



Cruising Notices - Latest Notices

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Africa N - TUNISIA

Sidi Daoud

37 1.243 N 10 54.46 E

Marjolein de Bruijne (Messenger) - 22/01/2019

The approach of this fishing port and the water depth does not look very inviting on the Navionic charts. In reality it is quite easy. The entrance channel is marked with big fixed buoys and when you follow this, it is really easy. Stay close to the green entrance light when entering the port, because the portside is silted.

Depths in the port are good. Overall depths are 2 to 2,5 meter at the berths, and the ones north from the Ice factory even have 4 meter.

In strong North-West winds it is not advisable to enter the port, the harbour master told us from 40 knots and more you can better not try to enter. Below that, or with other directions it should be fine.

I do not know if all the lights work, the harbour master told me they do, but I did not check for myself.

Japan

Japan, Sea of Japan, Hagi

34 26.39 N 131 25.19 E

Jo Winter (Brother Wind) - 14/01/2019

Hagi 34°26.'46N, 131°25.'22E

The large central pontoon has water, but is not strong enough to leave a yacht on. Fuel is by the small marina berths.

Berths are too small for most yachts and expensive. We were eventually directed to SW wall of marina, where there is no charge.

The marina is well north of town, but well connected by a train, one stop, or bus, which takes you to the centre of town and close to supermarket. From here buses are more frequent and bicycle hire recommended.

The old samurai houses in town are well worth a wander, of particular merit is the merchant house and garden of Kikuya-ke Jutaku.

Japan, Sea of Japan, Tsunoshima

34 20.69 N 130 51.70 E

Jo Winter (Brother Wind) - 14/01/2019

Tsunoshima 34°20.'75N, 130°51.'07E

A useful 'gateway' to the Sea of Japan but not much depth.
Tie up on western most wall, only 1.9m 2 hours after LW

**Japan, Inland Sea, Ehime, Mitsuke**

33 27.49 N 132 14.80 E

Jo Winter (Brother Wind) - 14/01/2019

Mitsuke 33°27'.56N: 132°14'.88E

We anchored in the harbour as we couldn't find any space in the small fishing port.

Japan, Inland Sea, Gogo Shima, Tamari Wan

33 52.90 N 132 40.80 E

Jo Winter (Brother Wind) - 14/01/2019

Tamari Wan 33°52'97N: 132°40'84'E

Tie along a high barnacle covered wall. Far from ideal, but we couldn't find any suitable places in Minatogima

Japan, Inland Sea, Miterai

34 11.29 N 132 51.10 E

Jo Winter (Brother Wind) - 14/01/2019

Miterai 34°11.31N: 132°51'.16E

A tiny pretty marina, we just fitted against the pontoon, but be careful of a large shelf that extends out from the harbour wall on the starboard side as you enter. There is only just enough width for a 45' yacht to squeeze in! A small withie marks the corner of the shelf.

There was no charge for staying.

For larger boats with deeper draft it is possible to anchor in the channel opposite the town.

Very interesting historic town. Look for the sign boards as you walk into town. Oranges are grown locally and it is an interesting walk to go and see the mechanisation of the orange gathering.

The town is depressingly depopulated.

Japan, Inland Sea, Etajima, Fukae

34 9.899 N 132 26.80 E

Jo Winter (Brother Wind) - 14/01/2019

Small port just north of Okinoshima, where there is a small marina.



Tied up in Fukae on floating dock.

It is possible although laborious to visit Hiroshima from here.

Japan, Inland Sea, Fukae, Kurahashi

34 6.199 N 132 30.49 E

Jo Winter (Brother Wind) - 14/01/2019

Kurahashi 34°06'.18N: 132°30'.51E

Moored alongside third, most easterly, floating dock, a working oyster factory, but very friendly

Japan, Inland Sea, Heigan Shima

33 46.09 N 132 15.29 E

Jo Winter (Brother Wind) - 14/01/2019

Heigan Shima 33°46'.15N: 132°15'.3E

Very pretty well sheltered anchorage but open to the SW

Anchored in 10m rocks and sand, good holding

Japan, Marin Pia Marina, Musashi

33 29.29 N 131 43.90 E

Jo Winter (Brother Wind) - 14/01/2019

Marin Pia Marina, Musashi, Oita 33°29.39N: 131°43'95E

Marina tucked inside the airport runway. Well sheltered except from the north.

Extremely helpful friendly marina, we overwintered ashore here.
Nakano san is the helpful yard manager, she speaks some English.

15 minutes walk to a small well stocked supermarket, and large hardware store. Head to the right along the main road until there are some traffic lights.

The marina has good washing machines, and lovely showers, upstairs there is a room with good internet, only open in office hours.

Flights from Oita airport go to Tokyo and Seoul.

Japan, Hime Shima

33 43.30 N 131 38.80 E

Jo Winter (Brother Wind) - 14/01/2019

Hime Shima 33°43'.31N: 131°38.84E



Tie against inner harbour wall. Small town with a sparse shop, and interesting temple.

Japan, Odo Marina, Fukuoka

33 35.59 N 130 18.79 E

Jo Winter (Brother Wind) - 14/01/2019

Odo Marina, Fukuoka 33°35'.66N: 130°18'.80E

Outer berths which visitors will be given can be quite choppy. There is no power on pontoons, and water is few and far between. No showers or laundry in the marina.

It is a 45 minute train and bus journey to get to the Customs and port clearance, the marina will explain it!

There is a big supermarket close to the marina.

