



Cruising Notices - Atlantic N

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 Reasonable endeavours have been made to ensure the accuracy of the information but it is not definitive, may be outdated and may be changed or revised without notice.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.

Africa W

Notes and Update for RCCPF West Africa

13 28.76 N 16 5.698 W

Robert Fox (Silver Harmony) - 02/06/2017

Following a recent cruise in West Africa I have written some updates and corrections to Steve Jones' pilot in the attached pdf.

It can also be found as a download from the RCC Pilotage Foundation website at

<http://www.rccpf.org.uk/pilots/31/West-Africa>

Atlantic Crossings

Panama Canal

9 20.63 N 79 55.78 W

John Lytle (Victoria) - 11/10/2019

Panama and the Canal Yachts must contact port control on VHF Ch16 at Cristobal to provide intentions before approaching the harbour. The only places to go after entering are anchoring at 'the flats' near Colon or to Shelter Bay Marina in the northern corner of the harbour. Booking into the marina in advance is strongly recommended. The marina is very welcoming and the staff are very helpful and arrange for customs. Immigration has an office by the marina and are inclined to make addition "overtime" charges randomly. The marina staff is working to eliminate this behaviour. Marina costs are moderate and a discount is available if staying more than a few days. There is a free bus daily to a shopping mall at Colon and return, allowing about 2 hours for shopping. The bus travels across the top of two canal gates. The supermarket is very good and other shops rather basic. There is also a weekly bus to Panama City. The marina has an excellent sailmaker and other servicing is also available. A number of live-aboards offer engineering and advice. There is a travelift and hardstand. The marina has wifi, air-conditioned lounge and a swimming pool as well as a restaurant and bar. There is a list of agents available to do all the paperwork and arrange the canal transit. The agents also organize long lines if needed and line-handlers. There must be 4 linehandlers as well as the skipper on board. The marina keeps tabs on the agents who all charge a similar fee. Advisers (pilots) board at dawn at the flats and transits are normally completed in a day. Yachts must have an engine and be able to motor at 6 knots. Transit costs are \$US700 for boats up to 50 ft and \$1300 over 50 ft. Davits, bowsprits etc are included in the measurements and the measurers are pedantic. The advisors have a local small boat commercial qualification. Only superyachts have a pilot. For those who like to be independent, is possible to save some money by doing the work of the agents yourself. However, it is quite a hassle, takes a couple of days and involves carrying cash in Colon, which is not a safe place in many areas. About 80% of yachts now use Shelter Bay Marina and an agent. The agent we used had a van and following our transit, he took us all round Balboa when we stocked up for the Pacific voyage. He took us to the place we could buy 75litre plastic drums for extra fuel (\$14 each), good bakeries and knew where we could buy whatever parts or equipment we needed. He charged \$20 for the service which took 3 hours. For longer stays at Balboa the anchorage east of the causeway that leads to Isla Flamenco is popular and free. There is a new marina with travelift about 20 miles east of Balboa with good facilities reported.

**St. Kitts, Dieppe Bay**

17 25.07 N 62 48.54 W

James Osborn (s/v ULLR) - 19/02/2019

St. Kitts isn't considered a cruiser magnet, and existing charts show no great entry to this Anchorage, but it's among the top 10 in the entire Caribbean. Good light required, and a large N swell will be difficult, as it may break. Enter from NW corner; locals usually have a couple floats along the inner boundary of the reef, leave those to port. Swerve around the point to starboard. Claw anchor not recommended, due to grass bottom; use a plow or roca. Wonderful people, a way from cruise ships, easy and cheap transport to rest of island (any van with "H" first letter of license).

Marina Pescaderia, Puerto Real, Cabo Rojo, Puerto Rico

18 4.498 N 67 11.34 W

*Jose Mendez - 05/02/2019***WELCOME TO MARINA PESCADERIA**

FULL-SERVICE MARINA in the west coast town of Cabo Rojo, Puerto Rico.

Our main goal is to provide our visitors with the best service in the Caribbean.

Let us help you with our Marine Services as well as our Personalized Concierge during your next visit.

Barbuda

17 37.82 N 61 51.43 W

*Gabrielle Lyne (AQUALUNA) - 15/08/2018***BARBUDA**

17° 38.64 N 61° 51.07 W

Following Hurricane Irma in September 2017 11 Mile Beach has been breached in several locations. the largest seems to be just South of the Lighthouse Bay Hotel (now wrecked). the central part of the breach is at Lat 17 deg 38.6520 Min N, 61 deg 51.0688 Min W. The minimum depth recorded in April 2018 was 7 ft, increasing to 11 feet through much of the lagoon to Codrington, although less close to the pier. A bearing of 110 deg M on the communications tower at Codrington will lead through the gap.

Red Hook Bay US Virgin Islands

17 43.60 N 64 45.03 W

Mark Pollington (Mark Pollington) - 31/03/2018

For yachts thinking of visiting the US Virgin islands: there is a new customs office in Red Hook Bay/ American harbour replacing the Cruz Bay office that was badly trashed by the hurricane and is no more. Also the only customs office in St Croix is at the airport, a \$50 taxi ride away, (the Christiansted office not being staffed until things get back to normal apparently)

Also we have been told we don't need to "check out" of the US to visit the BVIs, we just need to check out of the BVIs... very odd, but the customs officer was insistent!



Atlantic Islands (Azores)

Current supplement for RCCPF Atlantic Islands

33 31.52 N 20 43.21 W

RHKM - 03/12/2019

The current supplement for Atlantic Islands 6th edition can be downloaded here
https://www.imray.com/files/book_supplements/IB0235-S.pdf

Lajes do Pico, Pico, Azores

38 23.89 N 28 15.40 W

Linda Lane Thornton (SV Coromandel) - 04/10/2019

Waves from Hurricane Lorenzo have damaged the pontoons in Lajes do Pico. Yachts should avoid visiting there until repairs have been effected.

Lajes das Flores, Flores, Azores

39 22.69 N 31 9.899 W

Linda Lane Thornton (SV Coromandel) - 04/10/2019

The waves from Hurricane Lorenzo have severely damaged the outer harbour wall of the port of Lajes das Flores, and has damaged the infrastructure of the marina. This will take some time to both clear and repair and it is inadvisable for yachts to visit there at present.

Azores, Santa Maria

36 56.46 N 25 3.836 W

Stephanie Connor (Sandpiper) - 24/09/2019

Very welcoming staff with very good facilities; lovely stop-over before heading south.
There are 3 large hammerheads to starboard on entering which are reserved for catamarans but often used by new arrivals as reception/first night berths.
Good fuel pontoon next to marina office.
Club Naval at harbour entrance as a local focal point and provides good food and reasonably priced drinks.
Two active dive centres in harbour with good local dive sites including an excellent Manta Ray viewing site.
An active fishing harbour but the fishing boats do not adversely affect movement.
The marina office will arrange car hire to be delivered to the marina, useful as the town is a good 2km uphill.
No chandlers services in the marina.

Azores, Pico Island

38 31.78 N 28 30.03 W

Stephanie Connor (Sandpiper) - 24/09/2019

The harbour now provides extensive mooring alongside the various quays for several yachts of all sizes but with no onshore facilities. There did not appear to be any established GNR. Immigration or harbour officials but suspect they will appear!

The extended breakwater provides a well sheltered berth but the original pontoon facility is now occupied by dive and whale watching boats. There is a small anchorage immediately outside the old marina area and swimming area with reasonable holding but exposed to swell.

Car hire and restaurants readily available opposite new ferry terminal adjacent to the harbour.

