



## Cruising Notices - Latest Notices

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### 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>

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### 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.

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**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.

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**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

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**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.

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**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.

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**Stavoren**

52 53.14 N 5 21.32 E

*Stephen Lennane (Dulcibella) - 11/11/2018*

North harbour quieter. Chandlery nearby

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**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.

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## 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.

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## 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](https://www.imray.com/files/book_supplements/IB0166-1S.pdf)

or copy and paste it into your browser.

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

or copy and paste it into your browser.

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## 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))

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## 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.

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## 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.

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### 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.

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## 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 Marinero.

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## 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.

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### Lekeito

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.

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### 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.

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## Atlantic France - Atlantic France

### Arcachon

44 35.85 N 1 17.23 W

*William Garnett (HERO) - 12/10/2018*

With the sandbanks moving almost daily the advice is to contact the semaphore tower north of the entrance. if you have AIS they will contact you.

They strongly recommend entry from -2HW up to HW, but not after. Current runs at 3.5kts springs, so entry after HW is dangerous and slow.

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## Biscay S - Atlantic France

### Arcachon

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## Alaska & 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 from 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.

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## 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.

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### 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.

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## 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.

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## 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.

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### 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.

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### 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.

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### 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.

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### 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.

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**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.

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**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.

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**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.

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**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 in-cut dock in the NW corner. They will open the Church for you which is worth a visit.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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**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.

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### **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

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### **Greenland - Anchoring & Mooring**

73 2.028 N 38 53.49 W

*Michael Jaques (Umiak) - 19/09/2018*

#### Anchoring

Quite often the bottom is 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

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### **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](http://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 Government's terms. They are [www.forsikring.gl](http://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.

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**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.

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**Africa N****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.tanjamarinabay.ma/en/la-reconversion/#1470929330701-1bc90f31-4c10>

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**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.

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## Atlantic France - La Vilaine and La Loire

### Loire River

47 17.02 N 2 9.108 W

*Nicholas Charman (Fera) - 06/09/2018*

Ref page 225, Pilotage/St Nazaire to Nantes (and back). The pilotage advice re current flows in the Loire seems to be adrift. Following the advice in the book re arrival at St Nazaire 1hr BEFORE HW, we encountered a strong counter ebb current for fully 2/3 of journey to Nantes, before flood started. Left Nantes at slack water, and had fast trip back with good current all the way.

Looking at the tidal flows, I'd suggest an amendment to say "arrive St Nazaire HW PLUS one and half hours, for good flood current. Leave Nantes for return trip at slack current, at or around HW." (Bloc Marine says "only navigate with the current" - not very helpful, but true!)

Happy to discuss, Nick

Otherwise a very good description of the Loire journey ..... thanks!

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## Adriatic E

### Croatia

42 40.03 N 17 48.69 E

*Will Pedder (Zorra) - 03/09/2018*

New yacht tax rates for 2019 attached.

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## Norway

### 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

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### Sandvika

59 53.30 N 10 31.59 E

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

Confirmed excellent place for crew changes. The showers etc are in the unmarked white building and are locked at night (and sometimes forget to reopen). Pay for berth at parking machine. (Lovely walks and swimming coves on Kalvøya, across pedestrian bridge.(less crowded than the huge artificial beach).



Norway 3rd edition page 56.

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### **Aker Brygge, Oslo**

59 54.48 N 10 43.51 E

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

Aker Brygge marina no longer accepts reservations. Its phone number is +47 22831990 (the number given is the private number of the previous owner of the marina)  
Norway 3rd edition page 54/55.

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### **Kulpeholm**

59 28.98 N 10 41.26 E

*Nigel Wollen - 26/08/2018*

Confirmed excellent anchorage but swimming buoys laid off beach at north end have reduced space somewhat.  
Norway 3rd edition page 51.

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### **Son**

59 31.45 N 10 41.00 E

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

The first pontoon on starboard side is run by local sailing club and does not give access to showers, laundry etc but is available to visitors (outer berths exposed to SW) The second pontoon is the official Gjestehavn.

Son does now have a Vinmonopol  
3rd Edition page 51.

