



Cruising Notices - Latest Notices

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 Reasonable endeavours have been made to ensure the accuracy of the information but it is not definitive, may be outdated and may be changed or revised without notice.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

Russia Far East & White Sea

White Sea general

66 40.66 N 41 39.90 E

Jonno Barrett (Whirlaway of Percuil) - 16/07/2018

White Sea (Beloje More)

Strong currents and lumpy seas extend along coast towards Vardo, building as the throat is approached (we recorded nearly 4 kts at times). Sea can have more holes than a lump of Jarlsberg.

Inside attractive waters, low banks and trees. Slightly reminiscent of Poole Harbour - sandy cliffs.

Largely Shallow with some banks. Clear shipping lanes and separation zones.

See Arkhangelsk posting for notes on customs clearance, reporting rules etc

Alaska & Canada W

Kimshan Cove

57 41.32 N 136 7.066 W

Clive Woodman (Cosmic Dancer) - 16/07/2018

A perfectly protected and wonderfully secluded anchorage on the remote NW Chicagof coast where you are unlikely to come across many other pleasure of fishing craft.

Entry from the northwest is straightforward but if approaching from the southwest there is a dangerous rock which lies about 60m to the SE of the green buoy which supposedly marks it.

On looking at the chart, where the direction of buoyage is not clear, it might be tempting to leave the green buoy to starboard when entering from the SW so as to avoid this rock. However it should be left to port by about 100m in order to avoid the rock.

Furthermore the rocky shelf running along the N shore of Fitz Island at its western end extends about 4 times further out into the main channel than shown on either the NOAA or normal Navionics charts with a depth of less than 1.0m over it at CD. This narrows the navigable channel to less than half of the apparently navigable width as shown on the chart.

However, the extended shelf is shown on the crowd sourced Navionics Sonar charts which we found to be a very helpful aid to Navigation in this area which is less well surveyed than other parts of SE Alaska.

Once inside depths are suitable for anchoring anywhere in the cove. Reasonable holding in sand over a rocky bottom. This is a wonderful spot for wildlife watching and whilst in the anchorage saw grizzly bears and deer on the shore, sea otters, sea lions and humpback whales in the water and numerous bald headed eagles flying above.

NW Chicagof Coast

57 24.70 N 135 56.59 W

Clive Woodman (Cosmic Dancer) - 16/07/2018

The NW Chicagof Coast between Lisianski Strait and the Khaz Peninsula offers some wonderful, secluded, wild



cruising and splendid sheltered anchorages, along with a sheltered inland passage for some of the way.

However it is not an easy place to cruise. Unlike navigating the once glaciated waterways of the Inside Passage, where the dictum "if you can't see it, there isn't anything there" can almost universally be applied, navigating this stretch of coast requires a change of mind set.

Littered with thousands of off lying rocks and skerries, some of which extend as far as 5 miles offshore and with the inner leads similarly encumbered, it is much more akin to navigating through the rock strewn skerries of Norway with one exception - the latter are generally well marked but this part of the Chicagof coast is effectively completely unmarked.

Furthermore the area is poorly charted compared to other parts of SE Alaska, where the volume of fishing activity and more recently, cruise ship traffic, have provided an imperative for making the main routes extremely well surveyed and charted.

We read more than one account of cruising yachts that have come to grief on unmarked or incorrectly marked rocks in this area, and had an uncomfortably close brush with one of the latter ourselves. To compound this the GPS chart datums cannot be relied upon in this particular region and we encountered errors of between 100-200 metres in some cases.

One particularly dangerous rock is Olga Rock (57.24.6N 135 56.5W) which lies on the direct rhumbline route between the Khaz fairway buoy and Salisbury Sound. It is a completely isolated offlier, is , and is only really visible on the NOAA and Navionics electronic charts when zoomed in to the highest levels.

Pelican

57 57.41 N 136 13.56 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

Located halfway down mountainous Lisianski Inlet, Pelican is slightly off the direct line route for a SE Alaska cruise. However, like Elfin Cove, it is a charming boardwalk settlement, completely free from any cruise ship activity and is well worth the diversion.

The harbour has an extensive pontoon system with electricity and potable fresh water on the pontoons and a fuel berth adjacent. There is no mobile phone coverage in the settlement, but you can get a reasonable wi-fi connection in the library (open late afternoons only).

The opportunities for re provisioning in Pelican are extremely limited and what was the only bar in town now appears to be closed. There are several sports fishing lodges but they don't seem to offer any facilities to walk in customers. Public showers and a small launderette are available close to the fish processing plant, only a small portion of which remains operational.

Wrangell

56 27.87 N 132 22.91 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

A busy fishing town with 2 harbours for visiting yachts. For those wanting to refuel, replenish gas cylinders, re-provision and do laundry, the northernmost harbour is the most convenient of the 2, with all of the aforementioned within 5 minutes walk of the pontoon.

There is a relatively new large boatyard facility in Wrangell, with 2 ship lifts, concrete hard standing, electrical power supplies ashore and a number of covered boat sheds. Whilst primarily intended for the fishing fleet it is possible for pleasure boats and yachts to lay up ashore in the yard over the winter. The facility is managed by



the harbour office to whom any enquiries should be addressed. However, the area is subject to fierce winds in winter so laying up a deep fin keel yacht with mast up may not be advisable. When asked about this a local said "In Florida they give their storms names and call them hurricanes. Here 70 knot winds are just another winter storm!"

Wrangell is possibly the most friendly and welcoming fishing harbour we have come across outside of Newfoundland. If you are interesting in finding out how fishing works in these parts then just chat to any of the fishermen on the wharf or in the local bars - they will willingly strike up a conversation and explain the wide variety of fishing methods that are used in these waters.

Russell Island Passage

58 55.47 N 136 48.24 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

A strictly fair weather, room for one boat only, anchorage on the east side of Russell Island in the bight between the Island and a small rocky outcrop. The anchorage is well sheltered from any seas but swinging room is limited and holding is poor on a hard rocky bottom. Anchor halfway between the westernmost rocky outcrop and the Island in 10-15 m of water.