Japan, Hirado

33 22.30 N 129 33.30 E

Jo Winter (Brother Wind) - 12/01/2019

Hirado 33°22'.29N: 129°33'.29E

Moor alongside floating pontoon, also used by the ferry so tuck well inshore.

There is a small charge for berthing

An interesting historic town, with Japanese castle above the harbour, temple and shrines to visit.

Plenty of restaurants and supermarket ashore.

Japan, Nagasaki, Dejima Marina

32 34.60 N 129 52.20 E

Jo Winter (Brother Wind) - 12/01/2019

Nagasaki, Dejima marina 32°34'.65N: 129°52'.17E

Approach upriver is well buoyed and interesting with a lot of commercial traffic.

Very good central location, customs and port office very nearby.

Good tram system for getting around. Marina is small and very expensive, but worth it for a couple of days.

We heard from another yacht that they could not get off the marina as the gate was locked, when we were there another yacht let us out, but without getting the dinghy out it would be possible to drop somebody ashore, the marina office is right opposite the marina gate.

Nagasaki itself is well worth the visit, we found it more grueling than Hiroshima.

Dejima was the first western trading post in Japan, established by the Dutch.

**Japan, Amami Island, Nakasone Bay**

28 13.39 N 129 16.20 E

Jo Winter (Brother Wind) - 12/01/2019

Nakasone bay, Amami Island 28°13'.42N: 129°16.19E Anchorage

Beautiful well protected bay with pretty walking amongst orange groves ashore. Very depopulated.

Japan, Surihama Bay

28 7.000 N 129 18.40 E

Jo Winter (Brother Wind) - 12/01/2019

Surihama Bay 28°07.04N: 129°18'.4E, Anchorage

Not ideal, deep and gravelly with poor holding

Japan, China, Okinerabu

27 19.69 N 128 34.00 E

Jo Winter (Brother Wind) - 12/01/2019

China, Okinerabu 27°19'.72N: 128°34'.03E

Very unpleasant entrance in an onshore wind.

Head straight for the beach and breaking waves, then a tight turn to starboard behind harbour wall.

Harbour almost empty, we tied up in outer harbour, which was better tucked away from the swell.

Japan, Zamami Jima

26 13.50 N 127 18.10 E

Jo Winter (Brother Wind) - 12/01/2019

Zamami Jima 26°13'.47N: 127°18.14E

Tied on wall opposite the ferry in 4.7m

Extremely pretty, in season hump back whales may be spotted. Well worth a stop in any case.

**Japan, Tarama Jima**

24 40.00 N 124 42.90 E

Jo Winter (Brother Wind) - 12/01/2019

Tarama Jima 24°40.59N: 124°42'.57E

Tied alongside wall in outer harbour.

Pleasant ashore, we were lent bicycles and bicycled around the island

Japan, General

26 13.24 N 127 40.50 E

Jo Winter (Brother Wind) - 12/01/2019

Yachts entering Japan used to have to apply for permission to enter any 'closed port' when cruising.

This requirement has now been waived, as of July 2018 please check

<http://www.mlit.go.jp/en/maritime/specialpermission.html>.

The old system was based on Japan's history of exclusion from the outside world, some ports remain 'Open Ports', this list is obtainable from the MLIT website, and you will still be required to check in to the authorities in these places.

The southern islands of Japan and the Inland Sea, seem very relaxed, and yachts will be welcomed and left alone, while the Sea of Japan, regardless of permission is close to Korea and the scrutiny and formalities are more onerous!

Before entering Japan prior notice must be sent via either FAX or email to the relevant Customs authority.

It is highly recommended that if arriving in Okinawa you ask to be registered as a 'local' boat. This will save future formalities. Although you will not be eligible for duty free diesel, we never found we could get any in any case! Just remember when leaving Japan you need to reclaim your status as a 'foreign yacht'!

Harbours, anchorages etc

We found it hard to understand when we were told that no one in Japan anchors! This is not entirely true, but most bays and possible anchorages have concrete walls and harbours so yachts are forced to go in. Usually this means tying alongside concrete walls with big barnacles, and in the Inland Sea and southern islands a significant tidal range.

Occasionally there are floating docks which are a godsend when you can use them!

A board with fenders both inside it and outside are the best way of protecting your top sides. Plenty of old fenders usually polystyrene covered in plastic can be found by scavenging!

Fishing Harbours

In general visiting yachts should use the bits of wall with yellow and black stripes. Some fishing boats also use these places. Try to use an area where local boats have not left their lines and fenders, they may return, although often these seem to be abandoned.

There are no floating docks that we found in the Sea of Japan, but Tidal Range is small compared to the Inland Sea and the south islands.

Aleutians**Aleutian Islands and Alaska Peninsula to Prince William Sound**

54 27.20 N 164 53.36 W

webmaster - 09/01/2019

A new revised version of the RCC Pilotage foundation pilot for this area including information to the end of 2018 is now available as a free download from <https://www.rccpf.org.uk/pilots/172/Aleutian-Islands-and-the-Alaska-Peninsula-to-Prince-William-Sound>



Africa N - TUNISIA

Ghar el Melh

37 9.264 N 10 13.78 E

Marjolein De Bruijne (Messenger) - 29/12/2018

It is a busy fishing port and there is not much room but yachts are welcome. Stay away from the corners where it is more shallow, and be aware of the anchorlines of the fishingboats. Tie up alongside one of the larger fishing boats.