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## **Alaska & Canada W - Northern BC Coast**

### **Beaver Passage**

53 45.26 N 130 18.88 W

*Clive Woodman (Cosmic Dancer) - 24/08/2018*

Tides flow strongly through the Beaver Passage and at springs can reach 4 knots or more between Spicer Point and Gurd Rock

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### **Patterson Inlet**

53 27.44 N 129 47.16 W

*Clive Woodman - 24/08/2018*

A wonderfully sheltered anchorage on the east side of the Principe Channel. The entrance is narrow but deep and free of dangers. Once through the first set of narrows head for the second set of narrows and anchor in the northernmost of the 2 basins at the head of the Inlet. Excellent holding in thick clay in 10-12m of water with steep mountains on all sides. The southerly basin is very pretty but depths are a little too deep for comfortable anchoring.

Whilst this is a wonderfully protected and sheltered anchorage in normal conditions, the mountain topography and experience of anchoring in similar anchorages in this area suggests that it could be subject to williwaws and severe downfall winds in a strong SE blow.



### **Spicer Islands**

53 45.11 N 130 21.66 W

*Clive Woodman (Cosmic Dancer) - 24/08/2018*

The cove between Spicer Island and South Spicer Island offers excellent shelter and an “off the beaten track” feeling since most boats taking the outer “Inside Passage” seem to take the Petrel Channel.

Enter the anchorage from Beaver Passage using the easternmost of the 2 passages between Spicer Island and Outhouse Spicer Island which has a depth of around 4.5m at its narrowest and shallowest Point. Rocky ledges extend about 15m into the channel from both sides of the Narrowest point so a mid Channel course is needed. Anchor in the inner bay in 6-8m with excellent holding in thick mud and some kelp.

The chart suggests it should be possible to enter through the channel about 150m to the west of the one described above which has charted depths of 3-4m. However, we found the depths in this channel to be less than 2.0m. The entrance to the anchorage from the Schooner Passage also looks extremely problematic.

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## **Alaska & Canada W - SE Alaska - South of Wrangell**

### **Meyers Chuck**

55 44.43 N 132 15.49 W

*Clive Woodman (Cosmic Dancer) - 24/08/2018*

A cosy harbour on the eastern side of Clarence Strait. The entrance is narrow and more easily transited at low tide when the surrounding rocks are visible. The Navionics chart shows a dangerous rock in the entrance channel approximately 100m SW of the green channel marker. We could find no evidence of this rock.

The pontoon at the SE corner of the cove has room for 2 or 3 boats on either side but is popular and likely to be full if arriving later in the day. There is space for 3 or 4 vessels to anchor NW of the pontoon with reasonable holding in 15-20m of water

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### **Portage Bay**

56 58.08 N 133 18.17 W

*Clive Woodman (Cosmic Dancer) - 24/08/2018*

Portage Bay is not the prettiest anchorage in SE Alaska but it is a good place to sit out a SE blow.

The entrance is narrow but straightforward and once inside you have acres of swinging room in 8-10m depth with excellent holding in thick mud. The NOAA pilot recommends entering and leaving at slack water. This is perhaps overly cautious and although a moderate tide flows in and out the mouth of the Bay, under normal conditions it should not pose problems for a powered vessel.

SE winds tend to funnel through the anchorage and in these conditions the wind strength inside may be a few knots stronger than it is outside. However the mountains are far enough away that the wind is consistent and you do not get buffeted by dangerous williwaws or katabatic winds.

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### **Foggy Bay Outer Anchorage**

54 55.88 N 130 56.58 W

*Clive Woodman (Cosmic Dancer) - 24/08/2018*

Most pleasure craft anchor in the inner cove at the NE corner to Foggy Bay.

However if this cove is full, and it often is at the beginning and end of the season when boats are arriving and departing from Alaska, then anchorage can be found in the SE corner. You need to go right in to the corner to escape from the swell, but once in there is reasonable protection from southerly winds.

Anchor in 15-20m of water with reasonable holding. 2 finger coves extend inland from the SE corner with piles and mooring buoys. These are very protected but are used extensively by the local fishing fleet

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## **Alaska & Canada W - SE Alaska - North of Wrangell**

### **Ell Cove**

57 8.277 N 134 51.97 W

*Clive Woodman (Cosmic Dancer) - 24/08/2018*

A classic anchorage on the east side of Baranof Island providing good all round shelter, ample swinging room, and depths of 10-12m for anchoring.

Anywhere else in the world this high sided mountainous anchorage could be described as exceptional, but in comparison to the other spectacular fjord anchorages on the East Coast of Baranof, Ell Cove appears distinctly average.