However in calm weather this is a beautiful peaceful anchorage with fantastic views across to the alluvial fan and u-shaped valley of the now receded Rendu Glacier.

The passage between Russell Island and the mainland is popular with humpback whales and we watched several swimming around the bay and around our boat as we sat at anchor.

Juneau - Auke Bay

58 23.72 N 134 45.25 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

Juneau has 3 small boat harbours. 2 are immediately north of the city in the Gastineau channel but may be inaccessible to tall masted yachts who may not be able to pass under the harbour bridge at anything other than the lowest of tides. The third lies in Auke Bay, some 10 nm to the NW of the city centre. This is accessible at all states of the tide and appears to be the harbour of choice for larger vessels and an increasing number of super yachts.

As with most SE Alaskan harbours Auke Bay is primarily a fishing harbour and berthing is on a first come first served basis. At busy times when the fishing fleet is in harbour you will have to raft up 2 or 3 deep and there will not be enough electrical points to serve everybody. There are showers and a laundry but some distance away from the pontoons.

Although as SE Alaska's largest city Juneau has a good selection of shops, it is not a particularly convenient place to re-provision. Auke Bay only has a small convenience store and the city centre a vast array of shops aimed exclusively at the cruise ship market. The supermarkets and other shops likely to be of interest to the yachtsman are mainly located in an out of town shopping mall roughly equidistant between the city centre and Auke Bay and require a bus, taxi or hire car to get to them.

Auke Bay has a lively and very popular bar serving good Alaskan staples such as nachos and burgers, and an even more popular cafe serving truly exceptional coffee and breakfasts.



Reid Inlet

58 51.86 N 136 49.25 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

Reid Inlet is one of the most popular anchorages in Glacier Bay National Park and must be one of the few places in the world where you can safely anchor within 0.5nm of the snout of a Glacier.

Whilst the view from the anchorage is spectacular, it is not the most peaceful of anchorages. Even if it is mirror calm outside, a fierce bitterly cold katabatic wind can blow down from the glacier across the Inlet kicking up a fair chop. The west side of the Inlet lies outside of the path of the worst of the katabatic winds and most boats seem to favour this side when anchoring.

The spit of shallower water extending south from the island in the NW corner of the Inlet is the favoured anchoring spot for local boats. Holding is reported to be good in this area.

Unnamed Cove, Tracy Arm

57 48.60 N 133 38.13 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

The entrance to Tracy Arm could be challenging in the wrong conditions. The ebb tide can sluice through the narrow gap in the terminal moraine at over 3 knots creating heavy overfalls over the moraine reef.

The pilot cautions that the buoys marking the gap through the moraine cannot be relied upon as they are prone to be dragged out of position by the ice from the Sawyer Glacier. However there is now a very prominent back transit located on Harbour Island to guide you safely through the gap, and the line of icebergs grounded on both sides of the moraine reef can also provide a very visible indication as to where the gap is located. We could find no evidence of the forward transit shown on the chart

Once over the moraine, the only sheltered anchorage in Tracy Arm is in the small cove on the west side of the arm, approximately 1.2 nm north of the entrance buoys. Holding is only moderate on the rocky bottom but no real swell seems to get into the anchorage and it is perfectly safe and comfortable in settled weather. The views from the anchorage down Endicott Arm towards Terror fords and the Sundum Glacier are stunning

In southerly winds it is also possible to anchor just to the north of the eastern terminal moraine, but in other winds lots of ice accumulates in this area

Cleveland Passage

57 13.20 N 133 30.40 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

If on first looking at the chart your intuition says that Cleveland Passage is likely to be a dubious anchorage, then trust your intuition. We didn't, and allowed ourselves to be beguiled by the Douglas and Douglas pilot which includes it on its "dream" itinerary tour of SE Alaska.

The most charitable thing that can be said of Cleveland Passage is that it is roughly equidistant between Petersburg and Tracy Arm, 2 must not miss places on the SE Alaska circuit, and splits the otherwise 70 mile passage into 2 easier legs. Beyond that, the anchorage has little to commend it.

Whitney Island takes the sting out of a westerly wind, but williwaws seem to come from all directions and combine with the stream flowing through the anchorage to produce an annoying wind against tide chop that will slap against your hull night long. Combine that with the swell that manages to creep in from both ends of the Passage, and the sound of your chain rattling across the rocky bottom as you swing around in the williwaws, and it is not a recipe for a peaceful night. To compound this the holding on the rocky bottom is only barely adequate and it can really only be described as a settled weather anchorage.



Petersburg

56 48.62 N 132 57.63 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

Petersburg's Norwegian heritage is immediately apparent the moment this vibrant fishing town comes into view as you approach from Wrangell Narrows. The shore is lined with Rörbua style fish plants on wooden stilts set against a stunning backdrop of snow capped mountains on the north side of Frederick Sound, making it look like a typical Lofoten fishing harbour in spring.

The harbour has three large pontoon systems all controlled by the harbourmaster. Whilst they are primarily intended for the fishing fleet, pleasure boats are welcomed and the harbour master says it is almost always possible to find space for visitors. The pontoons have potable water and electricity, there are showers in the harbour masters block and a laundrette 5 minutes walk from the harbour.

For those not wanting to come alongside, it is possible to anchor on the north side of the harbour opposite the pontoons provided you keep clear of the main fairway which is used by the Alaskan State ferry and the many fishing boats passing through the Wrangell Narrows.

The town is interesting, compact and extremely well kept in keeping with its Norwegian roots. It has a small selection of high quality shops selling things the cruising yachtsman might even be interested in buying , in stark contrast to other SE Alaskan towns where the majority of the shops seemed to be geared towards the needs of the cruise ship market.

There is a small supermarket in the main high street which is perfectly adequate, with a much larger one 15 minutes walk out of town on the road to the airport. The latter, whilst not cheap, is without doubt the best supermarket we have come across in SE Alaska and a good place to stock up on luxury items that cannot be obtained elsewhere. One of the fish plants operates a small restaurant and shop outlet in the centre of town serving outstandingly fresh and tasty halibut, together with a wide variety of high quality vacuum packed halibut and salmon which are perfect to stock up the ship's fridge.

