL INFORMATION

36 57.02 N 8 38.77 E

Graham Hutt (Java Pearl) - 31/01/2018

Tunisia is the smallest country in the Mahgreb but offers the most varied and established cruising area of all, with many harbours, from small fishing ports to several marinas. The Tunisian coast extends 160M eastward from the Algerian border to Cap Bon, where it turns south for 330M to the border with Libya.

The landscape consists of isolated mountains in the north and shallow, tidal coastal areas in the south where the desert meets the sea. Few yachts venture south of Mahdia. There are many interesting historical sites to visit, reminders of the fact that this part of North Africa was once an important Roman province. Overland trips to the Berber dwellings in the south provide for interesting desert excursions to view a way of life unchanged through the centuries. See the Introduction on page 1 and the country introduction on page 154 for helpful insights into planning your cruise, formalities and socio-cultural guidelines; and our online updates.

The winters are mild and, as there are enough ports with good protection should the weather deteriorate, it is possible to continue cruising in the winter. Summer cruising is normally accompanied by west, northwest or east winds. Tides are negligible along the north coast of Tunisia and along much of the east coast going south from Cap Bon. They become significant around Sfax and from there south, are mentioned under each port. Watch out for the Marrobbio phenomenon when sea levels can suddenly increase by about a metre, generating strong currents of up to 4 knots in one direction and may just as suddenly reverse.

Check for security updates with your embassy before setting out as there has been a State of Emergency imposed by the Tunisian government which may still be in place. Or check this website:
<https://www.gov.uk/foreign-travel-advice/tunisia>

Africa N - ALGERIA

ALGERIA - GENERAL INFORMATION

35 5.993 N 1 53.79 W

Graham Hutt (Java Pearl) - 31/01/2018

Algeria is the second largest country in Africa and half the size of Europe. 85% of its territory lies in the Sahara Desert and the majority of its population lives in the green and fertile land bordering the Mediterranean. Two mountain ranges run parallel to the coast: the Tell Atlas which is a continuation of the Moroccan Middle Atlas and the Sahara Atlas which marks the transition into desert, This inland topography influences the coastal weather. The often steady easterlies make the Algerian coast a logical route for westbound yachts, though, it is unwise to stop along the coast without first having obtained a visa.

The long Algerian coastline stretches for 570M from Morocco in the west to Tunisia in the east. It has many safe harbours offering protection, along with many commercial ports. Several of the smaller harbours and anchorages are in beautiful quiet settings, though currently many are designated as military zones and off-limits to pleasure yachts. There are no natural harbours along the entire coastline, and only one marina: Sidi Fredj, close to Algiers port.

Although day hopping from port to port is possible, lengthy formalities have to be carried out in every port on entry and departure. Do note that Algeria is a very wealthy country and is not interested in attracting tourists. It is necessary to obtain a visa in advance of arrival.

Despite the fact that a civil war has raged in Algeria for many years, it has never affected the coastal regions and is no longer a problem inland. But check with your embassy for security updates or <https://www.gov.uk/foreign-travel-advice/algeria>



Africa N - MOROCCO

MOROCCO - GENERAL INFORMATION

35 47.82 N 5 54.98 W

Graham Hutt (Java Pearl) - 31/01/2018

The two coastlines that fringe Morocco are very different in topography, tides and weather. The northern coast, just 8 miles across the Strait of Gibraltar at its closest aspect, enjoys a typically Mediterranean climate whereas the Atlantic coast becomes hotter and more arid the further south one travels.

The Rif mountains border the Mediterranean coast and the Atlas mountain ranges dominate the Atlantic coast. Both coasts are virtually untouched by tourism and the majority of ports that can be visited are small fishing communities. Many ports have been in use for thousands of years, evidence of which is reflected in the varied styles of infrastructure and fortifications put in place by the occupying powers down the ages and in particular along the northern stretch of the Atlantic coast. Others are larger new commercial harbours, providing good shelter, though not especially equipped for yachts. There are also a few excellent marinas along both the Mediterranean coastline and the Atlantic coast. See the Introduction on page 1 and the country introduction on page 35 for helpful insights on planning your cruise, formalities and socio-cultural guidelines and our online updates. Check also with your embassy for security updates or <https://www.gov.uk/foreign-travel-advice/morocco>

44 The Atlantic coast of Morocco stretches from Tanger in the NW down to the Mauritanian border in the south, providing access to the fascinating interior of the country, which has the most impressive Islamic monuments in the Maghreb. Virtually the whole coastline as far as the port of Agadir, can be transited by day-hopping. However, continuing south to the Mauritanian border it is mainly edged by desert with no bays or safe anchorages, and facilities are sparse. Additionally, there are also political issues to contend with, making it unwise to visit south of Agadir. The weather is usually stable from June to October with light winds. The humidity increases as you travel south. Tides are referenced from Gibraltar and Casablanca respectively.

87 The Mediterranean (northern) coast stretches eastwards just north of Tanger to Saidia and the Algerian border and includes the ancient Spanish enclaves of Ceuta and Melilla. Day-hopping is also possible along this coast. Generally, east or west winds alternate during the summer and often there is no wind at all between weather systems. In the winter, westerly winds predominate. Strong winds can blow up suddenly but are often short lived. An east-going current sets along the coast from Gibraltar, though often it is reversed in the area between Al Hoceima and Marina Smir. The tidal range is just 1m at the eastern end of the Strait, becoming negligible once 10M into the Med.

Africa N - GIBRALTAR

GIBRALTAR - GENERAL INFORMATION

36 9.501 N 5 21.36 W

Graham Hutt (Java Pearl) - 31/01/2018

Due to its close proximity to Morocco and Spain, Gibraltar is included in this edition. It offers an excellent base for provisioning, equipping the boat and repairs. Crew changes are easy due to the international airport with flights to the UK and Morocco. It is also a good base for wintering with its two sheltered marinas, and an ideal departure point for Morocco, just a few miles to the south, across the Strait of Gibraltar. It is also a convenient point from which to explore coastal and mainland Spain.

Described as the Gateway to the Mediterranean, Gibraltar, occupying a 3 mile by 1 mile peninsula, sits on the southernmost tip of Spain overlooking the Strait of Gibraltar with Morocco to the south, the Mediterranean coast of Spain to the east and the Atlantic coast of Spain, which stretches north west from the western end of the Strait. Gibraltar is dominated by the massive 426m limestone Rock of Gibraltar, itself an excellent landmark seen for many miles on approach. Directly across the Strait on a clear day can be seen Jebel Moussa, of similar size and stature to the Rock, and the distant peaks of the Rif mountains disappearing southwards into the mist.

Gibraltar has its own unique weather and tidal system. Winds usually blow strongly from the East (Levante) or



West (Poniente) year round. During Levante, a thick 'Levante' cloud often hovers over the Rock. Gales can blow for several days, some bringing torrential rain in winter; but for most of the time the climate is sunny and pleasant, out of the wind. The heat in summer is mostly tolerable and there are occasional days of thick sea mist which usually lifts by late afternoon or evening but can sometimes last a couple of days.

Crossing the Strait from north to south and vice versa must be planned carefully due to strong, usually east going currents, and east or west winds blowing down the Strait. Guidance can be found in the Transiting the Strait of Gibraltar section (page 33). Sailing all year round is practical given the close proximity of marinas. Several sailing schools run RYA courses throughout the year.

Atlantic France - General Notices

Atlantic France - Winds and Weather

48 17.48 N 4 53.66 W

Nick Chavasse - 31/01/2018

WINDS AND WEATHER

Winds

Biscay is frequently under the influence of either the Azores high or lows passing along the English Channel. This causes the prevailing winds in summer to be west in the northern part and northwest in the southern part. However, other pressure systems are common and changeable Atlantic weather is the norm.

In addition to winds driven by large-scale weather systems, local sea breeze effects are very important. Atlantic France is well supplied with all the features necessary to generate a big sea breeze during the day. As a rule of thumb, a clear sky and a line of fluffy clouds along the line of the coast indicates that a sea breeze is developing and the afternoon wind will blow freshly onto the shore from the southwest gradually veering to the west.

Quiberon Bay and Pertuis d'Antioch (between Île de Ré and Île d'Oleron) are both famous for the strength and complexity of their sea breezes.

There is a reverse phenomenon that is particularly important when anchoring for the night. A land breeze, known by the French as a brise de terre, can develop at about midnight starting gently and increasing to a fresh breeze from the northeast. This breeze can be particularly strong if it blows down cliffs or along rivers. Île de Groix is a good example. A night breeze blowing down the valleys and rivers in Lorient will blow directly from the northeast into the harbour at Port Tudy with very uncomfortable results.

Sunshine and rain

The weather in the southern part of the area is quite a bit better than the north. On average, there is less rain, about two hours a day more sunshine, temperatures are about 5°C higher and humidity is 10% lower. However, when fronts cross southern Brittany or further south they can result in a few days of unsettled weather. One of the attractions of North Biscay as a cruising area is that there is always a protected inland waterway close at hand. The Rade de Brest, Lorient, the Morbihan, the Vilaine, the Charente and the Gironde are all protected and each has interesting towns so it is possible to get away from any unpleasant sea conditions. Further South however between the Gironde and the Basque ports there is no port of refuge and a reliable long-range forecast is needed before embarking on the passage.

Visibility

Fog, mist or haze can be frequent in the summer. On average, visibility is less than five miles on one day in five. Real fog, with visibility of less than 0.5M, averages one day in twenty. The coast is so well marked by beacons and towers that navigation in poor visibility is possible, particularly with the help of GPS and radar. However, fog can be particularly unpleasant in narrow tidal waters and rivers.

Swell

Swell is generated by storms and winds of Force 6 and above. With persistent winds of Force 8 or more, large waves are created that can take a few days to die down and will radiate out into areas that were never affected by the strong winds.

A large swell will break heavily on bars and in shallow water and can make some entrances, such as Belon, Etel



and the Vilaine, dangerous even in fine weather. If swell enters a narrowing inlet, it tends to increase in height and steepness and funnel up the entrance to make anchorages uncomfortable or even untenable. In open water it can break intermittently and dangerously on rocks that rise from deep water, even if the depth over them is apparently safe.