**Madeira, Porto Santo**

36 57.12 N 25 5.195 W

Stephanie Connor (Sandpiper) - 24/09/2019

Page 178. Telephone number of marina changed to +351 291 208 617.

Contact channel now channel 9.

Limited berths, 8m fingers, only one hammerhead.

No evidence of a reception pontoon; it appeared to be used as a semi-permanent mooring for motor cruisers and large yachts. The pontoons open to the public, but the GNR make regular visits including morning and evening checking who is in.

Page 180. The (white) office complex at the entrance to the marina car park now houses the port office, GNR and Immigration in addition to the Marina office.

Page 180. Euro 20 deposit required for toilet and shower keys.

Page 181. Supermarkets no longer deliver to the marina.

Free laundry in blue building next to boat yard but it appears to close 1200–1400.

Fuel available from a tanker on the quay at designated times (marina office will confirm).

Free wifi at the cafe in the marina car park, but not available elsewhere.

New power station and bio/algae factory opened in NE corner of harbour but other harbour/marina developments not developed to their full potential.

A bus tour of the island on an open top bus is a quick and easy way to get a good overview. The Christopher Columbus museum in the town includes interesting background to the island but not that much about Columbus.

Praia da Vitoria, Azores

38 43.50 N 27 3.000 W

Ian McCrum (Shadowmere) - 03/09/2019

Praia Marina is very busy and fairly full at the end of August and in September. No lifting out happens until the beginning of September and if you want to be lifted out you should not expect to get a marina berth. Paulo who runs the marina will squeeze you in if he can - he is very helpful but you may have to anchor off the marina until you can be lifted - this may not be until much later in September. The anchorage is reasonably sheltered but you may have to move if a severe easterly swell sets in. You obviously need to be on board whilst at anchor.

Horta, Faial, Azores/ Communications update

38 29.90 N 28 39.47 W

Stephanie Connor (Sandpiper) - 16/08/2019

6th Edition Page 78. The marina contact channel has changed to channel 11. Normal to call on Ch 16 and switch to Ch 11.

Marina office now on the ground floor of the reception building along with immigration.

Cais da Barra, Graciosa/New marina

39 3.277 N 27 58.44 W

Stephanie Connor (Sandpiper) - 16/08/2019

6th Edition Page 114-115. Work restarted on the new marina in 2018 and is progressing well with a large breakwater nearing completion in August 2019.

It is due to be completed in the summer of 2020 and, as though it will provide a large new marina immediately south of Santa Cruz.

**Flores, Vila da Lajes/Berthing**

39 21.61 N 31 9.845 W

Stephanie Connor (Sandpiper) - 16/08/2019

6th Edition Page 62. There are no longer any pontoons along either breakwater; these were damaged in storms in 2018 and no date was available for when they would be repaired and put back in the water.

The breakwaters are used extensively by the fishing boats leaving no room for visiting yachts in August 2019.

Corvo, Vila Nova. Berthing

39 39.44 N 31 6.302 W

Stephanie Connor (Sandpiper) - 16/08/2019

6th Edition Page 72. A new and significant extension to the mole was completed in 2017 almost doubling its size. It now provides very good alongside berthing with plenty of bollards albeit few steps.

No water of electricity on the mole.

Limited toilets on the left of the slipway up from the mole (take your own paper!).

Restaurant, O Caldeirao next to the airport control tower provided excellent food in 2019 with fantastic views from its terrace.

Flores, Vila da Lajes

39 22.12 N 31 9.309 W

Stephanie Connor (Sandpiper) - 16/08/2019

6th Edition Page 58-65. (Page 62) Already tight entrance now (August 2019) further restricted by large concrete obstruction in middle of channel; part of the jetty collapsed in November 2018 and is now marked by a single light. It can be passed on either side with enough room for a large catamaran. Plans are in hand to clear obstruction in 2019 but harbour master not hopeful it will happen.

Apart from 2 hammerheads all the finger pontoons are short (5m) with only 2 cleats. All are subject to swell in all conditions.

There are now basic showers with hot water at marina entrance.

Toilets are provided at marina entrance (next to showers) and next to marina office.

There is a small laundry facility next to the showers and toilet.

The long established "Beira Mar" restaurant has closed; appears to have been replaced by a cafe.

Atlantic Islands (C.Verdes,Madeira)**Current supplement for RCCPF Atlantic Islands**

33 31.52 N 20 43.21 W

RHKM - 03/12/2019

The current supplement for Atlantic Islands 6th edition can be downloaded here

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

**Porto Santo/Madeira**

33 3.610 N 16 18.78 W

Andrew Wilkes (Annabel J) - 15/11/2019

Atlantic Islands - Madeira Group - Porto Santo (page 180)

The swinging moorings have now all been removed but there is room for 20 or so yachts to anchor within the harbour. Anchor to the north of the yellow buoy - the southern part of the harbour is used by the ferry to turn (ETA 1000, ETD 1900). Harbour dues are E5.38 (<15m), E8.60 (16-30m) and E10.75(>30m) for anchoring. The marina fees vary from E10 (<6.5m) to E40 (<14m) per day with big discounts for longer stays.

Madeira

32 39.31 N 16 57.13 W

Andrew Wilkes (Annabel J) - 15/11/2019

A small correction on page 177 of Atlantic Islands (Navtex) - Madeira lies within NAVAREA II (2) not NAVAREA 11

Madeira, Calheta

32 45.01 N 16 56.12 W

Stephanie Connor (Sandpiper) - 24/09/2019

Page 201.

Extensive and ongoing work to reinforce the cliff walls behind the marina continues to disrupt marina life with the road closed and noise and noise during the day. Some shops and restaurants have just re-opened but the work is expected to continue for at least the rest of the year.

The reception pontoon is regularly used by locals and we were directed straight to one of 3 hammerheads immediately to starboard on entering the marina after calling on Channel 9. Plenty of space as at mid Sept 19. Euro 20 deposit for shower and pontoon key, note the office appears to close from 1200-1500 and at weekends so need to time collection of deposit with departure.

Sugar cane factory on left going up the hill from the beach front is well worth a visit.

Madeira, Funchal

32 38.36 N 16 50.27 W

Stephanie Connor (Sandpiper) - 24/09/2019

Page 194. Marina number changed to: +351 912 304 508.

Page 198. Mare chandlers closed.

Very helpful staff but had to circle outside entrance for 15 minutes while they sorted out an unannounced arrival who queue jumped ... ! We called ahead and it did appear the staff had reserved a place for us.

Visitors tend to be berthed/rafted on outer wall; only 3 deep when we went in although we had a place to ourselves.

Page 199. All formalities now done in new offices at the head of the breakwater in the middle of the restaurants. Quick and easy.

Able to get permits for Ilhas Desertas and Selvagens from the marina office on the spot as well as the marina office at Quinto do Lorde.

**Madeira, Quino do Lorde**

32 35.03 N 16 57.11 W

Stephanie Connor (Sandpiper) - 24/09/2019

Page 186. Visitors not in place.

Southern breakwater showing serious signs of storm damage (all reinforcing metal exposed) and without new work may suffer serious damage in coming winter storms.

Page 186. Discount of 30% on quite expensive marina charges available to CA and OCC members.

Page 187. Mares chandlers has closed but there is a small but good chandlers run by a Frenchman in the marina.

Marina has very good local contacts with marine engineers and will actively help any sailors in need - sourced and sent out by RIB a mechanical engineer 3.5nm to meet our boat when our starter motor burnt out without charge after we enquired about the availability of an engineer to help us.

Marina office will arrange car hire from the marina at very competitive rates.

Limited shops in marina but the small supermarket provides essentials.