Petersburg would be a good place for those looking for somewhere to overwinter in SE Alaska. The harbour is well protected, is not so prone to the strong winds that affect other SE Alaskan towns, and has the strongest and most robust pontoon system we have seen anywhere in the world. If any pontoons could be said to be hurricane proof, then the ones in Petersburg certainly could claim to be. The harbour master welcomes boats overwintering on the pontoons, with the only stipulation being that if the boat is to be left unattended for any significant period then a local boat watcher must be nominated. It is understood that there are people in town prepared to do this for a fee.

Hoonah

58 6.276 N 135 26.14 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

Hoonah is the largest T'lingit settlement in SE Alaska and was first occupied when the T'lingit clans had to evacuate from Glacier Bay in the 1700s due to advancing glaciers. The name Hoonah means "protected from the north wind" in the T'lingit language and the harbour is reckoned to be the safest and best protected harbour in SE Alaska.

The outer harbour has a single long pontoon with visitors berthing permitted on the outer side of it, but no other facilities. It is fine in calm weather but is exposed to afternoon sea breezes coming in from Icy strait.

The inner mole harbour is perfectly protected from all winds and swell with water and electricity on most pontoons and showers, toilets and laundrette in the adjacent harbour master's block.

The Hoonah Trading company operates a single supermarket and hardware store with a remarkably good range



of stock and also run the fuel berth.

Whilst a new cruise ship facility has been built out at Icy Point, attracting over 100 cruise ships a year, the majority of cruise ship visitors don't seem to get too much further than the large visitors centre at Icy Point which has been built on the site of an old canning factory. Only a few hardy souls make it into Hoonah itself which benefits from the best of both worlds. It profits from the economic benefits of tourism since the Icy Point complex is owned and run by the local community, but its town centre is protected from the worst excesses of cruise ship tourism and isn't blighted with endless jewellery shops like Juneau and Ketchikan.

Instead the town centre is enjoying a renaissance of Tlingit art and culture. The cultural visitor centre is interesting and one can watch local artisans at work carving totem poles and dugout wooden canoes. You can hire a jeep and drive through the network of local logging roads where sightings of bear are common.

There is a modern shiplift facility in Hoonah with facilities to lay up ashore. Whilst this has been used by yachts in

the past to overwinter, the pricing regime has recently been changed to discourage laying up for long periods. Instead pleasure craft are encouraged to lay up afloat in the very well protected inner harbour over the winter and haul out for a short refit/bottom paint in spring. There is a boatwatch service operating in the harbour and those we spoke to who had used it whilst overwintering spoke in favourable terms about it. This is possibly the safest and most sheltered place to lay up for the winter in SE Alaska.

Tracy Arm - South Sawyer Glacier

57 51.28 N 133 7.151 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

The attached screenshot from the plotter with a radar overlay show the extent of the retreat of the South Sawyer Glacier. The North Sawyer Glacier shows a similar pattern of retreat

Tracy Arm

57 55.31 N 133 32.90 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

Tracy Arm, with the 2 Sawyer Glaciers at its head, is one of the scenic highlights of SE Alaska and some consider it to be more stunning than Glacier Bay.

Once over the terminal moraine bar there are no real navigational challenges in reaching either of the 2 glaciers at the head of the Arm, other than avoiding the floating glacial ice which litters the Arm, but never in enough quantity to seriously impede navigation.

However, you should not cut the corner on any of the blind bends or you could find yourself suddenly face to face with one of the 300m long cruise ships that make the journey to the top of the fjord. Whilst they transmit on AIS and make Securite broadcasts on VHF the slab sided high rock walls on either side of the fjord mean you may not be able to receive either.

Both Sawyer Glaciers are in serious retreat and the snouts of both glaciers are over one nautical mile further inland than the position shown on our Navionics charts. We got to within 0.5 nm of the new snout position in both cases without anything registering on our echo sounder, and the local tourist boats were getting closer still

Harbour Seals are abundant in the fjord and at the head of the southern Arm we saw over 200 of them resting on the many bergs coming off the glacier. The occasional bald eagle can also be seen using the ice as a resting place.

**Blue Mouse Cove**

58 46.67 N 136 29.20 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

Blue Mouse Cove is said to be the most popular anchorage in Glacier Bay. Anchor there on a clear day and it is easy to see why. The views across to the mountains and hanging glaciers of the Fairweather Range are stunning

Anchor in one of the coves of the main bay. Holding is reported to be poor in the bay although we found reasonable holding in mixed sand/rock in the southeastern most cove in approx 15 m of water.

The anchorage is said to be a good place to see Grizzly Bear and all we spoke to who had anchored there reported sightings. We didn't see a bear in the cove but did spot one feeding on mussels on the rocky shore to the NW of the cove.

Pleasant Island

58 22.96 N 135 37.37 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

The passage between Pleasant Island and the mainland provides a satisfactory fair weather anchorage and is a useful spot to anchor overnight if you need to sail into the Glacier Bay Visitor Centre in time for a mandatory 0800 orientation session the following morning.

In westerly winds anchor just to the east of the marked spit on the north side of Pleasant Island in 5-6m of water. Good holding in mixed kelp and thick mud. In winds with a northerly component you can anchor just off Gustavus, clear of the ferry berth and the moorings used by local fishing boats.

Both anchorages offer better shelter than the chart would suggest and are commonly used by local fishing boats.

If the weather is fine the view from the anchorage of the snow capped peaks in Glacier Bay is stunning and arguably better than the views from within the Bay itself where the views of the high peaks are often obscured by lower hills in the near foreground.

North Sandy Bay Cove

58 43.28 N 135 59.27 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

North Sandy Bay cove is probably the best protected anchorage in Glacier Bay, with high rocky mountains on its east side and small attractive wooded islands to the south and west.

The safest entry is from the north although there is a narrower channel into the anchorage just to the south of Puffin Island. The official NOAA and Navionics charts do not contain sufficient soundings to allow this channel to be navigated with any confidence by deep draught vessels or yachts. However the crowd sourced Navionics sonar charts show a bar at either end of the channel with a charted depth of between 1.5 and 2.0m and we did see motor cruisers using the channel at half tide.