In Biscay swell occurs mainly on the northwest and west coasts of Brittany, particularly in the vicinity of Ouessant and northeast of Le Four. It is less frequent in the Bay of Biscay. However, any anchorages that are open to the Atlantic, such as those on the west and south side of Île de Groix, Belle-Île and Île d'Yeu should only be used in settled weather. Before using such an anchorage, it is worth checking that there have been no recent disturbances in the Atlantic that could generate a sudden swell. French weather forecasts include predictions of the height of the swell (la houle).

Weather forecasts

Biscay is very well served for weather forecasts. The many available sources are summarised in an excellent, 30 page booklet called Le Guide Marine from Météo France. This is available free in every port office. It also contains an invaluable lexicon of meteorological terms in French and English.

Navtex forecasts are available from CROSS Corsen on 518kHz (A) and 490kHz (E). The latter provides more local detail but in French. In the northern part of the area, less detailed forecasts can also be received from Niton on 518kHz (E) and in the southern part from La Coruña on 518kHz (D).

CROSS Corsen and CROSS Etel transmit area forecasts on VHF channel 63 several times a day. These are detailed and generally accurate. They are in French but, with the aid of the Météo France lexicon mentioned above, even non-French speakers should be able to understand them.

Introduction to Vendée and areas to French Basque ports

45 59.35 N 1 38.21 W

Nick Chavasse - 31/01/2018

Vendée

South of the Loire, the smart holiday resort of Pornic is well worth visiting, as are the two lovely islands of Noirmoutier and Yeu. The former is flat and sandy with lots of salt ponds. The latter is rocky with good walking, a modern marina and the best tuna steaks in France.

On the mainland are the attractive fishing port and beach resort of Saint-Gilles and France's premier yachting port, Les Sables d'Olonne. It is at the latter that the Vendée Globe round-the-world race, the pinnacle of single-handed racing, starts and finishes every four years.

Charente

The Charente feels like the real south. There are sunflowers everywhere and the crew start complaining about sunburn and heatstroke instead of frostbite and mildew.

The area is centred on the two holiday islands of Île d'Oleron and Île de Ré. Both have north coast harbours that make good bases for biking and walking. On the mainland, the historic city of La Rochelle is a must and a trip up the River Charente to Rochefort is likely to be the high point of a cruise in this area. Both La Rochelle and Rochefort have good marinas.

The more adventurous can take the canal to Marans and visit the marshes of the Marais Poitevin or perhaps visit the River Seudre to see industrial scale oyster farming around Marennes. The oysters themselves can be sampled almost anywhere.

The Gironde

This river is much used by North European yachtsmen with yachts of moderate draft as a short-cut to the Mediterranean via the Canal du Midi but it is an interesting cruising area in its own right. The currents are fast and the water is silt-laden but for connoisseurs of fine wine it could be a mecca.

The Arcachon Basin and The French Basque ports

This is a useful stop-over between North Biscay and the Basque ports of France, always assuming that there is not too much swell to make entry impossible. Oyster culture is a major industry and many of the small harbours are given over to it entirely. The four small French Basque ports are holiday resorts with the main emphasis being on their splendid beaches. But they are all interesting and quite different from one another so that they are



all worth a visit.

Introduction to Atlantic France Area

48 33.17 N 4 54.32 W

Nick Chavasse - 31/01/2018

The Second Edition of the RCCPF pilot book, Atlantic France is due for publication in May 2018

Introduction

The coast from Ushant to Hendaye is over 400 nautical miles long with more than 110 ports and a similar number of anchorages. It comprises nine distinct areas. Each has its own character and is big enough and interesting enough to be a cruising area in its own right. L'Aberwrac'h at the west end of the North Brittany coast is often, for British yachtsmen, their first port of call in Brittany on their way from the UK to the Bay of Biscay or the Golfe de Gascogne as it is known by the French.

North West Brittany

The Chenal du Four and the Raz de Sein are two of Europe's nastier tidal races. As a result, many skippers like to pass through this region as quickly as possible. This is a pity because it is a splendid cruising ground with lots of attractive places to visit.

Camaret is a favourite first or last stop. Brest is a perfect spot in bad weather either at the excellent Marina du Château in the commercial port or at the older Moulin Blanc Marina which is handy for a day at the magnificent Oceanopolis aquarium. However, the Aulne is the real treasure of the Rade de Brest and a trip to Port Launay and Châteaulin will be a high point in any cruise. Outside the Rade, there is excellent sailing round the high cliffs of the Crozon peninsula and the spectacular beaches of Douarnenez bay. If weather permits, a visit to Île de Sein offers challenging pilotage and a unique unspoilt island.

Bénodet Bay

Bénodet Bay is classic South Brittany. Bénodet and Loctudy are both delightful and somehow just right for messing about in boats. The Odet river from Bénodet to Quimper is possibly the most attractive river in Biscay and has a number of peaceful anchorages. The Îles de Glénan, on a sunny day, could be mistaken for the Caribbean. Then there is the fascinating Ville Close at Concarneau, right next to the visitors' pontoon. Those who need a marina, will like the large modern one at Port-La-Forêt.

Groix and the Rias

The mainland opposite Groix has a series of flooded valleys that make interesting and attractive ports. Shallow draught boats can visit Pont Aven, where Gauguin worked, and see the fine art gallery and masses of artists' studios. The Belon River, home of the famous Belon oyster, is a pretty river where it is possible to combine peace and quiet with good walking and serious gastronomy.

Lorient is a big city with several marinas. There is plenty to do and a good waterbus for getting about. Etel is famous, or infamous, for having a very dangerous bar. It is necessary to call the pilot for entry instructions, which of course makes entry very easy. Once inside there is a nice town, a spectacular beach and an inland sea not much smaller than the Morbihan.

Quiberon Bay

Quiberon Bay is one of Europe's prime yacht racing centres. There are three large marinas - Haliguen, Trinité and Crouesty - and a dinghy-racing centre at Carnac. In addition, the Morbihan inland sea, which opens into Quiberon Bay, offers yet more good cruising.

It is said that the Morbihan has an island for every day of the year and the tides run so fast they can strip the galvanizing from an anchor chain. Neither statement is true, but there certainly are a lot of islands and the tide does run extremely fast, which makes the pilotage great fun but quite challenging. The Morbihan also has two very attractive medieval towns, Vannes and Auray. Vannes is particularly popular because it has a marina in the heart of town.

The chain of islands that protects Quiberon Bay also offers good cruising. Belle-Île, the 'beautiful island', is the largest with a couple of proper harbours and lots of anchorages; one of these has been described as the most



beautiful in all France. The little islands of Houat and Hoëdic are also very attractive and perfect spots to anchor in good weather.

The Vilaine and the Loire

Brittany is generally considered to end at the Loire but some towns south of the Loire, such as Pornic, consider themselves to be Breton. However, well before the Loire the character of the ports and the coastline becomes much softer and more southern than true Brittany.

The jewel in this area is the Vilaine which was turned into a huge boating lake when a barrage was built near its mouth. It has 20 miles of non-tidal water, dozens of riverside anchorages and two delightful historic towns, La Roche Bernard and Redon.

South of the Vilaine, the granite hills of Brittany give way to the flat salt country around Guérande. There are several attractive places to stay. Piriac is a pretty holiday town with a new marina; Le Croisic is a fascinating old salt and sardine port that is still surrounded by active salt ponds. La Baule has two marinas for those who need a spectacular beach, some posh shopping and a visit to the casino.

Turkish Waters and N Cyprus

Turkey, south coast

36 41.88 N 28 57.68 E

Gillie Green - 30/01/2018

FROM MARTIN WALKER

Re Heikell/Imray Turkish Waters & Cyprus Pilot 9th Edition - Ch IV and V.

in 2017 I cruised between Datca and Kas in May/June and September/October. I saw nothing of navigational significance to update Heikell's pilot. Pump out facilities are now easy to find in the Gocek/Fethiye area and are available at the major marinas. Sea water quality remains excellent. Near Gocek, there are minor changes to shoreside facilities and anyone cruising Scopaea Limani might wish to be aware that some of the red mooring buoys have vanished and Ruin Bay facilities were removed entirely; the old pontoons at Wall Bay are now in use in 22 Fathom Cove whilst Wall Bay itself - with its two good jetties has had a major makeover for 2017 and is reported to be very expensive. However, a trickle past of Market boats (plus daily availability of pump-out and rubbish boats) means yachts on buoys or at anchor can readily resupply for all but fuel and water. Visitor numbers, ashore and afloat, remain severely depressed and the majority of the Gulets appear to be laid up - particularly in Bozburun. The number of foreign flagged boats cruising this Turkish coast remains low; flotillas appear to be a thing of the past. Some of this slack is taken up in Skopea Limani by dozens of white motor cruisers who flood out of Gocek at the weekend. Turkish sailors are also enjoying their coast line to a much greater extent than hitherto while there are plenty of boats available for charter in the major areas such as Orhaniye, Marmaris, Gocek and Fethiye - Gulets are also readily available. This coast of Turkey remains an excellent cruising ground and mobile phone connections and technical support remain excellent.; the people are as friendly as ever, despite an obvious lack of business.