The authorities in the port are very friendly and helpfull. there is transport from here to Tunis and Bizerte.

Facilities:

There are 3 points with water and electricity, on each side of the port 1.

Fuel is available in the west corner

Hauling out is not possible, there is no crane, but there is a shipyard.

Charges are the same as every fishing port:

1 TD per meter per day and 2 TD per gross ton per stay (aout 12 euro's for a 3 day stay)

Tabarka

36 57.53 N 8 45.64 E

Marjolein De Bruijne (Messenger) - 29/12/2018

Addition to the 4th edition:

The extended harbour is finished, so it got quite big and it gives good protection in the strong North-West winds. The place for visitors is indeed alongside the quay in front of the Captainerie. But don't worry, there will be staff available to point a pace. The port got quite busy with fishingboats, diving boats and "pirate boats" so probably you will moor alongside other yachts or boats.

The charges changed and are the same in all the fishingports of Tunesia:

1 TD per meter per day

+ 2 TD per gross Ton per visit.

so when you stay here 3 days for example, it will cost you about 12 euro's. That's a relief when you come from the European side :)

The authorities do ask for Bakseesh here again, but in a friendly and they don't force. I think it has to do with the economic decline since the Arabic Spring.

Most of the water and electricityboxes on the quay are broken, So the yachts need to make turns to connect to water or electricity, wich is not really a problem. The harbourmaster, Marhuan asks extra money for water, showers and electricity but i'm not sure if this is official ;)

The showers are there, and they work but it is in a delapidated state. Don't expect any luxury, but it is possible to enjoy a warm shower here. We found laundry from the harbourmasters family hanging crisscrossed trough the shower facilities, and fishing tackle in te floor :)

It is again possible to visit the Genoese castle on Tabarka Island. You can obtain permission trough the tourist office. (an experience on itself because of the overwhelmingly friendly Director)

**Cap Zebib**

37 16.00 N 10 4.167 E

Marjolein de Bruijne (Messenger) - 28/12/2018

The harbourmaster affirmed that the port has now a good depths and the entrance channel does not shift anymore. The lights are working, so it seems to be safe to enter at night as well.

The pontoons have water/electricity boxes now which are available. you pay according to use.

HARBOURCHARGES:

Same as in all ports du peches. 1TD per meter per day and 2 TD per gross Ton per stay on Tax. (about 12 Euro's for 3 days)

Repairs: Crane is broken, not possible to haul out here.

Bizerte Zarzouna - fishing port

37 16.02 N 9 53.58 E

Marjolein de Bruijne (Messenger) - 28/12/2018

This port is no longer open for yachts that just look for a cheaper alternative for Marina's.

In case of emergency, bad weather or hauling out it is possible to enter the port. To be sure you can best ask in advance: 72591190

Bizerte Marina- port du plaicanse

37 16.57 N 9 52.80 E

Marjolein de Bruijne (Messenger) - 28/12/2018

The new marina in Bizerte is finished. It is huge and very fancy. There is plenty of room for visiting yachts and they are equipped to receive large size pleasure crafts as well.

APPROACH:

VHF CHANNEL 9 & 16

The marina is situated on the same place as the old one. You find the entrance to the first bassin at 33.274407, 9.883499. Immediately at your left hand you find the captainerie with the visitor quay in front where you can moor to check in. There is staff available 24 hours, and when this is your port of entry all authorities will come and visit you here. They will point you a berth afterwards.

CHARGES for a 12m yacht:**HIGH SEASON (may-October)**

Day TD 80.000 (about 22 Euro)

Month TD 1000.000 (about 285 Euro)

LOW SEASON

Day TD 50.000 (about 14 Euro)

Month TD 1000.000 (about 185 Euro)

electricity, water and showers included for short stays.

FACILITIES

water and electricity laid to each berth

Showers and bathrooms at the captainerie, luxurious and clean

Fuel: not yet, it is planned to be built in front of the Captainerie

Wintering is well possible in the water here. there is good guarding 24 hours.

Laundry - in town



wheater forcast - available from reception

Hauling out - not yet possible. maybe in future. (you can do this in the fishingport La Goulette or the commercial port)

Ile de la Galite anchorage

37 31.25 N 8 56.26 E

Marjolein de Bruijne (Messenger) - 28/12/2018

addition to the 4th edition:

Several sailers told us that the Island is really worthwhile a visit, but the bay is almost never calm. Expect to have some swell in the bay. (In our attempt with Nort-West wind we experienced the same)

Sidi Mechreg

37 10.14 N 9 7.605 E

Marjolein de Bruijne (Messenger) - 28/12/2018

This port is finished now, and it is rarely visited by Yachts. This makes it very pleasant to stay because the locals aren't used to tourists and they really treat you as friends. People invite you to eat at their houses and give you a tour to the mountain etc.