The pilot suggests the holding is fair to good in mud/sand although when anchoring in the SE corner of the cove we only found poor holding over bare rock. The SW corner looked like it might offer better holding as the adjacent beaches were sandy/muddy but we couldn't verify this as it was occupied by other boats at the time of our visit.

**Icy Strait AK**

58 18.75 N 136 7.554 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

Although not marked on the chart, there are heavy overfalls in the passages to the south and north of LeMesurier Island. These posed no significant problems in winds of 10-15 knots but local fishermen say this area can be treacherous in stronger wind over tide situations and there have been occasions when even the large Alaska Marine Highway ferries have been unable to transit the passages. The South Passage is said to be the calmer of the 2.

South Inian Pass AK

58 13.50 N 136 21.30 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

Tides flow strongly through South Inian pass with lots of swirling and violent back eddies. If winds are strong it would certainly be prudent to wait until slack water before transiting the passage.

We found that the tide turned about an hour and a half before the time on the Navionics tidal stream predictions and local fishermen say that the actual timing of the change is dependent on wind conditions and can be as much as 2 hours different from that given by tide tables and flow predictions.

Elfin Cove, AK

58 11.72 N 136 20.80 W

Clive Woodman (Cosmic Dancer) - 15/07/2018

Every account we read of Elfin Cove describes it as a charming "edge of the world" type boardwalk settlement. They are not wrong and it lives up to its hyperbole.

Visitor berthing is available on either side of a long well maintained pontoon in the outer harbour. The Navionics charts show obstructions on the east side of the pontoon but the local fishermen say both sides are clear and we tied up on the eastern side without problem.

There is no harbour master (or berthing fees!) and berthing is on a first come first served basis. This is primarily a fishing harbour and if the wharf is busy you should expect to have small trolling fishing boats rafting up with you. There is no water or electricity on the pontoons, although fuel and propane can be obtained from the jetty just to the south west of the main pontoon. The latter is only accessible to deep draught vessels at high water.

Whilst anchoring in the approach fairway would be theoretically possible, it is used by float planes as their runway 4 or 5 times a day in summer so it would be dangerous to do so. The inner harbour basin has private berths and it would be inadvisable to enter the narrow channel into it without local advice and guidance.

Ashore there is a charming pub serving a small range of remarkably good no nonsense food, a post office and a shop. The 6 or 7 luxury sports fishing lodges do not appear to offer any facilities for casual walk in guests.

Elfin Cove supports a small but vibrant community of trolling fishing boats in the summer, most of whom seem to live on their boats. However it is understood that the number of permanent residents living in the settlement year round has dwindled to 6 or 7. The majority of inhabitants in the summer are transients from the sports fishing camps.



Turkish Waters and N Cyprus

Armtulu

40 30.55 N 28 49.64 E

Will Pedder (Zorra) - 08/07/2018

There is a new harbour at 40 30.5N 28 49.6E, for fishing boats but there was room and depth alongside for one yacht when we visited. We anchored 1/4M to the W, on shingle at 7m, good holding. Very good provisions, a Migros and Carrefour. We enjoyed the restaurant Çetinkaya Canli Balik some 600m to the E of the harbour, on the seafront promenade.

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

The Agencia Pública de Puertos de Andalucía marinas - Bathymetric Info

36 45.42 N 6 40.26 W

Henry Buchanan (Author ASP) - 06/07/2018

One cannot cruise for very long on the Andalucían coast without encountering the string of yacht marinas and sport fishing harbours financed, built and run by the Agencia Pública de Puertos de Andalucía. The APPA website developed in recent years is at: <https://www.puertosdeandalucia.es/en/> and contains a wealth of useful information for yachtsmen. One of the most exciting developments has been provision of current bathymetric charts for the entrances to marinas and harbours to help with navigation in areas where shifting sands and bars are a worry. On the web page at <https://www.puertosdeandalucia.es/en/documentation-en/batimetrias> the Batimetría del Río Piedras (Febrero 2018), for example, showing depths and buoy positions can be downloaded for the entrance to the Rio de las Piédras (El Rompido).

Turkish Waters and N Cyprus

Cakilkoy

40 28.08 N 28 1.688 E

Will Pedder (Zorra) - 06/07/2018

Google earth showed an empty harbour. We found 80+ large fishing vessels berthed five deep, with none active overnight. Another yacht and ourselves failed to get anchors to hold in the harbour. He went alongside one fishing vessel, using dinghy to disembark. We put our bow to the small concrete jetty in NW of harbour, and got a grip with our danforth stern anchor. No restaurants, scruffy village no facilities. But...

....a wedding involved the entire village with dancing and music. Local girls wore saffron headscarves and spangled red salwars. Men and women danced to traditional music. We were made warmly welcome, and given food. Memorable.

Karabiga, Sea of Marmara

40 24.51 N 27 19.24 E

Will Pedder (Zorra) - 03/07/2018

There is a large new power station and coal termina on reclaimed land not shown on this year's Navionics charts,



just N of Karabiga Fineri point. Highly visible and not difficult to avoid!

Canakkale marina

40 9.126 N 26 24.32 E

Will Pedder (Zorra) - 03/07/2018

9th Ed P55. VHF 73 for the marina, not 72 as per Supplement 2 P55.

Çardak

40 22.89 N 26 42.50 E

Will Pedder (Zorra) - 02/07/2018

Good anchorage well sheltered from prevailing NElies, off the beach formed by the spit Çardak Burnu. Good holding. Note fish traps in centre of bay, marked by a dotted line on Navionics. Ferries pass close to the S, but no noise or wash from them. No mosques nearby. Watch the shipping steaming by.

Italy

Portoferraio, Elba

42 48.3 N 10 19.5 E

Tim Barker (Mina2) - 21/06/2018

Plenty of room in anchorage to south of Portoferraio harbour. Reading Heikell (9th edition 2015, pips 109-111) you would think you might struggle to find room to anchor, avoiding all the restricted zones. On the contrary, the anchoring area is vast and there would be room for hundreds of vessels.