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## **South Atlantic Circuit**

### **Caleta Miguel (Rio Deseado), Argentina**

47 45.59S 65 57.00 W

*Isabelle Harle & Ariel Waksman (Skol) - 21/08/2018*

(named after the Patron of the tug boat Yamana, who kindly showed us the place)

The information on this useful anchorage in Puerto Deseado was supplied by Isabelle Harle and Ariel Waksman (Yacht Skol), who anchored in this caleta in 2015

Protection : all weather, some swell enters with strong NW.

Depth : 6 – 8 m

Bottom : sand – very good

Lines : 2 to 4. There are no trees. Find rocks and use if possible a length of chain to protect the lines. Note that some rocks are not strong enough, better test them.

Approach : easy but get there before the wind blows too strong.

You find shelter in a sort of channel that lies between the mainland and the peninsula.

This caleta is perfect when the winds are too violent to stay at anchor in front of Puerto Deseado. Up to three boat can find shelter at the same time.

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## **Caribbean**

### **Bahia de Almodovar, Culebra, Spanish VI - pilotage warning**

18 18 N 65 15.19 W

*Tim Barker (Mina2) - 16/08/2018*

The Bahia de Almodovar on the island of Culebra in the Spanish VIs is one of the most tranquil anchorages in the Eastern Caribbean. It is accessed by passing through a narrow passage from NE to SW from Puerto del Manglar. The charts show an islet at position 18° 18.09N 065°15.22W which one needs to leave to starboard to



access the channel. However, the chart is wrong. It is not an islet but a submerged coral reef. There ARE a couple of small islets immediately to the SE but if one were mistaken in leaving those to starboard, thinking that those were the islet on the chart, you would be set onto another reef. In addition there is a shallow patch to the southeast of the reef (shown as an islet) viewable on Google Earth which is not shown on the chart. The waypoint below avoids the shallow patch.

The waypoint marking the centre of the track to access Almodovar is therefore 18° 18.047N 065°15.181W.  
Minimum depth is 3.4m

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## General Notices

### Makkovik

55 5.135 N 59 10.24 W

*Simon Currin (shimshal) - 15/08/2018*

Latitude:

55° 5.10' N

Longitude:

59° 10.23' W

Makkovik

One of the more significant towns on mid Labrador. When we visited on July 2018 the jetty was being repaired so we anchored off. Showers, laundry and internet are available in the fish factory. Although this is not a port of entry it does have a police station and with the RCMP's help we were able to check in here following our arrival from Greenland. Reasonable supermarket. No cellphone service. Everyone extremely friendly and helpful with wild salmon and Arctic char delivered to the boat.

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## Atlantic Spain and Portugal - 111.2 The Rio Guadiana to the Rio

### Transitting the Río Guadalquivir to Seville

37 18.89 N 6 0.899 W

*Henry Buchanan (Author ASP) - 15/08/2018*

Atlantic Spain and Portugal Ed7 page 291.

It is about 55M from the mouth of the Río Guadalquivir to Seville. Starting an hour or so before the beginning of the flood (which a yacht can ride upriver for at least 9hrs – see Tides above) most yachts will be able to make it on one tide.

It has become essential today, however, to book early with the marina in Seville one intends using at the end of the river passage. To this end it is recommended (perhaps essential) that before heading upriver a stop in the marina at Chipiona for advice, and to top up with fuel, be made. There is only one marina, Puerto Gelves, that is on the river but even this gets busy and should be contacted. The other two marinas, Sun Sail Marina and Club Náutico Sevilla are in the Canal de Alfonso XIII with pleasure craft having first to cross the hurdle of the reconstructed Seville Lock (set of gates at either end), and if going on to the Club Náutico Sevilla, the Puente de las Delicias lifting bridge.

Both the lock and lifting bridge are primarily operated for commercial reasons and this must be respected.

Unfortunately, yachts and pleasure craft have a very low priority and opening times in recent years have become severely limited. It is no longer a call-up and get-in arrangement which makes planning ahead essential.

The request for opening with the promise of a confirmed berth must come from either the Sun Sail Marina or Club Náutico Sevilla 24 hours in advance of going through the new lock and lifting bridge in Seville, and even then a set opening time has to be met. Again, the marina at Chipiona can assist with planning and liaising with the marinas.

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## Baltic Russia and Kaliningrad

### St Petersburg

59 57.99 N 30 15.06 E

*Jonno Barrett (Whirlaway of Percuil) - 14/08/2018*

Fourth Edition 333. Both Central Rover and Krestovsky Yacht Club can be noisy. We chose Krestovsky because nearer for Metro, but in fact discovered that Uber is incredibly cheap and was a far better option for all travel round the city.