Turkey

36 53.17 N 30 42.16 E

Gillie Green - 29/01/2018

Honorary Foreign Representative Hasan Kacmaz. Very helpful. He is at the new Marina in Istanbul 4 days a week, lives in Antalya and keeps his Sadler 34 at Alanya. Home Telephone +90 242 3236680. Address: Fener Mah,1964 Sok.No:9, Muratpasa,Antalya, email hasan@east-med.com



Turkish Visas From 10th April 2014 Visas should be obtained on line prior to travel although they were also available at the airport of arrival in Nov.2014.You may still buy a visa on arrival but it is £20 not £14 as on line. If you buy one on line it will automatically appear on their computers so a printout is unnecessary. (GG2015)

Transit Logs New regulations apply to all boats. One has to employ an agent and as they have to enter all the features on the central computer via a secure code. Crew changes appear not to have to be registered. (Ed) Check that the agent has your information correct as once data has been entered it is difficult to change. Logs are issued for a year, but are not necessary if one puts a boat in bond in a marina. In eastern turkey there are no facilities to renew and we were fined 50TL when renewing because ours was 10 days over due. (GG11). If your log runs out when you are away, you may leave your boat in bond with a Marina and renew your log on return to Turkey. (Ed)

Cruising Permits. Foreign flagged boats may not stay in Turkey for more than 5 years. If this is breached then a significant fine may be imposed based on the value of the boat determined by survey. In 2014 this policy was being pursued – boats being impounded until the matter was resolved and fines paid - and catching out those who had earlier left Turkish waters without clearing out in order to save the cost and need to get a new cruising Permit on return. If an owner is not sure of the date of entry an agent can check this on line. (MRW14) At Kas an agent will clear you out of Turkey and, after a quick sail to the nearest Greek Island, renew your Permit. (Ed)

Fethiye: easy Use ALESTA Cost approx 140TL overall 2009 Kemer: very easy Approx 40€ Datcha.: Easy. Approx cost 70€ 2009

Bodrum: a nightmare avoid like the plague

Kusadasi:Easy but €50 plus cost of actual log.(PJP10)

Kas: Easy, either marina arranges an agent or use an independent one in town. 100YTL

Blue Card New rules introduced in 2009 require all vessels between Gulluk in the west to Antalya in the east) to:

Have a Blue Card

Collect all black AND grey water in a holding tank

Have holding tanks pumped out at shore facilities or pump-out boats and pay for this

Get each pump out or container of oil or bilgewater recorded on the Blue Card

Pump no bilgewater into the sea

In practice the rules are unworkable and only seem to be observed at all in Skopea Limani (Gocek/Fethiye), where pump-out boats are in evidence, and possibly Marmaris. However, for any “Official” transaction (eg renewing a cruising permit) you will probably be asked to produce a Blue Card and (in theory, at least) it will be checked to see that you have pumped out a plausible number of times. Blue cards cost YTL20 and on buying one I was told by the helpful girl “I’ve already marked it with a few pump-outs - it looks better”. There is no charge for a pump out at Kas. There appears to be no active policing of the scheme, but coastguard helicopters do regularly fly over Gocek and Marmaris looking for discharges and there are plenty of anecdotal accounts of swinging fines being levied on offenders by Kalkan Harbour master. The rules apply to “all vessels within marine areas and inland waters” but there are no definitions offered so how far offshore you need to be to pump out is unknown. Common sense suggests a mile or so, but don’t do it under any official noses, sea or airborne. (CDP12) Moorings Charter management advise that there is TL10,000 fine for discharge of any black water except in authorised pump out facilities in marinas of which there are none or very few. Moorings recommend that black water tanks are opened when a decent way offshore (AW16),

Security See RYA advice <http://www.rya.org.uk/infoadvice/boatingabroad/Pages/world.aspx>

Many Syrian migrants, mainly families, were moving across Turkey from 2014 2017 to make their way to Greece. There were few problems on the south coast and no reports of yachts being troubled. However Members observed the problems on the west coast, particularly at Lesbos. Our HLR in Turkey, Hasan Kacmak reports that “no yacht skipper has been asked or forced to deliver the refugees to Greek waters. Turkish people and Turkish state spends lots of effort and money to give a little comfort to the refugees but Turkey as you know, isn’t a rich country to look after 2.5 million refugees for many more years to come. If any Members notice a boat full of refugees in Turkish waters, they should inform Turkish Coast Guard on Ch 16. The Turkish Coast Guard officers mostly speak good English and their boats are fast enough to rescue the immigrants.



Indian Ocean

Indian Ocean

33 8.253S 108 48.51 E
RM - 24/01/2018

There are no reports for this area

Indian Ocean

20 52.76 N 60 25.48 E
RM - 24/01/2018

There are no reports for this area

South Atlantic Circuit

Piriapolis, Uruguay

34 53.20S 55 15.40 W
Paul HEINEY (Wild Song) - 20/01/2018

The harbour at Piriapolis has been extended in the last 12 months providing an extra, and very useful, 100 berths.

The contact details are

Puerto de Piriapolis
Codigo Posal 20200
Tel:00598 43 20567 Fax:00598 43 20671 ,VHF Channel 16
Bookings: maria.sosa@mtop.gub.uy (Spanish only)
Government owned marina. Water & electricity on the dock. 100 ton travel lift and dry dock. Good place to get work done.

This also refers to PF Cape Horn and Antarctic Waters p33-35

Denmark - Approaches to the Baltic via the Lille Bælt

Fåborg

55 5.539 N 10 14.32 E
Nigel Wollen (Wish Hound) - 12/01/2018

Sent in in June 2013

FABORG (page 92): main yacht harbour is being extended with about 100 new box berths. These appear to be available now although final construction still under way but no occupants at present. This area has a separate entrance just to the south of the main entrance to the yacht harbour. Very attractive little town

Assens

55 16.34 N 9 53.13 E
Nigel Wollen (Wish Hound) - 12/01/2018

sent in in June 2013



ASSENS: about half way between Middlefart and Faborg, this is a pleasant town with a good yacht harbour (box berths) And an easy approach. Excellent supermarket five minutes walk into town. Well stocked chandlery. Good anchorage just south of it in bay north of Toro peninsula

Fredericia

55 33.54 N 9 45.27 E

Nigel Wollen (Wish Hound) - 11/01/2018

FREDERICIA: A reasonable yacht harbour with box berths a few miles north of Middlefart (page 91) is a good place for crew change, being on the main railway line from Copenhagen airport (about 2 hours) and quite close to the station. However, it is some distance from the town (buses run every hour) and there are no shops within walking distance. Diesel and water both available.

Italy - Sicily and Malta

Grand Harbour, Valetta

35 53.23 N 14 31.17 E

Will PEDDER - 10/01/2018

By Gillie Green 2013

The Camper and Nicholson Marina

Expensive and grand. However if you wish to stay for some time the manager, Ben, will offer quite considerable discounts allowing a price not far above Msida and Manuel Island.

Italy

Valetta, Msida Marina

35 53.76 N 14 29.41 E

Will PEDDER - 10/01/2018

By Gillie Green 2013

There is a visitor's pontoon at the entrance to this huge marina, immediately N of the sea wall. Charge €17 per night for 40 ft, excluding services. Good shelter and near a good swimming place. Call to reserve a place.

Mgarr, Malta

36 1.505 N 14 17.98 E

Will PEDDER - 10/01/2018

By Gillie Green 2013

Port of entry formalities now efficiently dealt with as all the offices are adjacent by the newly extended marina. Reasonable shower block and new quays and environs virtually complete but, as with other EU funded projects, it is over-ambitious and appears to have run out of money before completion. Ferries hardly disturb the harbour. €38 for 40ft yacht July 13, Electricity and water extra.



Licata

37 5.531 N 13 56.29 E

Will PEDDER - 10/01/2018

By Gillie Green 2013

There is a wreck lying just SE of the port hand entry light. The Marina is now virtually complete, smart and helpful. €40 a night for a 40ft yacht in July 13

Australia

Deal island, Kent Group, Bass Strait

39 28.31S 147 18.52 E

David Ridout (nordlys) - 10/01/2018

The Kent Group make a most interesting stop over. The main island, Deal Island, is the sight of the old village that housed the lighthouse keepers. Nowadays with the light automatic one of the houses is a museum and another is the home of the resident warden. This is a volunteers job which changes every three months. The runway is decommissioned so there are few visitors. East cove is the best anchorage with good holding in sand. West cove is available if there is a strong westerly forecast. Entrance through Murray Pass is easy. The wildlife, many birds and marsupials is very tame. Good walks.

Atlantic Spain and Portugal - Galicia 1.3 Isla Ons to the Portuguese border

Northern Approach to Ría de Pontevedra, Galicia (ASPP page 99 Ed 7)

42 24.30 N 8 53.45 W

N Kean G Hennigan (Coire Uisge) - 09/01/2018

The starboard hand beacon tower on Bajo Picamillo, between Isla Ons and the coast, was destroyed in January 2017. It has been replaced by a starboard hand buoy, stationed 1.25 cables ENE of the rock. However the AIS signal doesn't come from the buoy but from the former position of the tower (i.e. the rock itself is now marked by a virtual AIS beacon). The rather confusing marks here (including the nearby Bajo Fagilda port hand buoy, and the port-hand beacon on Los Camoucos, close to Ons) mark the two deep-water ship channels into the Ría de Pontevedra and the port of Marín, the buoyage direction being southward; the Paso de Fagilda to the east of the 5m Bajo Lomba de Besta shoal in mid-channel, and the Canal de los Comoucos to the west of it. Yachts can of course disregard the Bajo Lomba de Besta and go straight down the middle, but if leaving the starboard hand buoy to port going south, give it a berth of at least two cables to avoid Bajo Picamillo, on which there is now no physical navigational aid.

Anchorage Playa de Agra, Ría de Aldán, Galicia

N Kean G Hennigan (Coire Uisge) - 09/01/2018

The bay in the SW corner of the Ría de Aldán is a lovely anchorage and is said to have the warmest seawater in the Rías. It also has a notorious drying rock, which – although accurately charted – is ideally placed to trap the unwary. Note that this is not the “large rock which tends to blend into the background” referred to in the RCCPF Atlantic Spain and Portugal pilot (page 109) – that is a much larger (uncharted) one dividing the SW bay from the SE one (which has a lot of moorings). The Pilot advises avoiding the Ría “if winds build from the N or NW”. Given that the viveros form a fine breakwater, it would now have to be a fairly severe gale before Aldán would be untenable. The bottom is quite weedy (sea lettuce) so make sure your anchor is well set. Approaching up the Ría and between the viveros, head first for the large pale green apartment building near the lowest point of the skyline immediately behind Aldán. When within half a mile, identify three conspicuous houses together on the rise above the SW bay – from left to right a modern, square white boxy one, a red roofed one and a three-storey salmon- pink one – and stay E of a line of bearing 197° on these. Identify the disused fish- processing factory on the W shore. When a conspicuously red house comes into view from behind the trees above this building, you are clear south of the rock and it is safe to turn to starboard into the bay. The rock is in position 42° 16'·82N 8°



49° 77' W, dries about 1.4m, and is unmarked. It is, if anything, more of a hazard when leaving the anchorage, since it is then directly in the way of anyone heading out to seaward. Head first for a prominent house on the E shore N of the village (see photograph). The RCCPF pilot does not do justice to Aldán village, which is a charming spot.

Locally produced wines are available at the supermarket and are usually inexpensive and very good, and there is a bar/café in the centre which is reported to have notably good wifi. A temporary alongside berth may be available at the slipway close SE of the main pier.