Active dive centre in marina with excellent local dive sites.

Marina users get a 10% discount at the only restaurant in the marina and can use the hotel/resort beach/swimming pool/beach bar.

Marina users can use the hotel/resort shuttle bus to Funchal outbound 1030 return 1700 free of charge.

Good and cheap bus service from service entrance to resort, (€1.80 to Funchal via the airport ... and lots of other villages!) and it stops at the Machino Continente supermarket enroute.

Extremely helpful marina staff, RIB normally meets incomers but does not always answer on channel 9.

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 competent 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)

Atlantic Islands (The Canaries & Bermuda)

Bermuda - Covid update

32 20.17 N 64 46.02 W

Will Pedder (Zorra) - 01/07/2020

From Grahame Rendell, HFR, 30 June 2020.

Bermuda has just entered Phase IV of its Covid-19 Plan and is no longer in an official State of Emergency.

Curfew remains for 2300 to 0500, however. There have been a few unfortunate and serious incidents.

Bermuda's active case numbers have dropped to just two (2) with no social contagion

Flights into Bermuda are resuming by mid-July but on a restricted basis.

Rules for inbound visitors or returning residents are onerous - see link

Arriving vessels need to have pre-clearance before setting off for Bermuda (Safe Haven exception) - see link

<https://www.gov.bm/coronavirus-travellers-visitors>

Morale is high, food plentiful, unemployment a problem but 'instant' welfare has been organized for Bermudians out of work.

Gathering of up to 50 are now allowed - with physical distancing remaining at 2 mts.

In-house dining at restaurants is permitted - but again onerous requirements.

Whereas there are desperate efforts to open up the travel sector of local business, I would not recommend visiting Bermuda for several months. That places the window of opportunity in the middle of the Hurricane season for the North Atlantic. Again, please let me know if you know of any RCC members envisioning visiting Bermuda or a near-pass.

Current supplement for RCCPF Atlantic Islands

33 31.52 N 20 43.21 W

RHKM - 03/12/2019

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**La Gomera, Canary Islands**

28 4.523 N 17 20.97 W

Stephanie Connor (Sandpiper) - 24/10/2019

Canaries, La Gomera, Puerto de Santiago

Page 332. New Fred Olsen ferry service now operates 3 times a day (twice on Sat/Sun) between the 3 island ports. The ferry jetty at Puerto de Santiago takes up much of the inner breakwater.

Canaries, La Gomera, Puerto de Vueltas

Page 335. New Fred Olsen ferry service now operates 3 times a day (twice on Sat/Sun) between the 3 island ports. The ferry still uses the existing berthing space inside the breakwater.

La Gomera, Canary Islands

28 4.436 N 17 7.331 W

Stephanie Connor (Sandpiper) - 24/10/2019

Canaries, La Gomera

San Sebastian

Page 328. Very helpful harbour/port office staff 24/7.

Marina staff did not answer on CH 9 until 0800 but then did respond quickly and efficiently. The Harbour Office did respond and were very proactive in their assistance when we were heaved to outside the harbour awaiting dawn to enter after engine failure.

Page 331. Andy Altenhofer telephone number no longer in service and the number on his web site is not connected (as at 18.10.19). He works as a marina staff member and can be contacted through the marina office. An alternate general service and maintenance and specialist rigger is Darrin Lee (I Understand Anne met him on her last visit here). He claims not to get involved with electrics or engines but apparently has a good reputation for rigging and was very helpful on our visit especially providing local contacts. He runs DLS Nautical Expertise +34 922 371830, dlsgomera@gmail.com, www.dls-gomera.com.

There is a Euro 5 deposit of the access card, refundable. There is a launderette next to the marina office; Euro 3.50 for washer and the same for the large drier (washing powder provided).

Product market next to HiperTrebol supermarket has fruit and vegetable shops open every day and other market stalls open on Saturday and Wednesday. It also has a good bakery open daily.

As at October 2019 work has been done to strengthen the pontoons with new anchors.

We had spares sent by UPS from the UK and they were held up in Tenerife for 48 hrs awaiting my passport copy - the only problem was they never contacted me to ask for it! If I had not been tracking the parcel I would never have known they needed it. Even after providing it it took 36 hours to cross the 30 miles to La Gomera. Perhaps worth arranging for a copy of the passport to go with the parcel from the sender to places like the Canaries.

Marina La Gomera, La Gomera

28 5.235 N 17 6.533 W

Stephanie Connor (Sandpiper) - 16/10/2019

P328

Very helpful Port/Harbour staff 24/7.

appear to be monitoring Ch 9 24/7 and had to wait until 0800 and I suspect the Port Office contacting them before we had a response. Once contacted they were very helpful.

P331.

Engineering and Rigging

Andy Altenhofer telephone number is not responding and the number given on his web site is also not connected. He is a member of the marina staff and can be contacted through them.

A new contact for rigging and general repairs (although he says he tries to stay away from engines and electrics) is Darren Lee DLS Nautical Expertise. +34 922 371 830/+34 618 275 223 (M) dlsgomera@gmail.com, www.dls-



gomera.com

Launderette now available next to the marina office (Euro 3.5 wash and same for large drier).
Fruit and veg market now on Saturday and Wednesday next to the HiperTrebol supermarket.

San Miguel Marina, Tenerife

28 1.186 N 16 36.80 W

Stephanie Connor (Sandpiper) - 16/10/2019

P112

Approach. From the North there is now a RED light on top of Pta Montana Roja just north of the marina.
Reception building is well illuminated at night with a red neon light having been added to the bright white light - top floor seating area. This stands out as a bright white light next to the Green Starboard Quay entrance marker.

Las Palmas, Grand Canaria

27 59.66 N 15 24.59 W

Stephanie Connor (Sandpiper) - 16/10/2019

P273

Access cards now issued as a one off purchase (Euro 5) with no refund. Card can be used for multiple visits and re-activated for each visit - if you don't lose it!

Las Palmas Marina Deportivo Gran Canaria

28 8.266 N 15 25.59 W

Stephanie Connor (Sandpiper) - 14/10/2019

The marina has been talking about making significant improvements recently but they are now not expecting anything to start for about 5 years.

Marina Rubicon, Lanzarote. P249

28 51.47 N 13 48.92 W

Stephanie Connor (Sandpiper) - 05/10/2019

Power sockets on pontoons are mainly 32amp sockets although there are both the normal 16 amp on some with 63 also available. Adaptors are available from the marina office – deposit Euro50.

Discount offered on berthing – CA 10%, OCC – 5%.

Laundry has large washing machines, only takes Euro 1 coins (Euro 4 per wash and the same for the drier); need marina access card to get in.

The Volcano hotel has a great spa if you want pampering!

Saturday market takes place around the harbour; lots of interesting stalls.

**Puerto de Caleta del Sebo 29 deg 13'.6N 13 deg 30'.09W Sept 2019**

29 13.80 N 13 30.16 W

Stephanie Connor (Sandpiper) - 05/10/2019

P238. Marina office number changed to central government number - +34 828 181 140.

Marina does now accept visiting yacht, but they must book, in advance, through the government marina website. See below:

Permits for the anchorage and adjacent port (and all Government run marinas) are obtainable from the Canaries Government port website – info@puertocanarios.es but must be booked at least a month in advance, with specific dates and copies of the normal entry ships papers submitted. This process applies for all the government run marinas although some do appear to accept last minute VHF requests for a berth they do not appear to accept telephone requests and the new number for all of them is +34 828 181 140 (a central information number) who will direct callers to the website!

Marina will also accept long term bookings (including 6 months+) with very reasonable rates – Euro 12/night for a 12m yacht with 25% for long term (1 month plus) stays.