The approach is difficult. When there is a swell of 1 meter or more (from the Nort or West) I would not recommend to enter this port. The entrance is very narrow and half of it is silted, When there are waves the danger of surfing on the waves and hitting the pier is very real and next to that you will be more likely to hit the bottom. (A catamaran got shipwrecked while entering this port in bad wheater, and we almost)

BUT When the sea is calm you should really visit this port, because it is just an amazing place. Approach from the North-West and stay close to the Northern pier. This side is at least 2 meters deep. When you doubt you can call the Garde National on channel 16 or the harbourmaster Mongi Abassi on tel: 98109806

Prices are the same as all fishing ports:

1 TD per meter per day + 2TD per gross Ton per stay on tax

Africa N - MOROCCO

m'diq, Morocco

Marjolein Doornenbal (Messenger) - 26/12/2018

We used this port as a port of entry. The officials were very friendly and did not ask for Bakseesh. They weren't very time efficient, but that was according to expectation ;)

We were blown away by the hospitality of the locals. A local girl showed us around the village. The quay looks really fancy with the nice white and blue buildings, luxurious restaurants and the reserved yacht bassin for the King. Behind it you find the normal village with small foodstalls and a market. The local girl helped us with buying mobile internet (really recommend buying a local simcard, its really cheap and easy), offered us a meal and bought me a Moroccan dress!!! She resisted any form of payback from our side. We allready love Morocco!



The port itself is quite crowded. You have to find space between the fishingboats and speedboats and moor bow/stern to. The spacious bassin after entrance on the right is reserved for the King and his friends. There is a shower and toilet, though not in really good condition.

El Jebha, Morocco

35 12.68 N 4 39.49 W

Marjolein de Bruijne (Messenger) - 11/12/2018

The fishing port is indeed not expecting visitors, but you can stay in the protected bay of Maresdar, just around the corner. It is a 10-minute walk to the village, with a great view. The only difficulty is that there is no customs in this village, so you need to arrive here with an entry stamp in the passport. We did not know this, so it took some smiling and talking to be able to buy some bread and in the meanwhile see the village.

After all, we stayed here for more than a week, due to engine problems. The local mechanics did a good and quick job in replacing the head gasket. The authorities did let us stay in the port because of this, and they let us enter the village without a stamp.

I really recommend visiting this authentic little village when you like to see places off the beaten path.

Atlantic Islands (Azores)

Current supplement for RCCPF Atlantic Islands

33 40.79 N 22 32.57 W

Richard Marsh (RCCPF webmaster) - 12/11/2018

This 3rd supplement for the 6th edition of the pilot includes 20 pages of new and updated information for all the island groups. Published in November 2018. It can be downloaded from the RCCPF website at <https://rccpf.org.uk/pilots/133/Atlantic-Islands>

Atlantic Islands (C.Verdes,Madeira)

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Atlantic Islands (The Canaries & Bermuda)

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Netherlands & Belgium

Terneuzen

51 19.93 N 3 49.37 E

Stephen Lennane (Dulcibella) - 11/11/2018

Small marina at end of Zijkanaal A. Supermarket nearby.

Mast Down route to South Holland

52 19.63 N 5 3.944 E

Stephen Lennane (Dulcibella) - 11/11/2018

From Muiden use River Vecht rather than Amsterdam - Rhine canal to avoid heavy commercial traffic. Join canal at Maarsse.

Almere Poort

52 20.26 N 5 7.830 E

Stephen Lennane (Dulcibella) - 11/11/2018

Marina Muiderzand. Good marina with Harry at Shipshape Yanmar agent and able to do engineering work. Very good chandlery

Urk

52 39.50 N 5 35.81 E

Stephen Lennane (Dulcibella) - 11/11/2018

Arrive early and take up berth on Western breakwater. Nice town worth a visit.

Lemmer

52 50.62 N 5 42.65 E

Stephen Lennane (Dulcibella) - 11/11/2018

Route through town pretty with alongside moorings. Approach to lock tortuous for large yacht. Main canal may be easier.

Stavoren

52 53.14 N 5 21.32 E

Stephen Lennane (Dulcibella) - 11/11/2018

North harbour quieter. Chandlery nearby



Harlingen

53 12.11 N 5 25.23 E

Stephen Lennane (Dulcibella) - 11/11/2018

The passage going N.E. from the harbour along the coast is particularly difficult in the part past Polder de Koning. Less than a metre found at high water springs. Time of actual high water there difficult to ascertain.

Schiermonnikoog

53 28.26 N 6 10.03 E

Stephen Lennane (Dulcibella) - 11/11/2018

Winding approach to harbour should be taken carefully. Harbour - soft black mud. Does not dry at centre pontoons but only about 20cm depth. Pleasant walk across dunes to Lighthouse and North beach.

Norway

Latest Update and Corrections for RCCPF Norway

64 1.183 N 9 0.185 E

Richard Marsh (RCCPF webmaster) - 07/11/2018

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0166-1S.pdf

or copy and paste it into your browser.

Spanish Mediterranean - Intro - Existing corrections to pilot

Latest Update and Corrections for RCCPF Mediterranean Spain

40 43.95 N 1 10.22 E

Richard Marsh (RCCPF webmaster) - 07/11/2018

Latest Update and Corrections for RCCPF Black Sea

Click the link to download the latest supplement

https://www.imray.com/files/book_supplements/IB0236-S.pdf?id=1541592441

or copy and paste it into your browser.

Brazil

Latest Update and Corrections for RCCPF Brazil Cruising Guide

14 25.00S 37 37.36 W

Richard Marsh (RCCPF Webmaster) - 07/11/2018

The latest supplement is attached to this report or can be downloaded from the RCCPF website at [https://rccpf.org.uk/pilots/163/Cruising-Guide-to-the-Coast-of-Brazil-Part-1-\(EPUB\)](https://rccpf.org.uk/pilots/163/Cruising-Guide-to-the-Coast-of-Brazil-Part-1-(EPUB))



Pacific Crossing Guide

Latest Update and Corrections for RCCPF Pacific Crossing Guide

12 17.01 N 124 7.412 W

Richard Marsh (RCCPF webmaster) - 07/11/2018

Click the link to page with link to download the latest supplement

<https://rccpf.org.uk/pilots/138/Pacific-Crossing-Guide>

or copy and paste it into your browser.