Atlantic Spain and Portugal - Galicia 1.2 Cabo Finisterre to Isla Ons

Anchorage Islote Jidoiro Arenoso, Ria de Arousa, Galicia

42 32.63 N 8 53.94 W

N Kean G Hennigan (Coire Uisge) - 09/01/2018

This is a favourite and very pretty lunch stop anchorage SW of the Isla de Arosa. It is marked with an anchor symbol in the RCCPF Pilot Atlantic Spain and Portugal (page 90 Ed7) but is not mentioned in the text. The Islotes Jidoiro are a group of islets and rocks, the biggest of which are Pedregoso ("rocky") to the W, and Arenoso ("sandy"), to the E. Anchorage is available in 8 to 10m, close N and NW of Punta Laño, the N point of Arenoso, with its very conspicuous sandy beach. The area is quite badly charted, despite the survey dating only from the 1990s. A group of tiny above-water heads shown on the Admiralty and Navionics charts close NW of the island clearly do not exist, while other charted rocks are not now visible. Punta Laño itself is not rocky as charted. There is however no difficulty in making the anchorage. An approach steering SW, with the beacon tower on

Bajo La Loba bearing 220° over the rocks, and the island beach kept half a cable to port, leads to the anchorage; but do not venture past the N tip of the island as

it shallows very suddenly. The edge is very obvious, and very steep - the bottom rises from 10m to a metre in a matter of 30 to 50m or so horizontally, but at the anchorage and immediately to the S of it, is all sand.

Approaching from Bajo Piedra Seca beacon NW of Pedregoso, stay close to, or between, the numerous viveros to avoid the drying rocks between the beacon and the anchorage.

Arenoso doesn't offer much shelter, so unless the weather's very settled it doesn't make an overnight anchorage. The island is a nesting site for gulls, and the birds get quite annoyed if you venture up towards the high water mark in the nesting season in early summer. Don't cross the fence.

Atlantic Spain and Portugal - Galicia 1.3 Isla Ons to the Portuguese border

Approach to Bayona, Galicia, between the Islotes Las Estelas and the mainland

42 8.941 N 8 51.13 W

N Kean G Hennigan (Coire Uisge) - 09/01/2018

The RCCPF Pilot Atlantic Spain and Portugal Pilot (page 122) says that the Canal de la Porta (between the Islotes Las Estelas and the mainland) can be used "in settled weather and good visibility". Despite Laxe o Meixuero (0.9m) and another shallow patch with a drying rock W of it, its pilotage is quite straightforward in the absence of a heavy swell. From the N, head for a point one-third of the channel's width from the mainland at waypoint at 42° 09' 00N 008° 51' 13W. This leads E of a 1.6m patch. From there steer 190° for waypoint at 42° 08' 85N 008° 51' 16W to clear Laxe o Meixuero, and from this waypoint head SE in clear water into the Ensenada de Bayona. Least depth on this track is about 3m at LAT.

The advice in Reed's to stay close to the island the whole way through is risky since it seems not to recognize the drying rock W of the 1.6m patch.



Anchorage Ensenada de Limens, Ría de Vigo, Galicia

42 15.45 N 8 48.80 W

N Kean G Hennigan (Coire Uisge) - 09/01/2018

This beautiful bay between Cangas and the Ensenada de Barra offers splendid shelter from winds with any north in them, and has a lovely beach. It is quite badly charted. There is a very obvious drying rock close to the beach in the centre of the bay, but a group of boulders, awash at LAT, lurk just offshore of it and must be guarded against. The highest head is in position 42° 51'-45N 008° 48'-75W. Facilities ashore are limited to a friendly little bar at the campsite.

Australia

Great Australian Bight

33 57.42S 130 3.657 E

David Ridout (Nordlys) - 08/01/2018

Only a few yachts cross the Bight at all and very few go from East to West. However the old square riggers when they came out of either Melbourne or Adelaide early in the season used to head SW and see what was happening in the Bight. This was of course pre GRIB days! The reason being that the high pressure usually centred over the Nullabor plain sinks south from mid February until early April. While this is happening it is thus easy to cross from Cape Catastrophe to the Recherche islands and so round Cape Lewin. The ships then arced the southern hemisphere Indian ocean and came home via the Cape of Good Hope. Much easier and usually faster than the longer wilder way in the Southern Ocean round Cape Horn.

This route was not very often written about as it was a lot less dramatic than a Cape Horn rounding. I learnt about it from the late Michael Pocock (RCC). The year we did it, 2006, there was to my knowledge only one other yacht, a Frenchman and his wife, who did it. The following year when we were still in Fremantle no one came in from that direction. This is a pity as the south coast of Western Australia is very interesting and the welcome we received in Esperance was one of the highlights of our cruise. We had five days of fair winds for the crossing. I can only urge circumnavigators to consider the benefits of going south round Australia. We certainly found it very rewarding.

However one fact should be noted. The journey really requires an odd bit of equipment. This being an old type Admiralty anchor with the flukes filled off and the two points made very sharp. The reason for this is that Flinders island on the eastern side of the Bight and the islands of the Recherche archipelago which lie to the south and south east of Esperance need such a piece of equipment. A friend of ours who did this trip and like us did not have such an anchor gave up trying to cruise Flinders Island. We only went to one of the Recherche Islands. Middle Island. The reason is that the sea bed round these islands consists of about a foot of weed/grass and then a layer of very hard crust sand. The only way we managed to anchor in Middle Island was to find one of the few weedless areas and then snorkel/dive down with an axe and break up the sand and get our heavy Delta dug in. Chandlers in Tasmania, Portland and Port Lincoln could have supplied us with the needed anchor but only by ordering one which would have taken three weeks. Time we did not have. You will find all local yachts in both the ports to the east of the bight and to the west have these unwieldy items lashed to their pulpits.

Finally in 2006 the latest Australian Admiralty charts had most of the 1500 islands and islets marked as 'unsurveyed' or just 'partially surveyed'. Very worrying. We found our cmap electronic charts to be very accurate. The young naval officer who did the survey did a very good job in the 1880s. Read about these islands on wikipedia.

**Port Davey Tasmania**

43 22.42S 146 12.86 E

David Ridout (Nordlys) - 04/01/2018

Port Davey is a well worth while destination as it has many very sheltered anchorages in what is a very windy part of the world. You will be over 70 miles from the nearest 4 wheel drive track, something that is unique in the whole of Australia. There are excellent walks and hills to climb. A dinghy ride up the river will take you to a bird watching hideout which has much information about the local wildlife.

However anchoring here requires a particular technique. The water is pitch black in colour and impossible to see through. The bottom consists of about 5 meters of very fine silt under which is very good holding. The way a local described it to me was this. Lay your anchor and chain out and do nothing except have a beer. Just when you think it is time to go in reverse and dig the anchor in you do nothing except have another beer. By now about 15/20 minutes will have passed. The anchor should have just reached the good holding. If you try and rush this then you will suffer endless frustration as the anchor will not hold at all in the silt. We found this worked well. We watched two yachts try to get their anchors to hold and fail until we rowed across and told them the secret.

This applies all the way west from the pin mark to the entrance of the inlet.

Atlantic Spain and Portugal - 111.2 The Rio Guadiana to the Rio**Punta Umbría, Huelva, Andalucia, Spain**

37 10.50 N 6 57.08 W

Henry Buchanan (RCCPF) - 31/12/2017

Atlantic Spain and Portugal 7th Edition inc corrections in Supplement 2, February 2017 Page 278 Punta Umbria Contact update:

Real Club Marítimo y Tennis de Punta Umbría

Tel +34 959 311899 or +34 959 315 677 Fax +34 959 312 125

www.rcmtpu.com rcmtpu@rcmtpu.com www.puertosdeandalucia.es

VHF Ch 09, 69

El Rompido, Rio de las Piedras, Andalucia, Spain

37 12.95 N 7 6.955 W

Henry Buchanan (RCCPF) - 31/12/2017

Atlantic Spain and Portugal 7th Edition inc corrections in Supplement 2, February 2017 Page 274 El Rompido

Update on Marina contacts Rio de las Piedras:

Puerto Marina El Rompido) +34 959 399614 Mob +34 695 589 510

info@puertoelrompido.com fran@puertoelrompido.com

www.puertoelrompido.com VHF Ch 71

Club Náutico Río Piedras Tel: +34 959 504 270 or +34 663 928 666.

Fax: +34 959 50 42 38 www.cnriopedras.es gerencia@cnriopedras.es

VHF Ch 09



Black Sea

Latest Update and Corrections for RCCPF Black Sea

43 17.11 N 34 11.80 E

Richard Marsh - 17/12/2017

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0191-S.pdf

or copy and paste it into your browser.

England S

Latest Update and Corrections for RCCPF Isles of Scilly

49 58.91 N 6 20.01 W

RHKM - 17/12/2017

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0137-S.pdf

or copy and paste it into your browser.

Africa N - GIBRALTAR

Latest Update and Corrections for RCCPF North Africa

36 8.236 N 5 21.38 W

Richard Marsh - 14/12/2017

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0163-S.pdf

or copy and paste it into your browser.

Atlantic Islands (C.Verdes,Madeira,Azores)

Latest Update and Corrections for RCCPF Atlantic Islands

35 23.81 N 26 53.09 W

Richard Marsh (RCCPF) - 14/12/2017

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0235-S.pdf

or copy and paste it into your browser.



Balearics

Latest Update and Corrections for RCCPF Islas Baleares

39 36.34 N 3 0.120 E

RHKM - 27/11/2017

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0231-S.pdf

or copy and paste it into your browser

Corsica & Sardinia

Latest Update and Corrections for RCCPF Corsica and N Sardinia

41 44.06 N 9 9.261 E

RHKM - 27/11/2017

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0218-S.pdf

or copy and paste it into your browser

Biscay S

Latest Update and Corrections for RCCPF South Biscay

44 26.96 N 6 5.844 W

RHKM - 27/11/2017

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0188-S.pdf

or copy and paste it into your browser

Channel Islands, Cherbourg Peninsula and North Brittany

Latest Update and Corrections for RCCPF Channel Islands Cherbourg Peninsula and North Brittany

49 22.08 N 3 6.547 W

RHKM - 27/11/2017

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0199-S.pdf

or copy and paste it into your browser



Atlantic France

Latest Update and Corrections for RCCPF Atlantic France

46 38.96 N 3 28.95 W

RHKM - 27/11/2017

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0162-S.pdf

or copy and paste it into your browser

Atlantic Spain and Portugal - Introduction

Latest Update and Corrections for RCCPF Atlantic Spain and Portugal

40 26.81 N 9 59.85 W

RHKM - 26/11/2017

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0237-S.pdf

or copy and paste it into your browser

Netherlands & Belgium - Amsterdam

Amsterdam Marina

52 24.27 N 4 53.14 E

Stephen Lennane (Dulcibella) - 13/11/2017

Amsterdam marina good alternative to Sixhaven. Ten minute free ferry ride from Central Station. Two restaurants, small bakery and very small supermarket (Hema) nearby.