LANZAROTE

28 53.01 N 13 30.50 W

*Stephanie Connor (SANDPIPER) - 28/09/2019***PAGE 243**

Pilot refers 2 towers near the power station; these were not obvious but there are 2 prominent wind turbines near the power station that are excellent markers.

Mole extension now completed.

Charges for 10-12m yacht E18. 10% discount offered to CA/OCC members.

Marina office now on ground floor of office building next to fuel and 1st/2nd pontoons on entering. Good wifi in office with separate log in to marina where service is often poor.

Laundry - no key needed; E4 for a wash and E4 for drier.

Toilets and showers - use a card provided by marina office with E10 deposit.

Tourist office also provides car and bike hire from its office in the marina car park.

Berth allocated during passage through channel after entering harbour, staff very helpful and all appear to speak English. Staff were available on the pontoon to assist.

There is now an IKEA in town 5 minutes by car from the marina.

Chandlers in town, while excellent, are expensive - a Whale Gulper 220 pump (for shower) was E246; it is for sale via amazon UK for E119 and Ebay £96! (RCC Only)

La Palma, Canary Islands

28 40.68 N 17 45.75 W

Hilary Keatinge - 07/08/2018

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

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

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

**Canaries (v1)**

28 59.92 N 13 35.39 W

Peter Fabricius (Pemandia) - 16/06/2018

Pemandia arrived in Lanzarote a couple of weeks ago, so this is a first report. We shall be cruising further and will submit more as we learn it!

First, a note about an absolutely first class sources of advice, beyond just the pilot book, Mel Symes who works in Puerto Calero Marina (and also at Marina Lanzarote)- Reservas@puertocalero.com She booked us a berth in each of the marinas and has advised on everything from supermarkets to car hire and is poised to help with onward berthing arrangements.

Marina Lanzarote at Aricefe. The extension to the outer breakwater is now complete - Green tower at the end. I understand this has made a big difference in bad weather. A N or NE wind fairly funnels through the marina though.... There is no fuel berth yet. I was told "in a month..", but Sept more likely. Pontoons made from a very slippery plastic.

Several yachts were anchored just S of marina Lanzarote about 28:57.2N 13:33.2W in the plan on P242. They looked quiet and were not rolling much in a NE 15K breeze.

Puerto Calero is a delight. We were found a very sheltered berth right on the inside, near the yard. Short finger pontoons but quite adequate. No chandler there. I needed some aluminium welding done to our headsail furler and found David who is English and works independently, upstairs in the yard (I've yet to see his work...) does stainless and aluminium work.

From the shore, Marina Carmen does not appear to be geared towards visiting yachts.

We have only looked at the anchorage at Playa Quemada (P248) by foot, but the only yacht there was rolling, despite offshore breeze.

Isla Graciosa. Mel kindly sent us the application form (details correct in the book) for a permit to anchor at Playa Francesa. She did not know if checks are often made, but it is easy to submit the application on line (takes about 10 days) so why not do it? One other yacht when we arrived but it cleared out leaving us the whole beautiful anchorage for the night. We did not visit the marina (in Caleta del Sebo, the island's only village).

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.

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.

**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 Hierro. 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 dlsilagomera@gmail.com

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

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

Parque Natural del Archipelago Chinijo, Isla Graciosa, Lanzarote

29 13.16 N 13 31.72 W

HK - 09/06/2017

This is a correction to the details on page 236 of Atlantic Islands 6th edition 2016

Parque Natural del Archipelago Chinijo

Anchoring Permit

To receive a copy of the form by email contact: medioambiente3@cabildodelanzarote.com

The form can also be downloaded from here <https://rccpf.org.uk/notice-item/1082>

**Bermuda**

32 19.43 N 64 43.59 W

Hilary Keatinge - 03/04/2017

Advisory Note from the RCC HFR Grahame Rendell:ADVISORY NOTICE:

I have yet to verify my concerns at a possible run on supplies in Bermuda - but it would be advisable to overstock your food supplies before heading for Bermuda. The normal population of circa 62,000 (small town size) will increase by 300% during the America's Cup/Tall Ships. Whereas wholesalers and container shipping are planning appropriately, the confluence of 19 Tall Ships with ravenous crews/trainees; the influx of AC-17 visitors; J-Class; Antigua inaugural and visiting yachts will put a strain on our supply lines.

i.e. if continuing a sea passage after a brief stay in Bermuda, you might wish to have enough core supplies to reach your next destination and only supplement these in Bermuda. Fuel and Water should not be a problem. If new to Bermuda, be aware that food is 30% more expensive [import excise tax, instead of income tax!] Availability is less than 1st -world but better than 3rd -world – there are some UK brands (Waitrose) for nostalgia eaters J.

Normal import restrictions on alcohol/tobacco (duty free) – I'm not sure about 'Bonding' duty-able stores for release on departure. Firearms will be removed and bonded.

Courier services in Bermuda are 1st-world and are excellent. I have a list of vendors and repair services should you need anything resulting from your passages to Bermuda.

Grahame Rendell
RCC – HFR Bermuda

Bermuda

32 18.49 N 64 45.08 W

Hilary Keatinge - 03/04/2017

From the RCC HPR in Bermuda, to Yacht owners hoping to be in Bermuda during the America's Cup period:

Re: VISAS & VISA CONTROLLED NATIONALS

With effect at March 1, 2014, Bermuda entry visas and visa waivers are no longer required for tourist or business visitors to Bermuda. To be landed in Bermuda as a Visa Controlled National, the following requirements must be met:

1. All travelers who require a multi re-entry visa (MRV) for the UK, US or Canada must present this visa-type upon arrival in Bermuda;
 2. The MRV for the UK, US or Canada must be valid for 45 days after the expiration of a visitor's intended stay;
 3. All travelers must possess a passport that is valid for 45 days past the expiration of their intended stay in Bermuda;
 4. Travelers arriving by air intending to join a private vessel must possess a document from the captain/owner of the vessel indicating that the traveler will be joining the vessel; and
 5. All visitors must demonstrate that they possess arranged accommodation for the duration of their stay in Bermuda (if they are joining a vessel, the letter of introduction from the owner/captain will be sufficient).
- Persons whose MRV and passport validity is less than 45 days will not be landed.

Exception to the Multi Entry Visa Requirement:

Visa Controlled Nationals who can demonstrate that they have the right to reside in the USA (Permanent Resident Card 'Green Card'); Canada (Permanent Resident); or the UK (no limit on stay in the UK) together with a valid passport do not require a Bermuda Entry Visa.

If you have any further Immigration questions in relation to visitors to the island please do not hesitate to ask.

Regards,

Steven H. Lambert



Assistant Chief Immigration Officer
Government of Bermuda, Ministry of Home Affairs

Newfoundland & Labrador

McCullam

47 37.82 N 56 13.62 W

Simon Currin (Shimshal) - 11/07/2019

Author: Simon Currin

Last updated: 11 Jul, 2019

McCullam

Dock on Government Wharf. The Harbour Master is German but has lived in McCullam for 9 years (2019). Town served by ferry but population down to 30. Lovely place.

Further reports

There are no further reports yet.

Burgeo

47 36.78 N 57 36.43 W

Simon Currin (Shimshal) - 11/07/2019

Author: Simon Currin

Last updated: 11 Jul, 2019

Ramea

We docked on the outer floating dock as the Government Wharf had lobster pots stored in the water off it. Depth on the end of the pontoon is exactly 2.3m at low tide. The other floating dock mentioned in the CCA guide no longer exists.