We asked about berths stern to the NW harbour wall. It is best to contact them in advance to book but when we were there in June, there was plenty of room. The cost per night for a 15m yacht will be €65 + water and electricity in September, but in August it is €120

Entrance to Arno river - NW Italy

43 40.8 N 10 16.2 E

Tim Barker (Mina2) - 21/06/2018

There are no cables stretched across the river.

This is a correction to Rod Heikell's Italian Waters Pilot, 9th edition, 2015, p130. He says that there are cables stretched across the river about 500m from the entrance, suspending drop nets and restricting access to the river to yachts with an air draft greater than 18m. These cables no longer exist and therefore the only restriction at the entrance is one of draft going over the bar. The deeper water is on the north side of the entrance and I recorded a minimum depth of about 5m.

Atlantic Spain and Portugal - 11.4 Approaches to the Rio Tejo and Lisbon

Cascais Marina Facilities

38 41.64 N 9 25.46 W

Peter Fabricius (Pemandia) - 13/06/2018

Atlantic Spain and Portugal 7th Edition Page 185 Facilities:



32 amp rather than 16 amp sockets are fitted on the "inner" pontoons. It is not known if this is so throughout the whole marina.

General facilities - several of the contractors around the marina site have changed name or ownership: Portfair Yacht Services has become Wavetech. A helpful rigger called Jorge (mobile +351 917 500 730) works partly through Wavetech and partly through his own firm in Lisbon (he lives in Cascais).

Nautiradar in Lisbon (+351 213 005 050) are Raymarine agents and speak English.

North Sails have a repair facility.

Around the marina there are various contractors for Yanmar, Volvo, Mercury, Honda and Victron (battery charging etc) among others.

Greek Waters and S Cyprus - Evia and the Northern Sporades

Ormos Papdhia

40 0.877 N 23 49.49 E

Will Pedder (Zorra) - 10/06/2018

Anchorage open only to SE. Remote, scenic. We found no holding in the W bay, but patches of firm sand at 7m in the NW bay.

Atlantic Islands (The Canaries & Bermuda)

Lanzarote, Canary Islands

28 56.12 N 13 33.02 W

Hilary Keatinge - 10/06/2018

Lanzarote

Approach to Marina Lanzarote at Arricife. The breakwater has been extended 433m, the Puerto de los Mármoles breakwater is marked by a new green and white tower (see left), the coordinates and light characteristics of which are 28 57.647 N 13 13.827 W and Fl.G.5s20m15M. An east cardinal mark stands on the NE extremity of the breakwater (28 57.851 N 13 31.689 W) with characteristics: VQ(3)W5s13m5M. See attachment for full details.

Greek Waters and S Cyprus - Evia and the Northern Sporades

Skiathos, Sporades, Greece

39 9.514 N 23 29.87 E

Anthony Fawcett (Moonlight Lady) - 08/06/2018

The Coastguard, under instruction from the airport, have forbidden anchoring in Skiathos New Harbour even to the west of the black can buoy marking the eastern limit of safe anchoring. I had been instructed to anchor to the west of the black can buoy by the harbourmaster only a week before. Anthony Fawcett

Italy

Genova, NW Italy - Marinas

44 24.70 N 8 55.5 E

Tim Barker (Mina2) - 08/06/2018

The best marina when visiting Genova is Marina Porto Antico at 44:24.7N 8:55.5E. It is slap bang in the middle of the Old Town, perfectly placed for sight seeing, restaurants etc. It is also right next to the best aquarium I have ever been to. Sensational. I'm advised to avoid Marina Genova Voltri as it is too close to the airport, very noisy



and the aviation fuel will damage your teak decks.

Alaska & Canada W

Port Neville, BC

50 29.58 N 126 5.432 W

Clive Woodman (Cosmic Dancer) - 02/06/2018

A useful passage anchorage to sit out a foul tide when transiting the Johnstone Straits.

Anchor in the mouth of the inlet just off the public wharf. Average holding on rock and weed in around 6-8m. The tide runs at up to 2 knots in the inlet so you will probably lie head to tide rather than to wind.

The public wharf has room for 2 vessels alongside. Even in light winds, if the wind has any southerly component in it a swell will enter the harbour and lying alongside or anchoring in the mouth would be uncomfortable. In such conditions Baresides Bay at the head of the harbour is said to offer good holding and shelter.

Telegraph Harbour, BC

48 58.14 N 123 39.94 W

Clive Woodman (Cosmic Dancer) - 28/05/2018

The Waggoner pilot refers to "white restricted operations buoys marking the edge of the anchorage area". We found no evidence of these in May 2018, but anchored on the west side of the entrance in 8m, clear of the fixed moorings and to the north of the BC terminal. Good holding in thick mud.

Okeover Inlet, BC

49 59.46 N 124 42.64 W

Clive Woodman (Cosmic Dancer) - 28/05/2018

If you like eating excellent food served in a stunning location then a visit to the "Laughing Oyster" restaurant in Okeover Inlet is something not to be missed.

The Okeover Government wharf has a new outer breakwater, which is not shown on older charts, with alongside berthing on either side, 10-15m depths, and rafting allowed. No water, electricity or other facilities, but the views are exceptional.

The restaurant is a short 5 min walk above the harbour with wonderful open views across Deception Sound. Although it specialises in seafood and shellfish, there is enough on the menu to keep carnivores happy as well, together with a good selection of local wines and beers.

Secret Cove, BC

49 31.66 N 123 57.17 W

Clive Woodman (Cosmic Dancer) - 28/05/2018

The Waggoner pilot describes Secret Cove as "notorious for anchor dragging". However, we found the holding in the SE arm to be excellent, anchoring in around 7m, thick mud, just off the RVYC outstation pontoons. A very pretty and peaceful spot

**Westport Marina, Sidney BC**

48 40.82 N 123 24.81 W

Clive Woodman (Cosmic Dancer) - 28/05/2018

If you need to spend some time alongside in Sidney then Westport Marina is probably one of the best value options. Although the washrooms and facilities are not quite as five star as some of Sidney's other marinas they are perfectly adequate and represent excellent value for money.