Biscay S - Asturias

Cudillero

43 34.03 N 6 9.118 W

William Garnett (Hero) - 12/10/2018

Delightful former fishing village now given over to high end tourism. Positano in north Spain. narrow harbour entrance and the fore/aft mooring are taken by local boats. small marina inside the sea wall with good depths or tie alongside local boats. V friendly and fun.

Gijon

43 32.73 N 5 40.07 W

William Garnett (Hero) - 12/10/2018

The Marina Yates is remote, dirty and very run down sadly. Leaving a boat there for a time is an option but it is also close to a filthy recycling plant and so the boats get covered in an oily black grime. Not recommended. Similar problems with pollution exist at Aviles

That said the manager Jesus, was charming and helpful.

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St Vicente de la Barquera

43 24.07 N 4 24.19 W

William Garnett (HERO) - 12/10/2018

Entrance shallow, dredging underway. arrive HW, and avoid after HW if onshore winds as there are standing breaking waves. keep to starboard. Three long mooring trots just below the bridge. considerable movement amongst yachts near HW and on the ebb, so fenders necessary. Great medieval church at top of the hill. Peppers stuffed with fresh prawns at Folia.



Biscay S - Cantabria

Castro Urdiales

43 22.78 N 3 12.33 W

William Garnett (HERO) - 12/10/2018

Now 10 visitors moorings. 25 euros includes 24 hr launch service to the RCNCU (friendly) Recommend fresh anchovies at meson Marinaro.

Biscay S - Pais Vasco

Bermeo

43 22.78 N 3 12.33 W

William Garnett (HERO) - 12/10/2018

Six new visitors pontoons en route to the inner harbour north of stbrd light.. power and water. excellent place from which to visit Bilbao, either by train via Guernica or bus. each approx. 1 hr.

Lekeitio

43 22.27 N 2 30.19 W

William Garnett (HERO) - 12/10/2018

The anchorage just outside the entrance has silted. so very shallow and confined to areas close to the rocks. not a welcoming harbour, and the pontoon on the left on entry is private as are all the other pontoons. better off going to Bermeo.

San Sebastian

43 19.40 N 2 0.016 W

William Garnett (HERO) - 12/10/2018

The fisherman's harbour (Puerto Pesquero) now has 16 excellent new visitors pontoons for yachts up to 15M(not yet shown on Navionics).. Pay by credit card on arrival. you get passcode with your receipt. use of facilities at RCNSS but the club is not welcoming. Noisy but great fun.

Alaska SE & Canada W - San Juan and Gulf Islands

Snug Cove, Bowen Island, BC

49 22.72 N 123 19.93 W

Clive Woodman (Cosmic Dancer) - 12/10/2018

The Union Steamship Co Marina Resort is a very attractive marina located just over 10 miles form Vancouver city centre. Originally a resort destination, mostly for day excursionists from Vancouver, in the Victorian era, it retains a rustic charm. Describing itself as a "boutique" marina, the quality of the facilities on offer justifies this epithet.

There are a number of interesting restaurants ashore and some good short walk in the park to the NW of the marina.



Black Sea

Poyraz

41 12.27 N 29 7.691 E

Will Pedder (Zorra) - 28/09/2018

New quay under construction in SE of harbour, with a new short mole protecting it. Still plenty of room to anchor as per Pilot.

The new Yavuz Sultan Selim Bridge across the Bosphorus is beautiful, and beautifully lit at night. Poyraz provides a front-of-house view.

Sile

41 10.72 N 29 36.40 E

Will Pedder (Zorra) - 27/09/2018

The new marina on the SE side of the harbour is now built. See the attached two photos. The jetties are concrete on piles, with vertical rubber fenders, plastic faced, suitable for (fishing boats) with gunwhales or rubbing strakes. Utility pods everywhere, not yet connected. Depths vary - we found 2m N approaching the third jetty from the entrance, but 2.3m alongside it. The second jetty is deeper.

We found min depth in harbour entrance 3.7m, as on current Navionics. That was on the leading line as per Pilot which shows 5m.

In Sep we found oodles of space, sheltering for four days from a stiff NEly. No swell through the entrance, but quite a chop in the large harbour, with breakers over-topping the W mole. Regular buses to Istanbul, 1 1/2 to 2 1/2 hrs depending on traffic.

Atlantic Spain and Portugal - 1 Galicia and 1.1 Ria de Cedeira to Cabo

Corme Galicia NW Spain

43 15.59 N 8 57.70 W

Martin Walford (Lalji) - 24/09/2018

Atlantic Spain and Portugal 7th Edition Page 42

There have been some changes at Corme. There is now one green buoy outside the harbour, marking the starboard side of the entrance, of a size that it can now be identified from seaward. There is still one small green buoy (there used to be two) inside the harbour marking the approach to the anchorage. The viveros have been removed and as a consequence there is more swell in the anchorage.

Arctic and Northern Waters - Iceland

Raufarhofn

66 27.35 N 15 56.75 W

Michael Jaques (Umiak) - 20/09/2018

Page 117. Very bleak in wet weather. The inner harbour is a different layout to the chart and full. Moor on quay as described in the Pilot.

**Husavik**

66 2.517 N 17 20.65 W

Michael Jaques (Umiak) - 20/09/2018

Page 115. Moor to wooden jetty on the starboard side as you enter. Several good restaurants. Follow the whale boats on AIS and you will see whales.