The board walk is fantastic and you can contribute to it by buying a plank and having your name engraved on it. The lighthouse is manned! Great views from the lighthouse.

As with everywhere else everyone was most friendly.

Further reports

There are no further reports yet.

Ramea

47 31.28 N 57 23.16 W

Simon Currin (Shimshal) - 11/07/2019

Author: Simon Currin

Last updated: 11 Jul, 2019

Ramea

We docked on the outer floating dock as the Government Wharf had lobster pots stored in the water off it. Depth on the end of the pontoon is exactly 2.3m at low tide. The other floating dock mentioned in the CCA guide no longer exists.

The board walk is fantastic and you can contribute to it by buying a plank and having your name engraved on it. The lighthouse is manned! Great views from the lighthouse.

As with everywhere else everyone was most friendly.



Further reports
There are no further reports yet.

François

47 34.84 N 56 44.59 W

Simon Currin (Shimshal) - 11/07/2019

Author: Simon Currin

Last updated: 11 Jul, 2019

François

A highly recommended outport on a spectacular setting. Great walks ashore on both a board walk and, for the more adventurous, a marked trail to the summit with ropes in situ for the steeper bits.

Pay harbour fees at the store. Dock on the floating dock as the Government Wharf is used by the ferry. No services on the floating dock and no mobile data unless you climb the hill.

Further reports

There are no further reports yet.

Hare Bay

47 42.58 N 56 33.39 W

Simon Currin (Shimshal) - 11/07/2019

Author: Simon Currin

Last updated: 11 Jul, 2019

Hare Bay, NW Arm

Beware the bar is shallow off Sandy Point - leave it well to starboard when approaching. We touched with a draft of 2.3m at high tide. Spectacular 6 mile approach down the fjord. Exiting across the bar we found plenty of water when following the CCA instructions.

We tried to walk ashore but the native bush is hard going and the bugs ferocious. Came across two moose in our foray.

Further reports

There are no further reports yet.

Fortune

47 4.333 N 55 49.88 W

Simon Currin (Shimshal) - 11/07/2019

Author: Simon Currin

Last updated: 11 Jul, 2019

Fortune

A useful official port of entry in wishing to clear customs when coming from St Pierre. Officially you should dock outside the customs office to clear which is the quay shared with the St Pierre ferry. As we arrived at the same time as the ferry we were instructed to go to the floating dock and ring CANPAS which we did. CANPAS sent the customs officials to us. All was very easy.

The floating dock has electricity.

Further reports

There are no further reports yet.

**Burin**

47 1.867 N 55 10.42 W

Simon Currin (SHIMSHAL) - 30/06/2019

Author: Simon Currin

Last updated: 30 Jun, 2019

Burin

Dock on Government Wharf where there is water and electricity. Marguerite (2019) is the very helpful harbour master who comes on duty at 0800. No stores and it would be necessary to borrow a car to get fuel. Everyone very friendly and a lovely picturesque harbour. Walk up to Cook's Lookout gives excellent views.

Further reports

There are no further reports yet.

Trepassey

46 43.76 N 53 22.48 W

Simon Currin (SHIMSHAL) - 30/06/2019

Author: Simon Currin

Last updated: 30 Jun, 2019

Trepassey

We anchored in mud (10m) as the wharf was being renovated. A walk out to the Battery via the causeway was very pleasant. Famed for it's fog we saw it only in brilliant sunshine.

Fermeuse Harbour

46 58.18 N 52 54.72 W

Simon Currin (SHIMSHAL) - 26/06/2019

We tied up against the government wharf Port Kirwan. There was 7m depth on the W side and the rest of the dock looked deep. Electricity but no water. No fuel. Access to the Avalon Hiking Trail. Hand 4G.

Sydney Cove

48 59.40 N 53 43.76 W

Simon Currin (Shimshal) - 20/06/2019

Author: Simon Currin

Last updated: 18 Jun, 2019

Sydney Cove on Pork Island

Lovely sheltered anchorage with no services and excellent mud. Anchor in 5 m near entrance.

Further reports

There are no further reports yet.

Bonavista Harbour

48 39.02 N 53 6.884 W

Simon Currin (Shimshal) - 20/06/2019

Author: Simon Currin

Last updated: 18 Jun, 2019

Bonavista Harbour

Long pontoon with electricity. \$30 per night in 2019. Fuel in cans from gas station with lift by harbour master. Small convenience store and restaurant within walking distance of dock. Car hire available.

Further reports



There are no further reports yet.

Trinity Harbour

48 22.29 N 53 21.44 W

Simon Currin (Shimshal) - 20/06/2019

Author: Simon Currin

Last updated: 20 Jun, 2019

Trinity Harbour

Very attractive Harbour with private wharf (\$40 in 2019), cafe, restaurant, water, gas and fuel in cans. Very fast and free WiFi. 4m on main wharf. Lovely walks ashore. Also plenty of anchoring options.

Further reports

There are no further reports yet.

Exploits Harbour

49 30.92 N 55 4.002 W

Simon Currin (Shimshal) - 16/06/2019

Fantastic harbour described by locals as a, 'little bit of heaven!'

Berth along the Lewisporte Yacht Club wharf which is on the port side at Lucy Point as the harbour us entered from the south. LYC also has moorings. Take the 4.2km walk to Surgeon's Cove Lighthouse. No water, fuel or electricity on the dock. No WiFi and weak 4G.

Seldom Harbour

49 36.60 N 54 10.98 W

Simon Currin (Shimshal) - 16/06/2019

Pleasure craft wharf is in the NW arm as you enter Seldom Harbour. Depth alongside 3m. Price per night is \$30 (in 2019) which includes free WiFi, showers, water and electricity. Fuel can be delivered to the wharf. Convenience store nearby. Harbour master (Anne in 2019) was very helpful.

Sivier Island

49 21.20 N 54 59.54 W

Simon Currin (Shimshal) - 25/09/2018

Good holding though a lot of kelp when the anchor came up. Lots of cabins ashore. More sheltered further in but we did not venture that far as this was just a lunch stop.

Luke's Arm

49 30.32 N 54 51.14 W

Simon Currin (Shimshal) - 25/09/2018

Very sheltered and attractive anchorage. Charts suggest least depth to be 2m on the approach but we never had less than 8m.

**Newstead Harbour**

49 23.77 N 54 51.57 W

Simon Currin (Shimshal) - 25/09/2018

Good shelter from the west. Anchor only with no alongside berths. Rudimentary store . Nature reserve ashore at the site of old saw mill. Short walk to Comfort Cove.

Domino Harbour and Black Tickle

53 28.32 N 55 46.67 W

Simon Currin (shimshal) - 15/08/2018

Latitude:

53° 28.40' N

Longitude:

55° 46.74' W

Domino Harbour and Black Tickle

All the fish processing plants is now in ruins and the town is struggling to survive with little or no industry left. Two shops with meagre supplies in Black Tickle. Still served by ferry and 2 flights a week from Goose Bay.

We anchored off the fish factory in Domino and walked into Black Tickle as the wind was strong and from the south east. The Government dock in Black Tickle looked in a reasonable state of repair even though the factory is derelict.

Battle Harbour

52 16.38 N 55 35.13 W

Simon Currin (shimshal) - 15/08/2018

Latitude:

52° 16.44' N

Longitude:

55° 35.18' W

Battle Harbour

The wharf was being restored in 2018 and we were told there was no place to anchor.

La Scie

49 57.62 N 55 36.10 W

Simon Currin (shimshal) - 15/08/2018

Latitude:

49° 57.65' N

Longitude:

55° 36.03' W

La Scie

We went alongside the new wharf as the pontoons hadn't been fully deployed. Electricity and water available.