Jensen Marine, the on site chandlers, does not hold a large stock, but they are massively helpful and within 24-48 hours seem to be able to order just about any part or spare you could possibly want.

Atlantic Spain and Portugal - 1 Galicia and 1.1 Ria de Cedeira to Cabo**Ría de la Coruña - navigation warning**

43 23.09 N 8 22.69 W

Iain Petty (Unknown) - 27/05/2018

Atlantic Spain and Portugal 7th Edition Page 30. Plan of the Ría de la Coruña.

It has been reported by a yachtsman that the green channel Mark (FL(3)G.9s) was not present on the 24th May 2018 in the big ship route into the Ria.

Atlantic France - La Gironde and Bassin d'Arcachon to Hendaye**Port Medoc**

45 33.51 N 1 3.766 W

Sue Watts (Conchy Joe) - 14/05/2018

De-mast facilities available through Tyalan Accastillage who also run the local U Ship franchise at Port Medoc.

Royan

45 37.05 N 1 2.026 W

Susan Watts (Conchy Joe) - 04/05/2018

Royan de-mast facilities include a 1.5 tonne crane but is limited to masts under 15m and under 300kg. Maximum engine weight lift is 1,000 kg and maximum boat weight is 26 tonnes using a travel lift.

Greek Waters and S Cyprus - The Northern Ionian**Levkas Canal N entrance**

38 50.78 N 20 43.29 E

Will Pedder (Zorra) - 01/05/2018

The sandbar at the N entrance to Levkas canal has been removed. A SHB marks its E end, with yellow beacons extending to its NE. The entrance is then clearly buoyed. The curtailed sandbar, but not buoys, are shown on Navionics.

The bridge operates on a siren, but no signal is visible.

**Avlaki, Nisos Othonoi**

39 50.38 N 19 24.70 E

Will Pedder (Zorra) - 22/04/2018

The harbour entrance is now buoyed. A PHB lies 0.2NM SE of the E end of the breakwater, with two SHBs N of the breakwater. Water and power on the hard at the N side of the harbour.

Italy**Brindisi - Naval Balsamo**

40 38.44 N 17 55.65 E

- 14/04/2018

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

Sweden - Sweden East Coast (Gulf of Bothnia)**Ornskoldsvik***Nigel Wollen (Wish Hound) - 14/03/2018*

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

Atlantic Islands (The Canaries & Bermuda)**Puerto de Santiago, La Gomera**

28 1.591 N 17 11.87 W

Antony Wells - 02/03/2018

page 333

There is now a floating pontoon lying alongside the harbour wall which is used by the ferry services. These are limited to the round island services - to Puerto de Vueltas and San Sebastian. The ferry stops for just 15 minutes or so.

Santa Cruz, La Palma

28 40.60 N 17 46.04 W

Antony Wells - 01/03/2018

Marina de la Palma was a sad sight when we visited in February. The w side of la Palma suffers from cooler and more often overcast weather in the early months of the year added to which the historic problem of surge has left the marina more or less deserted. The shops and cafes in the marina complex are mostly empty and the marina suffers from constant movement of adjacent ferry and ro ro vehicle movements, as well as the cruise liners. On the other hand there are the benefits of connections by ferry to other islands and also the airport, just 15 minutes taxi ride to the S, also the attractions of the interesting city of Santa Cruz, capital of the island.

HOWEVER the surge problem is reportedly close to resolution

A gate mechanism has been installed and tested. Inter alia this has reduced the opening from 40m to 30m which is claimed to have already reduced the surge.



All that is waited is the necessary ok from the port authority to operate the gate which is expected to all but eradicate any surge in the marina
Furthermore there is a plan to line the inside of the breakwater between marina and harbour with boulders. This would address the problem of disturbance arising from the wash of the ferries. Currently the under part of the breakwater is formed of perforated sections which are designed to accommodate the wash of the ferries. The boulders would serve to dissipate that disturbance in the marina.
All this work has already cost the marina €1.5mm. There is a strong commitment to make it work as the marina has reportedly been losing €200,000 annually over the past 10 or so years. The marina seeks to attract yacht rallies and races from here.

Marina reception opening hours 9.00 to 13.00 and 17.00 to 1p.00 M to F, Sat 9.00 to 13.00, Sunday closed.
ATM machine still in operation
Nautical El Chopo still in operation

San Sebastian

28 5.233 N 17 6.467 W
Antony Wells - 01/03/2018

Comments on Atlantic Is 6th edition
P330

Approaching yachts should call harbour master on vhf12 on entering harbour and marina on vhf09 on entering yellow marker buoys.

Mobile phone as option for marina but not reliable.

Fee for 12m yacht €25

Marina does NOT recommend water for drinking.

Shower facility upgrade completed 2017

P331

Ferry services to Tenerife, La Palma and El Hiero. Also a limited service to Santiago and Puerto de Vuelas. No other inter island service running elsewhere on Gomera.

Sail maker Ruben China no longer in operation.

Darren Lee contact 34 922 871 830 or 34 618 275 223 dslagomera@gmail.com

Nautical y Pesca now replaced by Distrimar, 34 922 145 014, 34 639 037 995 go@distrimarsl.com

Adriatic E

Roumer fjord south of Turner Island

69 43.66 N 23 43.80 W
Simon Currin (simon currin) - 24/02/2018

Roumer fjord south of Turner Island
68 43.704N 23 41.267W

Anchor off the hot beach at the entrance of Roumerfjord south of Turner Island. We found reasonable holding 140 metres off the beach with the steaming fumaroles and two excellent hot bathing pools. There was a tidal current and we had to be prepare to fend off bergs. There is a hunter 's hut with "Qualaativaaaje Ittua" written on the roof. Obviously a lot of hunting goes on here with whale and seal bones ashore as well as spent ammunition. Wonderful flora (flowering sedum) around the hot pools and elsewhere. Arid volcanic mountains with a basalt headland protecting the inner fjord from swells.