Shower at Krestovsky better when available.

Better shelter from Westerly at KYC

Electricity reliable, but water episodic.

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### Petrokrepost

59 56.75 N 31 1.828 E

*Jonno Barrett (Whirlaway of Percuil) - 14/08/2018*

Useful stop at the end of the Neva before or after crossing Lake Ladoga. Small place to get alongside in now disused entrance to canal, just beside the pier for tripper boats out to Schisselburg.

Handy for supermarket. 59 56.75N 31 01.00E

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## Spanish Mediterranean - Costa Blanca

### Marina Greenwich

38 37.59 N 0 0.213 E

*Steve Pickard - 13/08/2018*

It is reported that Marina Greenwich, usefully situated on the Greenwich meridian, leaves much to be desired both in the shore facilities provided and the cost of an overnight stay. The male facilities block is tiny - there are three shower stalls, one urinal and one toilet. There is a small bench perhaps 3' in length. There is no natural light and the electric light is on a self timer, and set for not a long enough period to even take a shower. There is no AC or forced ventilation. At the time of the visit the block was dirty. Essentially it is a small, dark, sauna. The cost of an overnight stay was significantly higher than any other marina experienced in a lengthy cruise.

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## France N

### St Malo

48 38.70 N 2 1.526 W

*Mike Redfern (Dafony) - 11/08/2018*

Ed 2 North Brittany page 71

Behind the white waiting bouys outside the lock there is a forest of large yellow bouys.

These have been installed by the Region at enormous expense to assist the fishermen so that they do not have to go through the lock to unload their catch. Unfortunately they are too close together so are little used.

It is perfectly acceptable to use, with caution, one or fore and aft while waiting for the lock to open.

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## Atlantic France - L'Aberwrac'h to Le Conquet

### Lanildut

48 28.20 N 4 45.90 W

*Mike Redfern (Dafony) - 11/08/2018*

The outer SHM Pierre de L'Aber has not seen any green paint for very many years. It is totally rusty!

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## Atlantic France - Brest to Audierne

### Sainte-Evette

48 0.387 N 4 33.36 W

*Sarah McIlwaine (N/K) - 08/08/2018*

Fuel is not available at St Evette. The facility was removed some years ago.

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## Atlantic Islands (The Canaries & Bermuda)

### La Palma, Canary Islands

28 40.68 N 17 45.75 W

*Hilary Keatinge - 07/08/2018*

Good News from Santa Cruz de La Palma, the marina La Palma is now guarded from undue swell by the newly installed and functioning 'gate'. Follow the links to read more, including approach advice.

<https://www.caleromarinass.com/en/marina-la-palmas-gate-now-in-operation/>

<https://www.caleromarinass.com/en/marina-la-palma/marina/approach/>

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## Atlantic Spain and Portugal - 11.1 Foz do Minho to Leixos

### Anchoring Viana do Castelo W Portugal

41 41.10 N 8 49.90 W

*Tim - 06/08/2018*

Atlantic Spain and Portugal 7th Edition Page 138

Although anchoring in the river is prohibited, a visiting yacht has been seen anchored immediately south of No 11 buoy. There appears to be plenty of room to anchor in this area in depths of 4-8m, well clear of the channel. The SW/NW orientated wharves in the area marked 'Commercial Wharf' are used by big ships, which need room to swing. The wharf shown directly south of No11 buoy is abandoned and there are disused mooring buoys off it. Anchoring in this area may be possible, particularly if the marina and waiting pontoon are full. Anchoring in the bight SW of the commercial wharf is prohibited and a yacht anchored here in 2018 was abruptly told to leave .

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## General Notices

### Qeqertarsuak or Godhavn

69 14.91 N 53 32.52 W

*Simon Currin (Shimshal) - 04/08/2018*

Qeqertarsuak or Godhavn

69 14.795 N. 53 33.087W



Lots of ice in the approach from the SW. The anchorage itself clear of ice but moorings obstruct anchoring too far into the SE inlet known as Eulners Bugt. Very sheltered. Good holding. Although the bottom is said to be fowl we had no problems. Thin filamentous weed on the bottom.