Paid the Harbour Master \$1.17/m for the night and he drove me to his office where there are showers and laundry. Walked up into the cliff on the eastern side using a good path and board walk. Lovely evening walk with a rocky cove and twisted rock cliffs. An excellent stop.

**Lewisporte**

49 14.42 N 55 3.522 W

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

The new visitor's pontoon is where the pin is on Google Maps and is rather shallower than charted. We went aground twice within the Harbour with our 2.3m draft. One time we found rock.

Fantastically welcoming harbour and yacht club. Electricity and water on all pontoons. 30 Ton travel lift and a different lift for bigger boats. Lots of hard standing. Yacht Club has showers, internet, cooking facilities, club house and laundry. Chandlery at entrance to compound. Winter storage possible.

All facilities in town except car hire. Gander airport is a 30 minute drive away and has car hire but impossible to hire a car in July and August even when trying to reserve 2 months ahead.

One bus a day to St John's which departs 15:55 and cost \$67 for a single. We used Bob's taxi which took 4 hours and cost \$450 but meant we got our mainsail to United Sails in St John's for repair.

Fortune Harbour

49 31.15 N 55 15.15 W

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

49° 31.19' N

Longitude:

55° 15.20' W

Fortune Harbour

We anchored north of Gillespie Island in 8m where the pin is positioned. Older charts give a depth of 2m here but the newest Navionics (2018) are accurate.

Lovely place and good holding. Cafe ashore although no cellphone coverage. Very sheltered.

Lady's Arm

52 56.86 N 55 54.09 W

*Simon Currin (shimshal) - 15/08/2018***Lady's Arm**

We anchored south of the Government Wharf. Lovely village and welcomed by locals who gave us salmon. Good holding in mud. Very scenic.

Arrived via Squasho Run which was delightful.

Occasional Harbour

52 38.49 N 55 47.89 W

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

52° 38.64' N

Longitude:

55° 51.14' W

Occasional Harbour

Space for anchoring was limited by numerous floats for nets during the salmon season. Very scenic.

**KANGALASIORVIK BAY, SAGLEK FIORD**

58 36.46 N 62 54.75 W

Trevor Robertson (Iron Bark) - 25/02/2017

Charts 4766, 4765

Kangalasiorkvik Bay is misnamed Bears Gut on charts 4765 and 4766. It provides good shelter in moderate depth with apparently good holding.

Approach

From the N the entrance is wide and clear except for a group of rocks about half a mile NW of Kangalasiorkvik Island. These rocks break in a moderate swell. In poor visibility the safest route is to close the mainland coast well north of the N end of Kangalasiorkvik Island and follow the mainland coast S into the bay.

From the S there is a narrow but clear passage between the mainland and some drying rocks off the skerries to the SW of Kangalasiorkvik Island.

Anchorage

Iron Bark anchored on the W side of the bay as shown, well sheltered from all direction in 21 ft (6.5m) mud and weed. The surrounding mountains may produce williwaws.

Halifax, Nova Scotia - Anchorages

44 37.60 N 63 32.29 W

Clive Woodman (Cosmic Dancer V) - 11/07/2016

Although a massive natural harbour, Halifax is not blessed with too many places where a yacht can anchor.

Depths are suitable for anchoring in the Northwest Arm, and although almost the entire arm is shown as an anchoring prohibited area on the chart, Judy Roberston (CCA) reports that:

" the arm is actually a fantastic anchoring place and as long as yachts do not block the centre of the channel all is great. On the west side about half way up is a well protected area (just south of the Dingle Tower and as well closer to the city side just south of Armdale Yacht Club. It is over 25 feet deep as the glaciers did a wonderful job and every year there are typically many dozens of boats anchoring in the Arm, I also have a mooring that I lend out to people on a very regular basis so sailors just need to contact me directly (armdalecove@gmail.com). There are also 2 other guest mooring provided in the estate of a late member of the CCA."

McNabs island appears to be the only other place you can anchor without going a long way inland to the head of the Bedford Cove. We anchored in the cove just to the east of Ives point on the northern end of McNabs Island, far enough offshore to avoid the wrecks closer to the shore, but inshore of the disused submarine cable. Holding was reasonable in 5-6 m of water and it was reasonably well protected from ocean swells and the wash from harbour traffic.

Newfoundland & Labrador - Introduction and General Information**Makkovik**

55 4.707 N 59 9.903 W

Simon Currin (shimshal) - 04/01/2019

We were able, after some negotiation, to check in here upon our arrival from Greenland with the assistance of the RCMP. This is not a port of entry but the police kindly let us ring CANPAS from their station and checked us



in over the phone. The mountie came out to the boat at anchor and did a brief inspection and stamped the paperwork for our fire arm.

WiFi in the fish factory but the jetty was being rebuilt so out of use.

Locals gave us salmon and Arctic Char.

A couple of poorly stocked grocery stores. Coastal ferry visits once a week. No cellphone coverage.

Mosquitos in July++

Winds along the Nova Scotia Coast

44 21.03 N 63 7.739 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

In summer the prevailing wind along the Nova Scotia coast is south westerly and although passing weather systems result in some variations, they don't seem to last long before the wind is again blowing from the SW.

This means that if you are heading south towards Maine or New England you are likely to find yourself tacking the entire way. The tactic of waiting for a low to pass through and then setting off on the north westerlies that follow it, doesn't really seem to work in Nova Scotia.

The other factor to be taken into account when passage planning is the sea breeze. The cold Labrador current flowing down the coast makes for extremely large temperature differentials between land and sea, which in turn generates extremely strong sea breezes. By mid afternoon on a clear day they can be blowing in excess of 25 knots and seem to persist much later in the day than one would normally expect, often peaking shortly before sunset, only to die away abruptly within 15 minutes or so of the sun setting.

These breezes also persist a remarkable distance inland. On a sunny day it is not uncommon to find the thermally accelerated wind actually increasing the further up a river or harbour entrance you go, so that by the time you come to drop anchor or go alongside you are in the strongest winds you have encountered all day.

If day sailing southwards down the coast in fine weather, it pays to start early in the day and to aim to reach your destination by early afternoon before the full force of the sea breeze against you kicks in. Likewise, it pays to tack offshore first thing in the morning when the gradient wind is blowing from the SW. When you see the sea breeze front forming along the shore line (typically a few hours before midday) you can tack back inshore and as the sea breeze fills in the wind will back to a more southerly direction lifting you up towards your destination.

An alternative strategy for those with plenty of time is to delay your journey southwards until early September when local sailors say it is not unusual to have prolonged periods of northerly winds.

Those heading northwards have little to worry about until reaching Chedabucto Bay and the Straits of Canso. The winds tend to funnel strongly down these straits from the NW leaving anyone heading northwards with a stiff beat in short uncomfortable seas.

Although the Straits of Canso offer the shortest route to the St Lawrence River, unless you specifically wish to visit Prince Edward Island then the route through the Bras d'Or Lakes and round the north of Cape Breton Island is likely to be considerably more comfortable. Many yachts heading north eastwards from Nova Scotia to Newfoundland also seem to take the Bras D'Or Lakes route even though it is marginally longer than the offshore route.



Mobile Phone and Internet Coverage in Eastern Maritime Canada

48 18.62 N 61 47.25 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

The past 4 or 5 years have seen significant changes in the situation with respect to mobile phone coverage in Canada.

When we first started cruising in eastern Canadian waters in 2012, mobile phone coverage was extremely patchy outside of the metropolitan areas and getting a PAYG bundle for phone/mobile data was both difficult and expensive. Although at first sight a PAYG SIM card was a cheaper alternative to using a satellite phone, in practice we found the benefits were marginal, especially since a lack of coverage meant that we often had to use the satellite phone anyway.