Atlantic Islands (C.Verdes,Madeira,Azores)

Funchal

32 38.76 N 16 54.48 W

Arnulf Doerner (Ariel) - 07/11/2017

Ref.: RCC Pilotage Foundation

Atlantic Islands

Anne Hammick FRIN & Hilary Keatinge

6th Edition 2016? ISBN 978 184623 649 5

Supplement No.2 July 2017

Madeira, Funchal

Page 197 Berthing?

New Marina, Porto de Recreio do Funchal is run by Portos do Madeira (as the Marina in Porto Santo); there are 10 places for visitors.

e-mail: centronautico@apram.pt

Rafael Costa +351 966 359 696 must be contacted in advance, if there is a place available. A very friendly and copetent man! Speaks fluently english and french.

Electricity only by CEE 32 Amp plugs; no wifi.

Showers in the extreme west of the harbour area, behind the old marina and behind the Clube Nautico, open 8:00 – 20:00, new built , clean, but a long walk (see sketch map)



Page 198 Facilities ?

Chandlery

Faria & Alfonso are unchanged in Rua das Fontes No. 26, 9000-049 Funchal, Telef. +351 291 236 858, Fax. +351 291 236 858. E-mail: mare@mare.com.pt
Open: Monday to Friday: 9:00-13:00 and 15:00-18:30; Sat.: 9:00- 13:00
(little room, you will find a bit of everything, paints)

In the old marina:

Nautieste –turismo e divertimentos náuticos

Filipe Cardoso (Gerente)

Marina do Funchal, Loja No. 5

9000-059 Funchal – Madeira

Mobile +351 968 444 781

Tel./Fax.: +351 291 965 248

Open: 9:00 – 19:00 Mo. – Sat.

(little room, you will find a bit of everything)

Loja do Mar

Marine Chandlery

AZIMUTOCEANO – Unipessoal Lda

Av. Arriaga, 75 /Centro Commercial do Infante

Marina Shopping Loja 246

9000-533 Funchal

Tel. +351 291620 646

E-mail: lojadomar1@sapo.pt

<https://www.facebook.com/lojadomar1/>

(seems the most up-to-date for me. Best sortiment of Marlow ropes)

Germany

Nordeney

53 42.42 N 7 10.23 E

Hugh STEWART (Mikara) - 07/11/2017

Good restaurant Das Kleine Fischrestaurant, 20 minutes cycle ride from the harbour

Netherlands & Belgium - Amsterdam

Amsterdam chandlery

52 23.76 N 4 54.46 E

Hugh STEWART (Mikara) - 07/11/2017

Well-stocked chandlery "Rien de Wolf" 15 minutes bike ride from Amsterdam Marina
Go via small bridges behind ferry to Central station and along parallel with main waterway



Sweden - West Coast of Sweden (inc Gota Kanal)

Sweden - Ulvön

58 13.13 N 11 52.99 E

Hugh STEWART (Mikara) - 04/11/2017

Sweden Folio p.21. Anchorage described in folio now partly displaced by marina; where there is available space perfectly sheltered from NW to ESE but open to NE; Answer in northeasterly is to anchor to W of causeway bridge where there is reasonable shelter from NE in 3m

Sweden - Marstrand

57 53.05 N 11 35.12 E

Hugh STEWART (Mikara) - 04/11/2017

Most restaurants & shops shut in last week of August; simple but tasty menu in Marstrands Wardshus on waterside on W side; impressive fortress still open, well worth a visit for the 360 view from the top.

Sweden - Yttre Tistlarna

57 30.78 N 11 43.83 E

Hugh STEWART (Mikara) - 04/11/2017

Correction to folio: Lat Long is 57deg 30.8'N 11deg 43.8' E not 57deg 38.0' N as stated in the folio.

New comment: approaching from NE, NV chart only shows one rock between small rocky islets to starboard and the headland to port - there are actually two rocks as shown on Navionics; best answer is to stay close to port where there is at least 2m and alter to starboard just before the point of the headland to port comes abeam

Sweden - Varberg

57 6.540 N 12 14.60 E

Hugh STEWART (Mikara) - 04/11/2017

Two SHBs marked as lit on NV charts were unlit but were reflective; Fortress closed by last week of August.

Denmark - Eastern Danish Ports

Denmark - Masnedo I. to Faro I.

54 58.04 N 11 56.77 E

Hugh STEWART (Mikara) - 04/11/2017

Short cut from S end of Masnedo I., S of Vordingbord, at 54 N 58.2' N, 110 54.2'E, northeast to 54 N 58.4' N, 110 58.7'E joining the channel between Faro I. and Sjælland (Zealand); short cut avoids having to go round Masnedo I. and under the Vordingbord bridge; short cut is very well buoyed with 8 pairs and then peters out for the final jump to the main channel; depth went to under 2m at one point.

Denmark - Gronsund between islands of Falster and Bogø

54 53.96 N 12 0.063 E

Hugh STEWART (Mikara) - 04/11/2017

Mikara was anchored on the NE coast of the island of Falster in the approach to the Gronsund between Falster



and Bogo. Reasonable shelter from NW to SE. I wanted to check our position relative to an unlit buoy and flashed a powerful white torch towards the buoy. It immediately lit up in brilliant green. At time, didn't know whether this was unique to the area or to Denmark but subsequently found same in Varberg in Sweden.

Germany

Germany - Brunsbüttel

53 53.89 N 9 8.943 E

Hugh STEWART (Mikara) - 04/11/2017

Yachthafen very crowded even by mid-August; excellent supermarket 10 minutes walk.

Netherlands & Belgium

Roompots

51 36.12 N 3 40.78 E

Hugh STEWART (Mikara) - 04/11/2017

anchored in 3.5m to W of Roompotsluis, at S end of dam, off sandy beach on which there is a holiday resort but far enough away not to disturb; useful stopping place in right conditions; reasonable shelter from SSW to N

Netherlands & Belgium - Netherlands General

Holland - canals

51 36.34 N 3 40.17 E

Hugh STEWART (Mikara) - 04/11/2017

If following the Maaste Stande route ensure you have charts before arriving in Holland; none of the places we stopped at had even simple ones, until we reached Amsterdam; Navionics was helpful but we were wary of some of the reported depths.

Atlantic France - La Vilaine and La Loire

Redon

47 38.81 N 2 5.286 W

David MOWLAM (Fidget) - 03/11/2017

The marina berths are now installed on both sides of the Basin and the Capitainerie is on the SE bank so worth berthing that side if possible to avoid a long walk round.

There are many 'dead' boats cluttering the marina and it can be difficult to get a berth in season. You can supposedly phone and book a berth but we were unsuccessful in so doing. Facilities (Heads and showers) are very basic and someone from the marina office has to come and activate your power and water points before they work.



Atlantic France - Quiberon Bay

Port Haliguen

47 29.16 N 3 5.961 W

David MOWLAM (Fidget) - 03/11/2017

Good facilities but a 20-minute walk to the supermarket for provisions. Café will get in bread and croissants but order the night before. Excellent restaurant/creperie by the old port (Tel: 02 97 50 01 56)

Atlantic France - Île de Croix and the Rias

Loc Maria, Ile de Groix

47 37.50 N 3 26.30 W

David MOWLAM (Fidget) - 03/11/2017

There are 6 visitor moorings at the inshore end of the approach channel but none suitable for yachts drawing more than 1.5m for an overnight stay and then only at neaps. Exposed to southerly winds.

Atlantic France - Bénodet Bay

Lesconil

47 47.78 N 4 12.86 W

David MOWLAM (Fidget) - 03/11/2017

A pontoon with 24 finger berths has been installed against the SW wall with a gangway to the jetty above where there is a small marina office in a portacabin.

Atlantic France - Brest to Audierne

Anse de Berthaume

48 20.39 N 4 41.93 W

David MOWLAM (Fidget) - 03/11/2017

A good sheltered bay but all the best sheltered areas are now covered in mooring buoys and there is little room to anchor.

Arctic and Northern Waters

Hekla Havn

70 27.31 N 26 13.52 W

Andrew Wilkes (Annabel J) - 03/11/2017

Rev Ed p 240. There is at least one dangerous reef to the E of Hekla Havn and a wide berth from the shore is advised. Hekla Havn is shelter from all directions except S.

**Hekla Havn**

70 27.31 N 26 13.52 W

Andrew Wilkes (Annabel J) - 03/11/2017

Rev Ed p 240. There is at least one dangerous reef to the E of Hekla Havn and a wide berth from the shore is advised. Hekla Havn is shelter from all directions except S.

Lopra and Trongisvágsfjørður

61 33.26 N 6 49.48 W

Andrew Wilkes (Annabel J) - 03/11/2017

Rev ed p 57. Delete and replace with:

E Lopra 61°27'N 6°46'W?Charts Plan 28

Lopra, a seemingly snug anchorage on the south arm of the fjord, is squally and unsatisfactory in south and southwest winds. The harbour is protected by a mole. Beware of the many fish cages in this fjord.

Trongisvágsfjørður ?Charts 85 (1:20,000)

In the past, Trongisvágsfjørður and the town of Tvøroyri were considered to be preferable to Vágsfjørður as a point of arrival, however there is now little space for yachts to berth alongside and it is likely that visiting yachts will have to anchor in 15m to 20m to the NW of the town.. Tvøroyri is halfway up the northern side of Trongisvágsfjørður. It is the main town on Suðuroy and the third largest in Faroe.