Isafjordur

66 3.979 N 23 7.515 W

Michael Jaques (Umiak) - 20/09/2018

Page 104. There is a new pontoon and wood lined pier in the inner harbour which is suitable for larger yachts.

Patreksfjordur

65 35.90 N 24 0.309 W

Michael Jaques (Umiak) - 20/09/2018

Page 102. The small boat harbour is very full but you can berth on the fish quay.

Flatey

65 22.51 N 22 55.03 W

Michael Jaques (Umiak) - 20/09/2018

Page 99. There is not enough room to swing in the volcanic crater anchorage as there are local boats on moorings. The tide does swing the boats. The holding is also poor. It is however possible to moor to the shore to restrict swinging movement.

The jetty at the SW end of the island would be suitable for berthing and is very robust. There is also an anchorage in the pool beside it.

Olafsvik

64 53.63 N 23 42.27 W

Michael Jaques (Umiak) - 20/09/2018

Page 96. This is a very smart town. The pontoon as described in the Pilot is not available for visitors. Call the Harbourmaster on ch 12 for directions on berthing which will be against a wood clad harbour wall.

**Vestemannaeyjar**

63 26.63 N 20 16.32 W

Michael Jaques (Umiak) - 20/09/2018

Page 89. The described pontoon in the inner harbour is full of local boats and not really suitable unless directed by the Harbourmaster. There is berthing on the harbour wall to as you enter the inner harbour on your starboard side.

Electronic charting in the Northwest Fjords

66 1.815 N 22 44.88 W

Michael Jaques (Umiak) - 20/09/2018

There is considerable inconsistency with depths on both CMap and Navionics charts although this was always favourable in that it was deeper than recorded. The GPS positions are not always accurate to the charts and visual plotting will be required during pilotage ie don't rely on them in poor visibility.

Arctic and Northern Waters - Faroe Islands**Eidi**

62 17.83 N 7 5.620 W

Michael Jaques (Umiak) - 20/09/2018

Page 70. This is quite exposed in southerly winds. Best berth is the incut dock in the NW corner. They will open the Church for you which is worth a visit.

Fuglafjordur

62 14.53 N 6 48.80 W

Michael Jaques (Umiak) - 20/09/2018

Moor on the pontoon opposite the inner harbour entrance which has the fuel at one end. There is 4m of depth.

Tvoroyi

61 33.30 N 6 49.02 W

Michael Jaques (Umiak) - 20/09/2018

Page 58. The berthing is limited here other than the wooden jetty which appears to have permanent vessels on it. Vagur is a better option.

Midvagur

62 2.682 N 7 10.85 W

Michael Jaques (Umiak) - 20/09/2018

Page 62. Berth alongside the fishing boat as described in the Pilot. The pontoons in the inner harbour apparently have chains holding the pontoons which may catch a deep keel. The 2nd World War museum is worth a visit as is the walk to the headland.

**Torshavn**

62 0.511 N 6 46.34 W

Michael Jaques (Umiak) - 20/09/2018

Page 64. There is a Foreign Visitor pontoon in the NE corner of Vestaravag. This is tight and the water does shallow but yachts to 50ft will be able to get in.

Vagur

61 28.18 N 6 47.82 W

Michael Jaques (Umiak) - 20/09/2018

Page 56. The inner harbour has good berthing. The harbourmaster is very helpful. There is a Philipino café on the dock! We thought this was a preferable staging post to Tvoroyi.

Arctic and Northern Waters - Greenland**Storo Island**

66 9.813 N 35 31.16 W

Michael Jaques (Umiak) - 20/09/2018

Page 237. If the bowl is full of pack ice it is possible to anchor in the mouth in 10m with good holding.

Sermiliigaq

65 53.94 N 36 22.42 W

Michael Jaques (Umiak) - 20/09/2018

This is a small settlement with a store.

Anchor to the east of the village in a bay in 10m near the dog spans. Poor holding but shore lines can be used.

There are a group of semi-submerged rocks brg 150mag, 300m from the anchorage.

Tvoersund

71 15.42 N 21 47.17 W

Michael Jaques (Umiak) - 20/09/2018

The bay in the NW of Tvoersund has good holding with shelter and a stream.

Mariager Fjord

70 58.14 N 21 57.55 W

Michael Jaques (Umiak) - 19/09/2018

Anchor at the head of the fjord. Good holding in sand at 10m in several places. Water from stream. Very sheltered from all directions. Beautiful scenery. Crag for rock climbing. Voted our favourite anchorage.

**Ella Island**

72 51.98 N 25 5.318 W

Michael Jaques (Umiak) - 19/09/2018

This is the summer base of the Sirius Patrol. A very stunning island. Anchor in 10m outside of the moorings. Beware of submerged rocks on the west side and to the west of the land when heading south out of the bay.

Nyhavn

72 16.45 N 24 4.185 W

Michael Jaques (Umiak) - 19/09/2018

This is the site of a disused lead mine now the summer logistics point of the Sirius Patrol. There is an airstrip called Mesters Vig nearby operated by the Danish military. It is possible to purchase fuel at Nyhavn. Good holding in the bay just north of the jetty. Bears are common here.

Kolding Fjord

70 42.10 N 21 38.70 W

Michael Jaques (Umiak) - 19/09/2018

242.

There are 3 anchorages in the fjord.