Since then coverage has improved significantly and when cruising the Nova Scotia and Newfoundland Coasts, and the inner reaches of the St Lawrence River, it was rare not to have a good 3G/4G mobile phone signal when mooring or anchoring for the night, and often we had a good signal up to 5 or 6 miles offshore when cruising between harbours. Even the south coast of Newfoundland, where the remote fishing settlements have no road access, has remarkably good coverage in relation to the small number of people living there. The only areas without any coverage whatsoever are the north Quebec shore of the outer St Lawrence River and Labrador.

At the same time prices have in general dropped and buying a Canadian PAYG Data and phone bundle now represents reasonable value for money and is much more convenient than relying on wifi hot spots. However the value for money aspect only extends to data usage and the making of local calls. Making and receiving international calls on a Canadian PAYG SIM card remain extremely expensive and for such calls you may find that a roaming international call made from your home mobile (or even satphone) works out cheaper.

Whilst coverage and prices have in general improved, unfortunately the same cannot be said of customer service levels. Pricing structures remain extremely complex and opaque, with all sorts of hidden charges waiting to catch you out the moment you stray outside of what may be included in your PAYG bundle.

Very few retailers, and even the mobile phone company call centres themselves, seem to understand exactly how these charges work and even a simple question like "How much will it cost per minute to receive an incoming call from overseas" is not readily answered - and when it is, you often get a different answer each time you ask the question!

Likewise, what should be simple administrative tasks like topping up your account balance and adding minutes/data to your account can end up being inordinately difficult, with online top ups simply failing to work, instead requiring lengthy and frustrating calls to the customer help desk (all of which eat into your call allowance).

The bottom line. If you are planning on cruising in Canadian waters for an extended period and need frequent telephone and mobile data access then it is probably worth enduring the hassle of getting a Canadian PAYG SIM card and keeping it topped up. However for shorter visits and/or only occasional use you may find that getting a roaming extension for your existing home mobile phone is not that much more expensive and avoids an awful lot of hassle.

If you do decide to get a Canadian SIM card then it pays to shop around as prices and what is offered in the various PAYG bundles, seem to vary greatly from year to year - and the best value provider one year may not be so the next year. However, when it comes to coverage in the maritime regions, Bell appears to have the edge over other providers, although the same cannot be said of their customer service which epitomises all that is bad about a call centre based service!

Winds, Currents and Tides in the St Lawrence River

49 5.903 N 67 3.864 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

Winds, Currents and Tides in the St Lawrence River



The prevailing winds in the St Lawrence River are southwesterly. Although passing weather systems have an impact on the wind direction, the funnelling effect of the river and surrounding mountains means that in practice winds are invariably either southwesterly or northeasterly, with a heavy predominance of the former.

The predominate flow of the currents and tides is northeasterly, with the ebb tide combining with the river current to give 8 or more hours of ebb flow at rates of up to 6-7 knots in places. In contrast the flood is generally much weaker, often not more than one or 2 knots, and of much shorter duration. By the time one is half way between Quebec and Montreal, although the river remains tidal, the outgoing river current completely cancels out the flood flow.

The net effect is that sailing out of the St Lawrence is an awful to easier than sailing in, and from the above description one might conclude that heading upstream is something only for the diehard masochist or motor sailing yachts with enormously powerful engines! However, significant numbers of perfectly "normal" local cruising yachts, most of which are under 40 ft, routinely cruise up and down the St Lawrence each summer. It is possible, it just needs time, patience and careful planning.

In the latter context, irrespective of which direction you are heading it is absolutely essential to have a copy of the official Canadian Hydrographer Tidal Stream Atlas on board before setting out. Anyone trying to rely on the tidal diamonds on the charts, or the tidal flows shown on some electronic charts, will quickly get into trouble (especially if using Navionics charts where the displayed tidal flows for this area are often 180 degrees out!) . Tidal flows in the St Lawrence east of Quebec are far from rectilinear, with a veritable maze of counter eddies along the shore and between the mid stream islands, and extremely strong cross tides setting across banks, spits and other shoal water.

Once east of the Tadoussac river mouth the tides and currents quickly become weaker and more unpredictable with wind driven currents and other local effects, such as funnelling between islands and freshwater flows from rivers flowing into the St Lawrence, coming in to play. However, the net effect is a current of around 0.5 to 1 knot flowing in a northeasterly direction, but with occasional opposing flows of up to 1.5 knots in places.

When heading outbound there are a small handful of tidal gates where one needs to get the timing right, but other than that you can sit back and enjoy the ride. The biggest logistic problem sailing vessels may face when heading downstream is where to refuel, particularly for vessels with a draught of over 1.5m as many of the harbours dry or are shoal. In settled weather running dead down wind with a strong current underneath you means that often the relative wind over the deck may often not be sufficient to sail and fuel consumption may be higher than anticipated.

Although on the face of it the inbound sailor faces an unremitting beat to windward, there are one or 2 tactics which can be employed to aid progress. The first of these is that the heavily wooded and mountainous slopes on either bank results in a significant backing of the wind (sometimes as much as 30 degrees or more) close to shore compared to mid river. This means that when tacking up river it generally pays to pick one shore or the other and then to short tack in the zone where the wind is backed, rather than putting in long tacks from one side of the river to the other. This tactic has the added benefit that it avoids repeatedly tacking across the separation scheme that runs down the middle of the river.

The second is that with this backing of the wind, in a southwesterly wind the south shore is the convergent shore with the backed wind from the land reinforcing the wind over the sea to produce an acceleration effect. Added to this can be a katabatic wind effect coming down of the mountains of the southern shore. The net result is that in the prevailing southwesterly winds, wind strengths can be significantly stronger on the southern shore than on the north.

If the wind is light this acceleration on the southern shore may provide a welcome addition to the gradient wind, giving enough wind to sail at a reasonable speed, whilst in stronger conditions the northern shore may give smoother water and more comfortable sailing conditions.

Finally, even in high summer water temperatures on the St Lawrence are generally low, with as little as 4C in the outer stretches and around 10C closer to Quebec. This makes for perfect sea breeze conditions and on a clear day the sea breeze can reach 20 knots plus. East of Tadoussac the river is wide enough that a sea breeze forms independently on both shores and in such conditions it pays to hug one shore of the other and benefit from the lift



Newfoundland & Labrador - Newfoundland - North

Fogo

49 43.29 N 54 16.44 W

Trevor Robertson (Iron Bark) - 14/11/2016

Entry:

There are two entrances to Fogo Harbour and neither is safe in bad weather or if there is a heavy swell from the north. In these circumstances use Seldom, on the island's south coast.

The eastern entrance to Fogo is easier and safer and is buoyed, however even in fine weather I would be reluctant to enter at night. The Western Tickle is very narrow with a clear width of 36m between rocks. It breaks right across in heavy weather and is a fine-weather option only.

Anchorage and Docking:

The recommended anchorage off Wigwam Point has a great deal of kelp over a bottom of gravel and sandy mud. Once through the kelp the holding is only fair and because of the kelp the chance of the anchor resetting after a wind shift is poor. On each of the three occasions that Iron Bark has anchored there the anchor has come up entangled in a huge ball of kelp.

There is a safe alongside berth inside the outer arm of the government dock but it is grubby. It is adjacent to the fish plant with its attendant odours and a grit blows off the dock on to the vessel's deck, but the berth has excellent shelter from all winds. There is a small charge for using the dock, but it is difficult to find anyone to pay. Water can be had by jerry can from the unloading dock. There is no diesel available in the town

Ashore:

There is a small supermarket with a liquor store attached, a clothing store, coffee shop with wifi, post office and basic hardware store, but no laundry.