Djúpivogur

64 44.26 N 14 34.76 W

Andrew Wilkes (Annabel J) - 03/11/2017

Rev Ed p 123. 85 Djúpivogur (Berufjørður) ?64°40'N 14°17'W

Tide 1-6, 2-0 Charts 74, 720

A well sheltered natural harbour with comparatively easy access. Very welcoming and helpful Harbour Master. Approach

Papey and its off-lying rocks and shoals should be left to the W and S. Papey is not a good radar target in poor visibility. Hvalbakur (64°36'N 13°17'W) is an isolated, dangerous rock with radar reflector and AIS beacon lies about 20M E of Papey. Karlsstaðatangi lighthouse (FI(2)WRG.10s) on the N shore may not be conspicuous in some conditions. The channel into the harbour, between shoal and rocks, and is marked by two green and one red lit buoys.

In poor visibility, if the leading line (209° Oc.R.6s) or the buoys can not be seen, it may be better to sail up the fjord and anchor until conditions improve.

Berthing

There is 390m of quay wall with tyre fenders and limited pontoon berths which are largely occupied by local boats. Berth as directed by the Harbour Master or as convenient. The N part is used by larger vessels and the head of the harbour is shallow and full of small boat moorings. €10 per night (2017).

There are also two or three possible anchorages 5M or so up Berufjørður, at Gautavík, Skálavík and at the head of the fjord.

Facilities

Water, fuel, gas, lub oil etc is available on the quay. Supermarket, post office/bank, hotel and gift/craft shop. The cultural centre has a local museum and cafe. Swimming pool. Cruise ships berth at Innri-Gledivik, the harbour 4 cables to the NW of Djúpivogur and a short walk from the main fishing harbour. The "Gleðivik Eggs," sculptures by Sigurður Guðmundsson, representing the eggs of 34 birds breeding in the locality are displayed at Innri-Gledivik. Hotel Framtíð was shipped in pieces from Copenhagen in 1906 and is now a popular tourist destination. Laundry facilities and Information Centre at the camping site. There are a number of walks nearby - details of which are available from the Information Centre.



Breiðdalsvík

64 46.86 N 14 0.515 W

Andrew Wilkes (Annabel J) - 03/11/2017

rev ed p 122.

84 Breiðdalsvík 64°47'N 14°00'W

Charts 73

This is a delightful harbour, in a broad valley which is well protected and easy to approach. Seas entering the bay are broken up by the Rifsker reef on the N side and the skerries and islets around Hafnarey on the S side. The harbour itself is tucked in behind the Selnes peninsula.

Approach

The easiest approach is directly from seaward, a mile S of the dangerous Lárungar reef. Enter the bay on a bearing of 306°, aiming at the Selnes light (Fl.WRG.8s). It is also possible in good visibility and reasonable conditions to follow the inshore route from just off Kambanes shown in the Leiðsögubók pilot book. Iðusker islets and the beacon on the end of the Rifsker are conspicuous.

Berthing

There is 260m of quay wall with tyre fenders and a small pontoon the inside of which is largely occupied by local boats. Berth as directed by the Harbour Master or as convenient.

Some local charts show an anchorage NW of Hafnarey, which could be worth investigating under suitable conditions. NP11 refers to good anchorages off the entrance to the harbour on the leading transit (009°), 11m - 15m sand, which would be open to E wind and swell and also in the centre of the cove immediately to the E of Selnes in 12m sand. The sides of this cove are foul.

Facilities

Pleasant village, with shop, small restaurant and bar. Small swimming pool with showers, 'hot pot', etc. Good walking country.

Eskifjörður

65 3.772 N 14 1.175 W

Andrew Wilkes (Annabel J) - 03/11/2017

Rev Ed p 121. delete and replace with:

80 Eskifjörður 65°04'N 14°01'W

Tide 0-5, 1-3 Charts 73, 715, 716

Eskifjörður leads N from the outer part of Reyðarfjörður, which is a beautiful fjord surrounded by snow-capped ridges and is the largest fjord on the east coast. Very strong winds katabatic winds can blow down from the mountains and NP11 recommends that ships drop a hauling-off anchor before going alongside.

Approach

The islet of Skrúður on the S side of the entrance to the fjord is an excellent landmark, but if approaching from the SE should be given a berth of at least 2M. Snæfugl (757m) is the left-hand of two prominent peaks seen to the N of Reyðarfjörður, when approaching from the SE.

Berthing

Eskifjörður is a comparatively large harbour with 710m of quay wall, most of which is protected with rubber tyres. The most likely berth for a yacht is in one of the two basins at the NW end of the harbour. Smaller yachts may find space on a pontoon berth in the small boat harbour to the north of the long quay at the southern end of the harbour which is used by large fishing vessels and ships.

Facilities

Water and fuel by arrangement with the harbour master. Eskifjörður has a good supermarket. The heated outdoor swimming pool has fine views of the mountains, a sauna and showers. It can be found at the NW end of town.



Seyðisfjörður

65 16.01 N 14 0.387 W

Andrew Wilkes (Annabel J) - 03/11/2017

Rev ed p 120.

77 Seyðisfjörður 65°16'N 14°00'W

Tide 0-6, 1-4 Charts 73, 712

A popular town for tourists, an important port and ferry terminal with connections to Europe. The Norröna, the car ferry that plies between Faroe and Denmark, runs throughout the year and calls once a week on Thursdays. The approach up the fjord is spectacular and straight forward. It is a popular first port of call for yachts arriving on the E coast, with shops and good facilities for boat and crew. The town is very "arty". It has a number of art, craft and gift shops and even boasts a music shop.

Approach

Seyðisfjörður harbour can be approached under virtually any conditions, including dense fog – the sides of the 8M long fjord are steep-to and show up well on radar. The only off-shore danger is Hvalbakur (64°36'N 13°17'W), which is 40M SSE.

Berthing

The preferred berth for yachts is the tyre clad wooden jetty to the SW of the fish landing quay (which has a large blue building and a small blue crane). If full, contact the Harbourmaster by phone (?470 2360/ 8621424) or on VHF Ch 12 for advice on the best berth. A charge of €15 per boat per day (2017) is made which includes electricity.

Formalities

If this is the first port of call, report to customs. If asked, the Harbour Master may telephone them.

Facilities

Water and electricity on the quays. Fuel is available from a pump on the Essobryggja (ask at the petrol station just down the road). Adequate shopping with a supermarket, bank, post office, indoor swimming pool and hotel. Bars and cafes. Laundry at the campsite. The nearest airport is at Egilsstaðir, where there is also a large supermarket. A bus service runs from the square opposite the Snæfell Hotel to Egilsstaðir centre and the airport. The Tourist Information Centre can be found in the ferry terminal which has free wi-fi. Excellent hiking from the town - maps and advice from the Information Centre. Music concerts are held in the church on Wednesday evenings from July to mid-August. The Technical Museum houses a collection of engineering machinery, telecoms and fishing memorabilia. Bike hire.

Akureyri (Eyjafjörður)

65 41.10 N 18 3.691 W

Andrew Wilkes (Annabel J) - 03/11/2017

114. Delete and replace with:

64 Akureyri (Eyjafjörður) ?65°41'N 18°05'W

Tide 0-6, 1-3 Charts 57, 530

Akureyri lies at the head of Eyjafjörður. It is a 30M diversion from the coast but the scenery is beautiful. Humpback whales can be seen in the waters of Hjafteyri and Horgargrunn and a number of whale watching boats operate there.

Akureyri is Iceland's second city and the most important port and trading centre in the N of Iceland. It lies in an attractive, fertile agricultural area, surrounded by striking mountains. It is also an important ski centre in the spring. The modern cathedral has a fine stained glass window, made in part from glass obtained from Coventry Cathedral.



Excursions, at some cost, can be made to Myvatn, which is one of the national beauty spots and a paradise for birdwatchers.

Approach

The harbour is 30M from the open sea, at the head of Eyjafjörður. The fjord is approximately 2M wide over much of its length and there are few dangers.

A sea breeze commences mid-morning on sunny days. This can reach 20 - 28 kts and is advantageous for boats sailing into Akureyri between about 1100 and 2000. If the sea breeze is blowing, sailing vessels departing from Akureyri may want to wait until the evening before departure. Hrisey is a convenient and pleasant interim destination. The tide flows at 1 - 3 kts and is greatest in the middle of the fjord.

Berthing

Visiting yachts should sail past the main commercial docks into the Pollurinn. The recommended berth is at the Hofsbót (small boat harbour) on the 80m floating pontoon on the N side of the Torfunesbryggja. There is more shelter on the inside berths but avoid the inside berth at the outer end of the pontoon which is used by a tourist whale-watching boat on a permanent basis. A charge is made by the Harbour Master. There are no facilities at present, but it is close to the city centre.

Facilities

Several big supermarkets and many city centre shops. Ship repair facilities. Airport. Hotels. Excellent heated outdoor swimming pool, with hot showers, etc., to the W of the cathedral. A number of museums and galleries. Tourist Information in the "Hús" near the harbour at Torfunesbryggja. Fishermans' chandlery from Isfell in the industrial estate to the NE of the town. Well-equipped hospital.

Patreksfjörður 65°36'N 24°00'W

64 28.36 N 19 24.11 W

Andrew Wilkes (Annabel J) - 03/11/2017

Rev p 102.

P102 - delete and replace with:

27 Patreksfjörður 65°36'N 24°00'W

Tide 1-3, 3-1 Charts 41, 42

A busy fishing harbour. The town (population 650) is now known as Patreksfjörður; although Vatneyri, on which the harbour is built, appears on older charts. There is a large fish-freezing plant here, which has a big export trade.

Approach

The approach is straightforward, but note rocks to SW of Blakksnes, as well as just off Tálkni.

Berthing

1. The small boat harbour, the quay on the port side has at least 3m alongside for most of its length but is too small for larger yachts.
2. Alongside the tyre clad quay walls as directed by the Harbour Master (mob: 569 1715). Do not berth near the 'knuckle' of the quay as big vessels turn on it.
3. It is possible to anchor close in, to the E of the eyri, with depths of 4m within 20m of the shore.
4. Good anchorage may be found in Ósafjörður in 9m, at the head of the fjord.

A charge of 1,000 IK is made per boat per night.

Facilities

Water is laid on to the quay. The berthing fee includes use of showers and washing machine. Supermarket and alcohol store near the quay and a second supermarket and bakery beyond the church. Diesel available.