Atlantic Islands (The Canaries & Bermuda)

Puerto Tazacorte, La Palma

28 38.44 N 17 56.48 W

Antony Wells - 23/02/2018

General comment. Puerto Tazacorte marina was a welcome surprise. Clearly well run, busy with transiting and other more permanent yachts and boasting a broad range of facilities. In particular and relative to Santa Cruz on the E side of the island, PT benefits from significantly warmer weather at least in the early months of the year. Although there is little in the way of local cultural attractions here, there is ready access to the many hiking trails especially in the Caldera Taburiente, some 30 mins from PT..... Well worth a visit.

Specifically with reference to the 2016 (?) edition

p343 still no ferry service BUT initiative under way to attract cruise ships to the harbour (the outer harbour appears to be built for such)

p344 no change to listed tariffs. Janet Gomez still there and very helpful. Although no anchoring permitted in outer harbour, it is possible as we evidenced

p345 There is now a new cafe restaurant in operation alongside the marina office. Regrettably closed when we visited on a Wednesday. Air services include direct EasyJet flights from LGW. Chart service no longer available.

Outlook. The marina has plans for a major expansion in 2019 which will incorporate inter alia a 100 ton travel lift, expansion of repair area to accommodate larger yachts and catamarans, berthing facilities in the outer harbour for tall ships and also a dinghy sailing school

Indian Ocean

Indian Ocean -Piracy Update

11 56.41 N 55 52.88 E

Richard Marsh - 22/02/2018

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

S America W

Notice regarding clearance to Chile

33 1.875S 71 40.83 W

Andy O'Grady - 21/02/2018

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

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

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

Information can be provided by email to the local office at the port of arrival. However they don't normally acknowledge receipt though the onus is on the yacht to ensure that it had been received! They recommend a telephone call to check that the email has been received. I would recommend doing all this prior to departure for Chile especially as they require attachments that most of us would be unable to send from the boat.

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



Date of arrival (estimated with updates)

Name of vessel

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

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

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

List of provisions

List of live animals and plants on board.

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

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

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

Contacts:

Webpage

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

Emails

I recommend checking these on the website first.

Arica

contacto.arica@sag.gob.cl

Isla de Pascua and Valparaiso

contacto.valparaiso@sag.gob.cl

Valdivia

contacto.losrios@sag.gob.cl

Puerto Montt

contacto.loslagos@sag.gob.cl

Puerto Williams

contacto.magallanes@sag.gob.cl



Alaska & Canada W

Foggy Bay, SE Alaska

54 56.47 N 130 57.24 W

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

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

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

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

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

Pond Bay, SE Alaska

54 58.47 N 131 18.81 W

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

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

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

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

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

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

Aleutians & Alaska to Prince William Sound

54 31.67 N 161 42.86 W

webmaster - 15/02/2018

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



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

Pacific Crossing Guide

Arrival in Chile

41 31.81S 72 55.42 W

Maryanne & Kyle Webb - 05/02/2018

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

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

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

21/2/2018

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

Africa N - MALTA

MALTA - GENERAL INFORMATION

35 50.11 N 14 32.58 E

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

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

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

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

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

Africa N - PANTELLERIA & THE PELAGIE ISLANDS

PANTELLERIA & THE PELAGIE ISLANDS - GENERAL INFORMATION

36 50.51 N 11 56.36 E

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

256 PANTELLERIA

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



260 PELAGIE ISLANDS

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

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

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

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

Africa N - LIBYA

LIBYA - GENERAL INFORMATION

32 49.09 N 12 27.09 E

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

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

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

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

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



Africa N - TUNISIA

TUNISIA - GENERAL INFORMATION

36 57.02 N 8 38.77 E

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

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

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

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

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

Africa N - ALGERIA

ALGERIA - GENERAL INFORMATION

35 5.993 N 1 53.79 W

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

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

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

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

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



Africa N - MOROCCO

MOROCCO - GENERAL INFORMATION

35 47.82 N 5 54.98 W

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

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

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

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

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

Africa N - GIBRALTAR

GIBRALTAR - GENERAL INFORMATION

36 9.501 N 5 21.36 W

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

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

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

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



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

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

Atlantic France - General Notices

Atlantic France - Winds and Weather

48 17.48 N 4 53.66 W

Nick Chavasse - 31/01/2018

WINDS AND WEATHER

Winds

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

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

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

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

Sunshine and rain

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

Visibility

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

Swell

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

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



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

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

Weather forecasts

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

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

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

Introduction to Vendée and areas to French Basque ports

45 59.35 N 1 38.21 W

Nick Chavasse - 31/01/2018

Vendée

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

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

Charente

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

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

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

The Gironde

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

The Arcachon Basin and The French Basque ports

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



all worth a visit.

Introduction to Atlantic France Area

48 33.17 N 4 54.32 W

Nick Chavasse - 31/01/2018

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

Introduction

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

North West Brittany

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

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

Bénodet Bay

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

Groix and the Rias

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

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

Quiberon Bay

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

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

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



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

The Vilaine and the Loire

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

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

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

Turkish Waters and N Cyprus

Turkey, south coast

36 41.88 N 28 57.68 E

Gillie Green - 30/01/2018

FROM MARTIN WALKER

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

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

Turkey

36 53.17 N 30 42.16 E

Gillie Green - 29/01/2018

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



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

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

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

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

Bodrum: a nightmare avoid like the plague

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

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

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

Have a Blue Card

Collect all black AND grey water in a holding tank

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

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

Pump no bilgewater into the sea

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

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

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



Indian Ocean

Indian Ocean

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

There are no reports for this area

Indian Ocean

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

There are no reports for this area

South Atlantic Circuit

Piriapolis, Uruguay

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

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

The contact details are

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

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

Denmark - Approaches to the Baltic via the Lille Bælt

Fåborg

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

Sent in in June 2013

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

Assens

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

sent in in June 2013



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

Fredericia

55 33.54 N 9 45.27 E

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

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

Italy - Sicily and Malta

Grand Harbour, Valetta

35 53.23 N 14 31.17 E

Will PEDDER - 10/01/2018

By Gillie Green 2013

The Camper and Nicholson Marina

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

Italy

Valetta, Msida Marina

35 53.76 N 14 29.41 E

Will PEDDER - 10/01/2018

By Gillie Green 2013

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

Mgarr, Malta

36 1.505 N 14 17.98 E

Will PEDDER - 10/01/2018

By Gillie Green 2013

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

**Licata**

37 5.531 N 13 56.29 E

Will PEDDER - 10/01/2018

By Gillie Green 2013

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

Australia**Deal island, Kent Group, Bass Strait**

39 28.31S 147 18.52 E

David Ridout (nordlys) - 10/01/2018

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

Atlantic Spain and Portugal - Galicia 1.3 Isla Ons to the Portuguese border**Northern Approach to Ría de Pontevedra, Galicia (ASPP page 99 Ed 7)**