Sandbach Halvo as described in the Pilot has good holding but is unprotected from the south and can attract a swell. Note Fangsthaus is a hunters cabin

70 42.3N 21 43.9W

On the south shore with good holding under the glacier.

70 43.5 21 47.8W

Good holding at the head of the fjord. Sheltered and picturesque. Water on north shore.

Leicester Bugt

71 59.59 N 27 54.53 W

Michael Jaques (Umiak) - 19/09/2018

Anchor in 12m with good holding in mud in the NE corner of the bay about 100m from the shore. Very remote. Musk ox on the shore.

Myddebugt

70 35.49 N 25 47.22 W

Michael Jaques (Umiak) - 19/09/2018

Good holding in 20m. It would be possible to head further into the bay. Note a sand bar to the south of the islands.

**Skillebugt**

71 14.89 N 25 43.94 W

Michael Jaques (Umiak) - 19/09/2018

Anchor in good holding in 10m in the NE of fjord under the last vegetation slope before the moraine about 120m from the shore.

Kap Boswell

67 53.97 N 32 6.893 W

Michael Jaques (Umiak) - 19/09/2018

There is a cove on the southern side by the point where it is possible to moor using shore lines. You will require rock pegs. Beware of wave surges from breaking and capsizing bergs.

Nordre Aputiteeq

67 46.66 N 32 15.48 W

Michael Jaques (Umiak) - 19/09/2018

There is no jetty as described in the Admiralty Pilot.

Kap Warming

67 1.800 N 33 44.89 W

Michael Jaques (Umiak) - 19/09/2018

There is a beach at the head of the bay where it is possible to anchor in 10m. There is a risk of stonefall from the cliffs above so don't anchor any closer.

Illivtiartik

66 46.09 N 33 58.44 W

Michael Jaques (Umiak) - 19/09/2018

Anchor at the head of the fjord on the east side of Poulsen Fjord in 10m. Water nearby.

Tasiilaq

65 33.62 N 37 40.82 W

Michael Jaques (Umiak) - 19/09/2018

The fuel pontoon is behind the small boat pontoon and should only be accessed at high water. Be careful of submerged buoys. Water is very expensive.

Greenland - Electronic Charts

70 15.10 N 26 54.67 W

Michael Jaques (Umiak) - 19/09/2018

Both CMap and Navionics have very poor coverage of East Greenland. In many cases, there are significant differences between them, neither being the most accurate. Another issue is that the yacht's position would change on the visual display, dependent on the level of zoom being operated at



Greenland - Anchoring & Mooring

73 2.028 N 38 53.49 W

Michael Jaques (Umiak) - 19/09/2018

Anchoring

Quite often the bottom rocky and holding is poor so plenty of chain will be required. Better holding will be found on moraine and river mouths.

Shore Mooring

Mooring to the shore adds confidence to the security of the boat however, in anchorages featuring ice moving around on the tidal currents, the additional moorings may present the side aspect of the yacht to the current and it is far easier to manage this with swing on an anchor if good holding can be found.

Another issue to consider is the effect that surge waves can produce on the yacht and anchors. These can be produced by calving glaciers or breaking and capsizing ice bergs. If the anchor is down a rapid escape from a shore mooring would be difficult.

Mooring ashore requires some organisation. The area should be surveyed from the dinghy, with a hand-held echo-sounder initially, and then the anchors should be set up ashore before manoeuvring the yacht into position and running out the lines. The yacht can be stabilised using the anchor.

A range of anchors for mooring ashore should be carried including, metal spikes, pitons and rope or wire slings. Some mountaineering expertise is advantageous in placing these anchors

Greenland - Permit & Insurance

72 29.35 N 34 35.57 W

Michael Jaques (Umiak) - 19/09/2018

The Greenland Government requires expeditions and/ or yachts to have a permit when off the "beaten track" defined on their website www.naalakkersuisut.gl which also explains in detail the process.

This process requires plenty of time but is not onerous and you should allow 8 months. In addition to completing the application form with a detailed plan you require a Radio Licence and a Firearms Permit from other Greenland Government departments.

Additionally you require Search and Rescue Insurance which despite considerable research we were only able to find one company who would sign to the Greenland Governments terms. They are www.forsikring.gl based in Greenland and very helpful but expensive as an indication our insurance was circa £4k. Each individual will also require their medical insurance which can be difficult to obtain.

Greenland - GREENPOS & JRCC

71 38.88 N 35 43.65 W

Michael Jaques (Umiak) - 19/09/2018

The reporting is required on UTC at 0000, 0600, 1200, 1800 in the format described in the Pilot. This should be in the EEZ (Economic Exclusion Zone) which is 200nm offshore. It is unclear if small pleasure vessels are required to report unless they have an Expedition Permit and clarification should be sort from the JRCC. There is no feedback from JRCC when you send your report if you use email and they will sometimes ask other vessels to keep a look out for you because they have either not received a report or lost it.