Excellent outdoor swimming pool close to the church.

The S shore of the fjord has an interesting museum at Hnjótur, with an eclectic collection of Icelandic agricultural implements and bric-a-brac. Excellent trout fishing in a nearby lake.

If stormbound, a trip to the Dynjandi waterfall is much recommended.



Grundarfjörður

64 46.44 N 17 55.78 W

Andrew Wilkes (Annabel J) - 03/11/2017

p 97. Delete and replace with:

17 Grundarfjörður 64°55'N 23°15'W

Tide 1-8, 3-9 Charts 42, 426

A fishing port in attractive surroundings at the head of Grundarfjörður. There are two quays within the breakwatered harbour. The NW quay has a busy commercial fish processing plant. There is a small boat harbour and wooden quay in the SE corner.

The distinctive hill, Kirkjufell, is an obvious landmark between Krossnes Lt and the harbour. It is one of Iceland's most photographed landscapes.

It is a pleasant port of call, with splendid scenery and excellent walking country.

Navigation

From the W, Krossnes lighthouse (Fl(4)WRG.20s) and the low-lying islet of Melrakkaey are useful for locating the Vesturboði buoy (Fl.R.5s) that marks the pass through extensive outlying shoals.

If approaching from the N or E, note that a reef extends to the NW of Melrakkaey and it is therefore preferable to leave the island to starboard, when entering. A red port hand buoy 6 cables ESE of Melrakkaey marks the eastern side of the channel and the foul ground beyond.

Berthing

1. Anchor in peace and quiet off the E end of the beach in the SE corner of the fjord or off the S shore to the E of the harbour.

2. Berth on the north side of the 24m floating pontoon in the middle of the harbour. The south side is used by the whale-watching boat, Laki.

3. Berth on the tyre clad quays or on the wooden quay in the SE corner as directed by the Harbour Master.

Facilities

Supermarket, post office, alcohol shop, cafes and restaurants. Good tourist information centre. Horses can be hired from Kverná, the farm at the head of the fjord.

Atlantic Spain and Portugal - 111.1 Cabo de Sao Vicente to Tavira

Entrance to Alvor South Portugal

37 7.562 N 8 37.18 W

Arnulf Dörner (Ariel) - 30/10/2017

Atlantic Spain and Portugal 7th Edition including corrections in Supplement 2, February 2017

Page 230 Entrance to Alvor

Reported by Arnulf Dörner Yacht Ariel

It has been confirmed that shifting sands, silting, and buoy positions are a problem at Alvor. At 22/10/2017 the Green buoy No 1 was reported out of position at 37°07,589'N 008°37,250'W.

Also the depth of the anchorage in the basin in front of the village at Alvor has been reduced by silting from 2,5 m to 1,5 m.



Italy - Italy E from Messina

Villanova

40 47.49 N 17 35.31 E

Will Pedder (Zorra) - 24/10/2017

Berths limited to draught of 1.5m, though both Navionics and Pilot show berths at 2-2.5m. We declined to anchor in centre of harbour where 2.1m, with a single occupied mooring.

Atlantic Spain and Portugal - 111.1 Cabo de Sao Vicente to Tavira

Portimão, Albufeira, Vilamoura, Algarve, Portugal

37 7.870 N 8 9.528 W

Arnulf Doerner (ARIEL) - 12/10/2017

Atlantic Spain and Portugal 7th Edition inc corrections in Supplement 2, February 2017 Pages 240, 244, 236 Bottled Gas.

Reported by Arnulf Doerner.

The name of the BP filling station near Portimao has changed to RUBIS but note that it does not refill cylinders any more.

There is, however, an LPG gas filling station for cars to the west of Boliqueime that is used by caravans. There are adapters for foreign bottles available and an 11Kg bottle can be refilled in a minute. The station is to the west of Boulqueime on the N270 that is a northern spur from the N125.

Address:

Autocrew/ C.M.Pedro

EN270 -8100-089 Boliqueime (Junto à En 125)

Tel: +351 289 360 767. GPS N37.1281 W-8.1593

www.cmpedro.com cmpedroautoreparadoralda@gmail.com

Italy - Italy E from Messina

Trani

41 16.93 N 16 25.10 E

Will Pedder (Zorra) - 10/10/2017

By Eddie Young 2015:

A delightful well restored 11th century port 20 Nms north of Bari featuring a fort and Cathedral. The port has good leading marks. Well worth a visit for yachts transiting up the Adriatic before crossing to Lastova, Croatia. The municipal visitor's pontoon is situated mid way on the port side providing all services.

By Will Pedder Oct 2017

Darsena Comunale listen on Ch16. Euro42 for 2 days with third free, 11m, Oct 2017. Delightful place.

Molfetta

41 12.66 N 16 35.30 E

Will Pedder (Zorra) - 10/10/2017

Berthing on E wall is restricted to commercial and fishing vessels, so the Guardia Costiera politely informed us. The Lega navale had no room for any visitors in Oct, so we diverted to Bisceglie



Arctic and Northern Waters

Nordfjödur, Iceland

65 8.832 N 13 41.10 W

Paul HEINEY (Wild Song) - 09/10/2017

Diesel can be obtained here from the filling station at Netskaupstadir although the small jetty has hardly any water at LW.

It would not be safe to lie alongside the excellent new jetty in strong winds from the NE which enter the outer bay and bend around the corner.

Instead, good shelter from 65 knots NE was found by us in the large fishing harbour at the head of the bay. No charges and a warm welcome from the harbour master.

Grimsey, Iceland

66 32.24 N 18 0.885 W

Paul HEINEY (Wild Song) - 09/10/2017

Despite its remoteness, this is one of the easiest places to obtain diesel.

If berthing as directed in the Arctic and Northern Waters Pilot, a hose runs across the quay to a diesel pump operated by the harbour master.

Isafjödur, Iceland

66 4.289 N 23 7.550 W

Paul HEINEY (Wild Song) - 09/10/2017

Fish farms have been established in the approaches to Isafjödur and although they appear to be clear of the leading line, they were unlit and might provide a hazard for a yacht tacking in the gloom.

Buoyage

Not shown on older charts are one red and four green buoys established at the southern end of the 'peninsula' which guide cruise ships to their berth. These are easily followed. After turning to starboard after the last of the greens, it is safe to follow the line of harbour walls close to.

Diesel

Locate the (fishing boat) chandlery. If alongside the visitor pontoon, walk up the gangway, turn left, and then right, and the chandlery will be on your right.

The chandler (good English) will direct you to the fuel pump. You will have to leave your berth and retrace your steps around the peninsula towards the harbour entrance. You will see the fuel pump on your port side, more or less abeam your original berth. Allow 20 minutes for this journey. The chandler will be waiting with the key. Make payment when you are back in your berth.

Airport

Although the runway appears to run perilously close to the mountainside, there are regular flights from here back to Reykjaivc (not Keflavic).



Iceland - general comments

64 54.29 N 18 27.42 W

Paul HEINEY (*Wild Song*) - 09/10/2017

Icelanders are invariably helpful, but be aware that there are no facilities for yacht repairs (no travelift anywhere in Iceland) and although you might find a diesel engineer, he will not have any yacht spares and no means of obtaining them in a hurry.

Harbours

Yachts are welcome in all Icelandic harbours and very few ever ask for any berthing charges. In the summer months when the deep sea trawlers are away, they are often quiet. There seems to be no need to radio ahead. Choose a sensible berth away from shoreside activity and it is unlikely the harbourmaster will ask you to move. The harbour walls are always clad in tractor tyres and a fender board is essential. Presumably because of the freezing winters, fresh water is generally not available by tap. Instead, look out for a stout hose which will be running into the sea from the top of the harbour wall and full up from that.

Diesel

Every small boat harbour will have a diesel pump but these are only available to local fishermen who have a card key and an account with the diesel supplier. However, I used a Mastercard in one of the diesel pumps beneath the cafe in Hafnafjörður.

The Brokey Sailing Club (Reykjavic) give directions for obtaining diesel and these may apply throughout Iceland. Call +354 5509933 between 0700-1700 on a working day to make an appointment for delivery by tanker. Some reports say that this will be at pump prices, others say you will pay a premium.

Diesel was obtained easily by us at Isafjörður, Grimsey and Nordfjörður. The filling station at Neskaupstaðir has a small jetty and diesel pump but no useable at low water.

Money

Cash is hardly needed. Cards are accepted even for the smallest amounts.

Atlantic Spain and Portugal - Galicia 1.3 Isla Ons to the Portuguese border

La Torre de Picamillo (Picamillo beacon) Ria de Pontevedra Galicia

42 24.25 N 8 53.21 W

Alberto Lagos (*Vigo Spain*) - 06/10/2017

Atlantic Spain and Portugal 7th Ed Page 98 La Torre de Picamillo (Picamillo beacon)

Reported by Alberto Lagos, Vigo, Spain.

CAUTION. A storm in February 2017 destroyed the Picamillo beacon that was marking a bank in the northern approach to the Ria de Pontevedra in Galicia. In March 2017 a green lattice buoy with radar reflector and a light was anchored in position. The Light has a range of 8M and height of 5m.

Adriatic E - Dalmatia

Ubli checkout

42 44.68 N 16 49.44 E

Will PEDDER (*Zorra*) - 06/10/2017

Checkout for an early start from Croatia. The HM above the E quay will stamp your crew list for the following day. He is open 0900 - 1300 and 1730 - 2000. The poolice have to check passports just prior to leaving, and



will arrive if summoned by phone - numbers on their cabin window on the W quay with flags. They take 20 mins to arrive, though will tell you 5-10 mins.

We were frequently advised to proceed directly out of Croatian waters. No deviation, and certainly no anchoring after the police check.

Kranje, Vrgada

43 50.92 N 15 30.69 E

Will PEDDER (Zorra) - 23/09/2017

Kranje bay is now laid with buoys at Kune 20/m.

Norway

Flekkefjord Norway

58 17.53 N 6 39.41 E

Julian Mustoe - 19/09/2017

Page 94, Flekkefjord. The bridge at the head of the harbour no longer opens. There is now a fixed bridge, with 2m charted clearance.

Notlandsvag Bomlafjord Norway

59 42.95 N 5 22.27 E

Julian Mustoe - 19/09/2017

Page 114, Notlandsvag. Fuel is no longer sold on the quay, but there is a petrol station 1.5km away by road.