42 24.30 N 8 53.45 W

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

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

Anchorage Playa de Agra, Ría de Aldán, Galicia*N Kean G Hennigan (Coire Uisge) - 09/01/2018*

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



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

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

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

Anchorage Islote Jidoiro Arenoso, Ria de Arousa, Galicia

42 32.63 N 8 53.94 W

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

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

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

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

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

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

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

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

42 8.941 N 8 51.13 W

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

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

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



Anchorage Ensenada de Limens, Ría de Vigo, Galicia

42 15.45 N 8 48.80 W

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

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

Australia

Great Australian Bight

33 57.42S 130 3.657 E

David Ridout (Nordlys) - 08/01/2018

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

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

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

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

**Port Davey Tasmania**

43 22.42S 146 12.86 E

David Ridout (Nordlys) - 04/01/2018

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

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

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

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

37 10.50 N 6 57.08 W

Henry Buchanan (RCCPF) - 31/12/2017

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

Real Club Marítimo y Tennis de Punta Umbría

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

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

VHF Ch 09, 69

El Rompido, Rio de las Piedras, Andalucia, Spain

37 12.95 N 7 6.955 W

Henry Buchanan (RCCPF) - 31/12/2017

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

Update on Marina contacts Rio de las Piedras:

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

info@puertoelrompido.com fran@puertoelrompido.com

www.puertoelrompido.com VHF Ch 71

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

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

VHF Ch 09



Black Sea

Latest Update and Corrections for RCCPF Black Sea

43 15.90 N 34 9.098 E

Richard Marsh - 17/12/2017

Click the link to download the latest supplement

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

or copy and paste it into your browser.

England S

Latest Update and Corrections for RCCPF Isles of Scilly

49 58.91 N 6 20.01 W

RHKM - 17/12/2017

Click the link to download the latest supplement

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

or copy and paste it into your browser.

Africa N - GIBRALTAR

Latest Update and Corrections for RCCPF North Africa

36 8.236 N 5 21.38 W

Richard Marsh - 14/12/2017

Click the link to download the latest supplement

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

or copy and paste it into your browser.

Atlantic Islands (C.Verdes,Madeira,Azores)

Latest Update and Corrections for RCCPF Atlantic Islands

35 23.81 N 26 53.09 W

Richard Marsh (RCCPF) - 14/12/2017

Click the link to download the latest supplement

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

or copy and paste it into your browser.



Balearics

Latest Update and Corrections for RCCPF Islas Baleares

39 36.34 N 3 0.120 E

RHKM - 27/11/2017

Click the link to download the latest supplement

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

or copy and paste it into your browser

Corsica & Sardinia

Latest Update and Corrections for RCCPF Corsica and N Sardinia

41 44.06 N 9 9.261 E

RHKM - 27/11/2017

Click the link to download the latest supplement

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

or copy and paste it into your browser

Biscay S

Latest Update and Corrections for RCCPF South Biscay

44 26.96 N 6 5.844 W

RHKM - 27/11/2017

Click the link to download the latest supplement

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

or copy and paste it into your browser

Channel Islands, Cherbourg Peninsula and North Brittany

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

49 22.08 N 3 6.547 W

RHKM - 27/11/2017

Click the link to download the latest supplement

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

or copy and paste it into your browser



Atlantic France

Latest Update and Corrections for RCCPF Atlantic France

46 38.96 N 3 28.95 W

RHKM - 27/11/2017

Click the link to download the latest supplement

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

or copy and paste it into your browser

Atlantic Spain and Portugal - Frontispieces

CCI Folio_Supplement No 3 April 2018 Atlantic Spain and Portugal Pilot

40 26.81 N 9 59.85 W

RHKM - 26/11/2017

Click the link to download the latest supplement

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

or copy and paste it into your browser

Netherlands & Belgium - Amsterdam

Amsterdam Marina

52 24.27 N 4 53.14 E

Stephen Lennane (Dulcibella) - 13/11/2017

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

Atlantic Islands (C.Verdes,Madeira,Azores)

Funchal

32 38.76 N 16 54.48 W

Arnulf Doerner (Ariel) - 07/11/2017

Ref.: RCC Pilotage Foundation

Atlantic Islands

Anne Hammick FRIN & Hilary Keatinge

6th Edition 2016? ISBN 978 184623 649 5

Supplement No.2 July 2017

Madeira, Funchal

Page 197 Berthing?

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

e-mail: centronautico@apram.pt

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

Electricity only by CEE 32 Amp plugs; no wifi.

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



Page 198 Facilities ?

Chandlery

Faria & Alfonso are unchanged in Rua das Fontes No. 26, 9000-049 Funchal, Telef. +351 291 236 858, Fax. +351 291 236 858. E-mail: mare@mare.com.pt

Open: Monday to Friday: 9:00-13:00 and 15:00-18:30; Sat.: 9:00- 13:00
(little room, you will find a bit of everything, paints)

In the old marina:

Nautieste –turismo e divertimentos náuticos

Filipe Cardoso (Gerente)

Marina do Funchal, Loja No. 5

9000-059 Funchal – Madeira

Mobile +351 968 444 781

Tel./Fax.: +351 291 965 248

Open: 9:00 – 19:00 Mo. – Sat.

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

Loja do Mar

Marine Chandlery

AZIMUTOCEANO – Unipessoal Lda

Av. Arriaga, 75 /Centro Commercial do Infante

Marina Shopping Loja 246

9000-533 Funchal

Tel. +351 291620 646

E-mail: lojadomar1@sapo.pt

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

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