Busy small boat harbour and cargo terminal. Hotel and cafe closed when we were there so no Wi-fi. Fabulous views to the east from the rocky shore east of the comprehensive collection of aerals. Great elevated views a short walk out of town. Well stocked supermarket and quaint 'ink pot' church. Museum was closed. Fuel available from small boat harbour. Not aware of any toilets or showers ashore. Ferry port and heliport. Dog sledging on the ice cap.

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## Atlantic Spain and Portugal - 11.3 Figueira da Foz to Cabo da Roca

### Berthing Facilities, Nazaré, West Portugal

39 35.20 N 9 4.499 W

*Henry Buchanan (Author ASP) - 30/07/2018*

Atlantic Spain and Portugal 7th Edition Page 169

The berthing facilities for yachts at Nazaré are expected to be reorganized and greatly improved from the beginning of 2019. At that time the existing Porto de Recreio da Nazaré (PdeRN) marina on the southwest of the basin will be refurbished with new pontoons and become administered by the Clube Naval da Nazaré (CNN) that already has facilities at the northeast of the basin. In recent years visitors to Nazaré calling on VHF Ch 09 have been answered by the CNN staff. This will now become the normal procedure by agreement between CNN and the Docapesca. The CNN staff will direct yachts to either the increased number of pontoons at the northeast of the basin or the new pontoons at the southwest of the basin where depths are said to be of 3m throughout. At the time of writing it is not known whether the existing Porto de Recreio da Nazaré marina office, showers and WCs will continue to be used, or whether a new reception facility will be sited adjacent to the refurbished pontoons.

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## Netherlands & Belgium

### Amsterdam - Convenient friendly low-key central berthing

52 23.05 N 4 55.13 E

*James Morrow (Tai Tai) - 29/07/2018*

RCC EYES ONLY

W.V. Aeolus. Amsterdam.

A small club-run marina in central Amsterdam. Situated about 300m east of Sixhaven. Mostly box berths capable of accommodating 12m yacht. Some alongside berths with restricted rafting. Waiting piles to port on entry and harbourmaster will find you.

Adjacent supermarket. Metrostation 600m walk, and ferry to Central Station close by. Coded gate into marina. Cllub house and adequate showers/toilet facilities.

A great spot for exploring the city or leaving a boat for a week or so. Vastly cheaper than the Amsterdam marina and more central. Euro 1.5 per metre per night.

James Morrow

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## Alaska & Canada W - SE Alaska - North of Wrangell

### Baranof Hot Springs

57 5.307 N 134 50.01 W

*Clive Woodman (Cosmic Dancer) - 29/07/2018*

In our experience many hot springs can be a rather disappointing, smelly experience. Baranof Hot Springs is not such a place and is a not to be missed experience if cruising this stretch of coast.

There is a very modern, substantial well kept pontoon system at the head of the Bay with sufficient space for 3-4 yachts on either side of it and rafting up to 2 deep allowed. No facilities on the pontoon.

Ashore you have 2 options - a half mile walk up a boardwalk takes you to a series of natural hot pools in which you can bathe whilst overlooking a spectacular waterfall flowing from the lake above - there can be no better setting in which to indulge yourself.

Alternatively for those seeking a little more privacy there are a number of extremely clean spring filled bath tubs set in individual cubicles at the head of the pontoon system. These have windows looking out towards the waterfall and the pontoon together with a perfectly placed shelf on which to rest a can of beer or glass of wine whilst luxuriating in the bath and enjoying the views!!

The small settlement of Baranof Hot springs is enjoying a resurgence with a number of new very modern and tasteful summer houses having been constructed. It is understood that there are about 20 residents living there in the summer period with a single caretaker in the winter. Apart from the baths and a barbecue pit there are no other facilities and the settlement doesn't have a shop.

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### Bay of Pillars

56 36.82 N 134 13.16 W

*Clive Woodman (Cosmic Dancer) - 29/07/2018*

Bay of Pillars is a long wild Inlet on the west coast of Kuiu Island.

The recommended anchorage lies 4.5nm from the mouth of the Inlet behind 5 small islets. Anchoring off the small cove between the 2 northernmost islets gives reasonable holding in 10-12m over shingle and fine mud, and excellent views over to the mountains of Baranof Island.

Although this anchorage is open to the prevailing NW winds the reefs to the north of it keep any fetch down, and it is just as sheltered as the coves on the northern shore, all of which look as if the bottom would be a mixture of rock and kelp.

Entering the anchorage is straightforward at half tide or below when all the reefs are clearly visible and those that are not are generally marked with kelp.

You are likely to see plenty of sea otters and seals in this inlet.