New Zealand

New Zealand

40 15.76S 174 3.713 E

Trevor Robertson (Iron Bark) - 19/09/2017

Yacht arrival in New Zealand:

New Zealand requires 48 hours advance notice of arrival of a yacht. The easiest way is to submit the information to before departing for New Zealand. Details on www.customs.govt.nz › Customs › In private › Arrival by private craft.

There is a levy charged per passenger. In March 2017 it was NZD18.21 per person. A few days after arrival, an invoice is emailed to the master and can be paid online using a credit card. Instructions and links to make the payment are included in the covering email from the New Zealand Customs Service.

Quarantine rules are strictly enforced and most fresh or frozen food and whole grains will be confiscated and destroyed.

Currently yachts are being given a 2-year temporary importation entry (TIE) allowing the yacht exemption from import duty and goods and services tax (GST) for any work done on the yacht in New Zealand for that period.



Australia

West Kimberley coast, Western Australia - King Sound, Yampi Sound, Camden Sound

16 9.448S 123 42.38 E

Trevor Robertson (Iron Bark) - 19/09/2017

Supplementary notes to Western Australian Cruising, fourth edition, published by Fremantle Sailing Club, prepared by Trevor Robertson, yacht Iron Bark, July to October 2016.

All depths in metres reduced to approx LWS.

All bearing True.

CAMDEN HARBOUR

Note: accuracy of charting.

The charting of Camden Sound and Brecknock Harbour from the South Entrance to Slade Island appears to be accurate, at least to reconnaissance levels, but this is not the case further east. There has been considerable shoaling east of Slade Island since the area was surveyed (1974-1979) and chart AUS730 should be disregarded in the immediate vicinity of Camden Harbour. In places there is considerably less water than charted. The Granite Islands no longer exist and are now reefs covered at HWS. This makes the final approach to Camden Harbour difficult using AUS730 – see below for directions. In addition there is considerably less water than charted in the eastern parts of Brecknock and Camden Harbours.

Approach to Brecknock Harbour/Kuri Bay from Camden Sound via South Entrance

The entrance is straightforward. Needle Rock is a remarkable pillar rock on the south side of the entrance. It is conspicuous from some angles only. A rocky reef extends approx 400m northwest of Needle Rock. Favour the New Island side of the channel to avoid it. South Channel has a least depth of 17m for width in excess of 300m. If the depth falls below 15m, you are probably too close to the south side of the channel – alter course to the north.

Kuri Bay Pearl Farm was permanently occupied in 2016 and had 10 or 12 moorings most with small workboats and barges on them. There are a few rows of pearl buoys on the SSW side of Augustus Island. They are well marked by radar reflector buoys.

From South Entrance to Slade Island

There are no obvious dangers on a course 0.5 to 0.8 miles off the south coast of Brecknock Harbour. This part of AUS730 appears to be fairly accurate. An uncharted shoal extends 0.2 or 0.3 miles north from Slade Island. AUS730 is inaccurate east of this shoal and should be disregarded.

Slade Island to Camden Harbour passing south of Green Island

Green Island is 39m high and conspicuous. The two small islands to the south of Green Island shown on AUS 730 and labelled Granite Islands no longer exist. They are now rocky reefs that dry 7m and are covered about 2.5m at HWS. A single mangrove tree on one of them may just show at HWS, other than that they can be very difficult to see at high water. The small island charted to the south of the non-existent Granite Islands and about 0.5 miles NNW of Camden Head does exist. It is low, mangrove covered and always visible.

Approach

From a position 0.5 or 0.6 miles off Slade Island, steer to pass about 200m south of the drying reefs (formerly Granite Islands) if they are visible or to w.p. 15°29.54'S, 124°35.57'E if they are not. The deepest water is close to the reefs on the north side of the channel; the water shoals towards the low mangrove island. It is possible to carry a minimum of 6m on this route, but close to the route there is at least one pinnacle rock with about 4m over it at LWS, and others may exist.

Once clear of the drying reefs that were formerly the Granite Islands, turn gradually to port to pass 0.5nm clear of the south side of Sheep Island. Anchor southeast of Sheep Island in 7-8 m, muddy grit and shell, good holding.

Slade Island to Camden Harbour passing north of Green Island

There is clear channel between Green Island and an area of foul ground northwest of it. The channel has a least width of 400m and a least depth of 8m. The foul ground to the northwest is not easy to see and does not dry. From w.p. 15°29.2'S, 124°35.0'E, steer to pass 0.5nm west of Green Island then pass around its north side keeping 0.5nm off. There is a drying reef 0.6 nm northeast of Green Island. Leave this to port and steer to leave Sheep Island to port. Pass 0.2nm south of Sheep Island to avoid the drying reef on the south side of that island.



Anchor as above.

It is possible to anchor anywhere between Sheep Island and Calliance Point or in the mouth of Brown Inlet, but it is choppy in a fresh sea breeze as there is a long fetch to the northwest. The inner part of Brown Inlet are shoal and it is not possible to anchor far enough in to avoid the sea-breeze induced waves. The anchorage close to the southeast of Sheep Island has the best protection from this chop.

Of interest

The grave of Mary Jane Pascoe, the first white woman to be buried in the Kimberley, is on Sheep Island. The grave with a headstone is beneath the large boab tree on the spit of shelly grit on the east side of the island. There are six other unmarked graves immediately adjacent to it, all from the failed 1864-65 settlement attempt.

The ruins of the Government Camp are on the mainland directly east of Sheep Island. A cleared slipway and ramp leading up from the high water mark are visible from offsho

Adriatic E - Dalmatia

Nerezine

44 40.38 N 14 23.75 E

Will PEDDER (Zorra) - 18/09/2017

Convenient fuel berth away from crowds. Depth alongside 2.4m.

Alaska & Canada W

Montague Harbour

48 53.40 N 123 24.32 W

Clive Woodman (Cosmic Dancer V) - 17/09/2017

Lying at the southern end of Galiano Island, Montague Harbour is a large and extremely well protected natural harbour. On a sunny summer day it almost has a Caribbean feel to it with white sandy beaches at one end and at the other end a waterfront bar and patio serving some excellent rum and gin cocktails and a Caribbean influenced menu.

There are numerous mooring options with a small marina at the southern end of the harbour, a small Provincial park mooring pontoon (smaller yachts only) at the northern end, visitors mooring buoys at both ends and enough space for a hundred or so vessels to anchor in the middle of the harbour in 8-10m of water. Good holding in sand/mud.

Russell Island

48 44.93 N 123 24.68 W

Clive Woodman (Cosmic Dancer V) - 17/09/2017

Lying just off the SE corner of Saltspring Island, Russell Island is part of the Gulf Islands National Park Reserve. There is a pleasant and popular fair weather anchorage on the northern side of Russell Island just off the dinghy landing pontoon. Anchor in about 10m of water

**Birds Eye Cove**

48 47.92 N 123 35.98 W

Clive Woodman (Cosmic Dancer V) - 17/09/2017

The chart shows an anchorage in Birds Eye Cove. In practice, almost all the places one could anchor safely outside of the fairway are filled with permanent moorings and if you want to stay overnight there is little option but to go alongside the commercial marina or on the outer breakwater pontoon of the yacht club.

The presence of a large number of rather unattractive warehouse style floating boathouses on the western shore of the cove detracts from the natural beauty of the area and does not tempt the casual visitor to stay.

Ladysmith

48 59.83 N 123 48.77 W

Clive Woodman (Cosmic Dancer V) - 17/09/2017

Lying about 10 miles south of Nainaimo, Ladysmith is a very pleasant stop when cruising through the Gulf Islands.

The Ladysmith Community Marina is the first marina on the left as you enter the harbour and is good value with a very clean new shower, toilet and laundry facility. The staff are extremely helpful and friendly. There are a few other commercial marinas further in, but none of them as convenient as the Community Marina for accessing the historic downtown area.

Anchoring is possible either in the small cove at the NW end of the Dunsmuir Islands, or in Sibell Bay at the SE end of the Islands. Alternatively in calm weather it is also possible to anchor off Transfer Beach on the opposite side of the channel to the Dunsmuir Islands. Burleith Arm looks on the chart as if it should make a good anchorage but is completely full of log booms.

Ladysmith is still an active logging saw mill town and as you enter from seaward you are likely to see lots of small tugs buzzing around manoeuvring log booms into position on the northern shore of the harbour.

The small downtown area is well worth a visit and the Old Town Bakery is unmissable. If you can find no other reason to visit Ladysmith then the bakery in itself is a good enough reason to stop over. They sell the best bread we've ever tasted in North America and their cakes and buns are exceptional. North Americans rave about the Cinnamon Buns they sell, but as Brits we enjoyed their home baked scones and sausage rolls which just melted in your mouth!!

There are a number of restaurants in the downtown area, of which the Fox and Hounds appears to be the most popular amongst the locals. Modelled on a traditional English pub it serves a very respectable pint of London Pride, together with old pub favourites such as bangers and mash, steak and stilton pie and sticky toffee pudding, all of which were a lot better quality and more tasty than those you would find in the average English pub!

Nanaimo

49 10.70 N 123 55.86 W

Clive Woodman (Cosmic Dancer V) - 17/09/2017

Both the northern and southern entrances to Nanaimo harbour are busy seaplane landing areas are not places to hang around in whilst you get your sails down.

There are several commercial marinas in the northern end of Newcastle Island Passage but these seem to have only limited space for visiting yachts.

The Nanaimo Yacht Club Marina which lies at the southern end of the Passage offers reciprocal berthing facilities on its K and L pontoons which are the 2 southernmost in the marina. No reservations are accepted and



berths are only available on a first come first served basis. If there is a space available simply tie up and register at the office. The club Marina does not monitor VHF. The berths are very popular and if you arrive late in the day during the summer you are unlikely to find space.

The Waggoners Pilot says anchoring is now prohibited in Mark Bay. This appears to be only partially true. The innermost part of the bay is filled with visitors moorings, but anchoring is still permitted in the outer part of Mark Bay provided you stay north of the special buoys which mark the seaplane landing area. Exceptional holding in 8-10m, sticky mud. The anchorage is very popular and by mid afternoon may be full. A NW wind seems to funnel through the anchorage which is not quite as calm as one might expect under these conditions.