Africa N - MOROCCO

Tangier - New Tanja Bay Marina

35 47.02 N 5 47.61 W

Kris Adams (S/V Taipan) - 18/09/2018

Tangier. For members information. We just spent 5 nights in the new Tangier Bay Marina. The welcome was extraordinary with 3 men to catch our lines. There is a big fuel dock just before the arrival pontoon. The Arrival Pontoon around to the right has nice big cleats but it is higher than normal docks, so fenders up. The office conducts arrival and berthing details and the Customs and Immigration office is adjacent. All the facilities are new. Arrival formalities took approximately half an hour. The new town is to the east as you leave the marina precinct and the Medina Souk Kasbar is to the right for various entrances. We found many spoke good English. Especially the dock staff. Physical security on the docks is lacking as its easy to climb but there are a lot of guards and the public is not allowed down on the waterfront where the boats are docked. We paid €20 per night inclusive. The bathrooms although new have a few design issues but nothing more than many marina bathrooms! The only downside is that the marina is Med mooring and it might be tight when its full but right now there were only 9 yachts and a few power boats. Over 200 berths available. We got a hammerhead so we were happy. Dock water is potable. Taxis are cheap. The marina has several good restaurants and a patisserie along its upstairs waterfront. I have a ubiquity Bullet high gain antenna and was able to receive good internet aboard. We will definitely be going back. Thoroughly enjoyed the whole experience. Oh and clearing out, you go to the arrival pontoon and finalize formalities. This took 10 minutes.

Additional note from the author of NA:

It is a huge relief to see from Kris Adams' report that this new marina is finally open for business and providing an excellent and speedy service at check-in and departure when completing formalities.

The location of Tanger at the entrance of the Strait of Gibraltar and the Atlantic makes this marina the most important in Morocco, serving as a departure point for those heading south as well as those transiting towards Gibraltar and the Mediterranean. Open just in time to welcome the ARC fleet on its way south to the Canaries and across the Atlantic over the next few months and offering unlimited supply of fresh meat, fruit and vegetables.

The ancient casbah just outside the port is well preserved and offers a view of Morocco's very ancient past. Several excellent ethnic hotels and restaurants are also within the walls of the ancient city.

Morocco has been making huge strides to open up its market to yachting tourism, the King being a keen water-sportsman and yachtsman himself.

<http://www.tanjaminabay.ma/en/la-reconversion/#1470929330701-1bc90f31-4c10>

Atlantic Spain and Portugal - 11.1 Foz do Minho to Leixos

Leixoes (Portugal) Facilities

41 11.20 N 8 42.3 W

Richard Waite (Tahira) - 13/09/2018

Atlantic Spain and Portugal 7th Edition Page 149.

Chandlery: There is a new chandlery next to the marina office called Walk on Wind (WOW). Small but useful stock and willing to order and ship (e.g to a future port) most other items.

Gas available.

Full laundry service.

Will arrange engine / electrical / sail / rigging services and shuttle to airport. Good English spoken. Open 0900-1300 and 1430 - 1830 and contactable by phone on Sunday. Tel: +351 925 862 030 or mobile: +351 963 237 060.

Restaurants: there is in fact a good selection of simple restaurants and cafes just across the road from the port entrance.



Atlantic France - La Vilaine and La Loire

Loire River

47 17.02 N 2 9.108 W

Nicholas Charman (Fera) - 06/09/2018

The tidal strategy for pilotage from St Nazaire to Nantes is based on tide times for Nantes. To make this clearer in the pilot book please add 'Nantes' after low water in line 1 and again in Line 6 when referring to high water.

Adriatic E

Croatia

42 40.03 N 17 48.69 E

Will Pedder (Zorra) - 03/09/2018

New yacht tax rates for 2019 attached.

Norway

Åbyfjord

58 59.1 N 9 41.50 E

Nigel Wollen (Wish Hound) - 03/09/2018

3rd Edition page 69. Attractive fjord with easy entrance. Sheltered in all but Easterlies. Several good spots to anchor. Good shelter from SW at extreme W end of fjord. Good holding in mud.

Skuttevikilen

58 53.77 N 9 32.76 E

Nigel Wollen (Wish Hound) - 03/09/2018

Lovely anchorage, well worth the narrow entrance, keeping within touching distance (arm's length) of the rocks on the W side to avoid a protrusion at waterline level.

Rubbish bins in hut near landing stage on W shore, and toilets about c.100m inland from there.

Norway 3rd edition Page 70.

Norway - Oslo Fjord: Swedish border to Larvik

Spervikbukta anchorage, Sandefjord,

59 4.200 N 10 13.5 E

Nigel Wollen (Wish Hound) - 26/08/2018

3rd Edition Page 63. This anchorage is mentioned in the supplement. It lies immediately south of Storoya, and provides excellent shelter in all except from the E. It is adjacent to the Hemskilen nature reserve and is very attractive. We were told by a local that it is the most secure anchorage in Sandefjord.

**Storoya**

59 4.699 N 10 13.30 E

Nigel Wollen (Wish Hound) - 26/08/2018

3rd Edition page 63. This was found to have poor holding (much sea grass) and to be gusty in SW6. Better shelter at Spervikbukta on south side of Storoya.

Aroysund, Notteroy

59 11.01 N 10 27.92 E

Nigel Wollen (Wish Hound) - 26/08/2018

Good anchorage at the N end of Aroysund at 59.10.97N 10.27.74E. in the bight on the East side of sound. Good holding in mud, and plenty of room to swing (unlike further down the sound) . Sheltered from all except North.
3rd Edition Page 61

Naersnes

59 45.79 N 10 30.40 E

Nigel Wollen (Wish Hound) - 26/08/2018

Anchorage and marina, sheltered except from North, in bight on W side of Oslo Fjord, half way between Vollen and Sandspollen. Good holding in mud in 10m.

Space for visitors alongside marina outer pontoon. One toilet in small red building. Restoration of traditional boats in small yard from which salt used to be exported to England and Holland.

Noway 3rd ed. page 56