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### Red Bluff Bay

56 52.37 N 134 47.88 W

*Clive Woodman (Cosmic Dancer) - 29/07/2018*

Red Bluff Bay is one of the most spectacular anchorages on the mountainous east coast of Baranof and whilst the scenery is outstanding you will probably not have this anchorage to yourself as it is a popular stop for commercial tour operators.



The Douglass and Douglass Pilot suggests there are 3 anchorages in Red Bluff Bay. The first is just off the ruins of a cannery on the northern shore at 56 51N 134 43W. However depths here did not get below 20m until we were a couple of boat lengths from the shore and we would not consider this a viable anchorage unless you used stern ties ashore.

The second anchorage is in a small indentation on the north shore about 0.5nm to the west of the cannery ruins with depths of 12-15 m on the protruding spit. This is a perfectly acceptable anchorage, and whilst not as scenically spectacular as the third site, does not seem to suffer from the same katabatic winds and may be a safer option in circumstances where the katabatic winds are blowing strongly.

The third anchorage is off the mud flats at the head of the bay. The pilot suggests anchoring in the NE corner of this bay where the Navionics charts show a depth of 8.8m. We found the depths to be significantly deeper than charted in this NE corner and the swinging room very restricted. However just south of the spit that forms this cove you can find depths of 10-15 m with good holding in mud. Alternatively bigger boats anchor in the middle of the Bay in around 20-25m of water with plenty of swinging room. The mountain scenery in this third anchorage is truly spectacular and bears can be seen wading on the mud flats at low tide but it is prone to strong katabatic winds - although these seem to die away at night.

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### **Yamani Cove**

56 40.57 N 135 11.28 W

*Clive Woodman (Cosmic Dancer) - 29/07/2018*

Yamani Cove is a wild well sheltered anchorage which is used by local fishing boats. The outer approaches to Necker Bay has a number of rocks and islets with breaking seas which would be challenging in rough weather but once in the lee of Yamani Island the swell dies down.

Anchor either in the main cove in 10-12m, moderate holding in kelp over gravel, or in the inner cove just to the west of the main cove. The small horseshoe shaped cove on the NE shore of Yamani Island is said to be an anchorage but is very constricted and shallow.

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### **Eastern Bay**

57 9.095 N 135 26.44 W

*Clive Woodman (Cosmic Dancer) - 29/07/2018*

In settled weather the small islands on the eastern side of Eastern Bay offer a number of possible anchorages depending on wind conditions. The bay between the south easternmost Island and the slightly larger island to the west of it is very peaceful and secluded. Moderate holding in 10-12m over a mix of kelp, shells, fine sand and rock.

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### **Little Port Walter**

56 22.96 N 134 38.63 W

*Clive Woodman - 27/07/2018*

A perfectly protected anchorage at the foot of stunning mountains evocative of scenery from "Lord of the Rings". The outer bay is a shade too deep for anchoring but the inner bay has a steady 10-12m, with what is a rarity for SE Alaska, outstanding holding in thick mud.

The bar between the 2 bays has around 2.5 to 3.0m depth below chart datum so most pleasure craft should be



able to enter on anything other than negative tides. Favour the NW side of the channel when entering. The rocks on either side of the bar are marked with kelp.

There is a NOAA research station located on the NW shore of the inner cove but this does not significantly detract from the beauty and peacefulness of the anchorage. Anchoring is prohibited in the SW half of the inner cove - white "no anchoring" signs on the research station buildings and on the shore opposite it denote the limits of the prohibited area. However there is more than enough space in the NE half of the cove for 4 or 5 boats to anchor comfortably.

Unsurprisingly given its setting, katabatic winds blow through the anchorage but the mountains are far enough away that these do not appear to be too extreme and we did not encounter any of the violent williwaws often found in anchorages surrounded by mountains.

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### **Cape Ommaney**

56 9.245 N 134 40.29 W

*Clive Woodman (Cosmic Dancer) - 27/07/2018*

There is a significant acceleration zone on the west side of Cape Ommaney when the prevailing NW winds are blowing and winds strengths can suddenly increase by 10-15 knots in the space of half a mile as you approach the Cape from the NW.

Conversely the eastern side of Cape Ommaney can be mirror calm whilst it is blowing 25-30 knots a few hundred meters away on the other side of the Cape.

The transition zone between the 2 extremes is almost non existent and it is easy to get caught with too much sail up in this area.

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