Seldom Harbour, Fogo Island, Newfoundland

49 36.61 N 54 11.11 W

Clive Woodman (Cosmic Dancer V) - 26/06/2015

Well protected mole harbour with excellent shelter from all wind directions. Plenty of wharf space all around the harbour and a floating pontoon at the head of the harbour. The second wharf in on the southern side is reserved for pleasure craft with fresh water, electricity and showers in the Maritime Centre block. 2.5 m alongside the quay at low water. Small convenience store, cafe and petrol station at the head of the harbour, with a larger supermarket and liquor store approx 30 minutes walk away in the eastern bay of the harbour. The red buoy shown on the charts just inside the harbour as you enter was not in place at the time of our visit.

Whilst the facilities in Seldom are arguably better, and it is more accessible in bad weather than Fogo harbour, Seldom lacks the charm of its northern counterpart. If you only have time to visit one harbour on Fogo Island we would firmly recommend Fogo harbour, weather conditions permitting.

Bona Vista, Newfoundland

48 39.00 N 53 6.900 W

Clive Woodman (Cosmic Dancer V) - 26/06/2015

A modern and superbly well protected mole harbour with good facilities 3.5 miles to the SW of Cape Bonavista. The approaches are better protected than the chart would suggest and we entered in fresh NW winds without any difficulty, although in a SW gale waves were seen breaking over the moles and entry in these conditions



would have been marginal. Once inside shelter is excellent and we sat out a 50 knot gale without a trace of swell entering the harbour.

There are 2 floating pontoons on the LH side after entering the harbour with space at the outer end reserved for pleasure boats with 3-4m depth at LW. The inner pontoon which projects outwards to the north at right angles from the main pontoon has around 2m depth on its outer side, but less over the concrete anchoring blocks and is probably best avoided by deep draught yachts. Electricity and fresh water on the pontoons and showers, launderette in the harbour office building. Fuel by jerry can from one of the nearby petrol stations. The harbour master is incredibly friendly and helpful and may offer you a lift in his truck to refuel and re-provision. There is a ship lift in the southern corner of the harbour. Whilst chocking up a deep fin keel yacht there might be asking too much of local resources, it should be possible to lift and hold in slings to carry out under hull maintenance or repair work.

Several excellent cafes ashore serving home baked cakes and snacks, and a good pub with occasional live music. There is a very good restaurant, immediately opposite the floating pontoons on the other side of the harbour, serving excellent fresh fish, crab and lobster in season. The town has several other cheaper eateries serving predominantly fast food such as burgers, pizzas and fried chicken. There is a convenience store within a couple of minutes walk from the pontoons and a larger supermarket and hardware store just on the edge of town.

The 13 km round trip walk out to Bona Vista light house along the coast path is very scenic and worthwhile. Whilst in town one can visit a replica of Cabot's ship the "Mathew" which is housed in a large shed adjacent to the harbour office.

Fogo Harbour, Fogo Island, Newfoundland

49 42.95 N 54 16.49 W

Clive Woodman (Cosmic Dancer V) - 22/06/2015

Entry through the narrow eastern channel between Fogo Head and Boatswain Island is straightforward in calm weather but probably not advisable to enter/leave by this channel in onshore winds much over 10-15 knots. Once inside there are plenty of anchoring possibilities or go alongside the floating visitors pontoon which lies just to the south of the main crab processing plant wharves in Little Harbour with 3.5m of water at low tide. Caution: early in the season (mid Jun) the buoyage in the harbour was not in place and care is needed to avoid the various shoals in the approach to Little Harbour.

No facilities on the floating pontoon but a variety of shops ashore including a small bar/ restaurant and a cafe serving excellent breakfasts with a fast free wifi service. Plenty of walking possibilities out to the surrounding headlands.

If you can obtain a lift from a local then the 15 km trip out to the Fogo Inn is very worthwhile diversion. Rated as one of Canada's best and most exclusive hotels, and with rooms starting at \$1,500 per person per night, it is not the sort of place that offers showers to visiting yachtsmen, nor does it overtly encourage walk in customers to their bar. However, if you can charm your way in, then a gin and tonic or cocktail in the bar is an unforgettable experience, and for those with deeper pockets a meal in the restaurant looked as if it would be equally memorable.

In theory it would be possible to access the Inn by yacht and lie alongside the floating wharf on the south side of Joe Batts Arm. However, the Arm is poorly charted, littered with rocks, sparingly buoyed, very open to the north and we were advised by a local fisherman not to try and enter it. Perhaps not surprisingly given its remote location and exclusivity, many of the hotel's guests arrive by helicopter from Gander.

**Twillingate**

49 38.99 N 54 46.00 W

Clive Woodman (Cosmic Dancer) - 03/09/2014

A sheltered and well lit harbour, one of the few in the immediate area that can easily be entered at night.

Depths in the inner harbour are no longer as shown on the chart or as described in the pilot. The harbourmaster states that the drying rock (0.3 m) shown on the chart approximately 40m SW of the westernmost quay has been blasted away and the entire harbour dredged to 4.0m with the exception of the innermost (eastern) quay which has been dredged to 2.4m.

Electricity on the quay and showers/laundrette facilities in the service building.

Note: There is an active shrimp processing plant in the inner harbour with all the smells to be expected from such a plant. Unless you need walk ashore access to shoreside facilities, those planning a longer stay may find it more restful on the olfactory senses to anchor off in one of the bays in the outer harbour.

St Anthony

51 21.69 N 55 34.62 W

Simon Currin (shimshal) - 15/08/2018

Latitude:

51° 21.75' N

Longitude:

55° 34.68' W

St Anthony

We docked on the Government Wharf and got water and shore power.

Car hire from Buick Dealership. Excellent supermarket and and pharmacy. A hotel (Haven Inn) let us use a vacant room for showers.

Prior to going into the wharf we anchored off the wooden jetty used by the whale watching boat and close to the museum.

Great restaurant up by the lighthouse with super views of whales and icebergs.

Quirpon Harbour, Newfoundland

51 37.16 N 55 25.16 W

Ed Clay (Flycatcher) - 12/11/2016

Has a government wharf which looked in good condition and lots of anchorage options, though some of the better holding seems to be quite deep.

St Anthony, Newfoundland

51 22.03 N 55 34.84 W

Trevor Robertson (Iron Bark) - 14/11/2016

The most convenient anchorage is off the floating dock below the Grenfell Hospital. Unfortunately this is in the



turning circle for any large vessel using the harbour and you will be asked to move when ship is due. Anchoring 300-400m further north (towards the head of the harbour) keeps the vessel clear of shipping movements, but means a longer row ashore.

By far the best place to land a dinghy is at the floating dock opposite the Grenfell Hospital. Use the north side of the dock as a whale watching boat boards passengers on the south side. Water is available by jerry can from the Grenfell Centre. It is about a 20 minute walk from the floating dock to the shopping centre where there is a supermarket, liquor store, clothing stores, service station, laundry, autoparts store that will order in anything they do not have in stock, etc. Most things and services are available in St Anthony, but may not be immediately obvious. Ask the locals, who are friendly and helpful.

St Anthony

51 21.98 N 55 34.89 W

Clive Woodman (Cosmic Dancer) - 03/09/2014

A very sheltered and protected harbour and an obvious first port of call if crossing the Straits of Belle Isle from Labrador.

Berthing/anchoring is as described in the pilot, with the L shaped public wharf, located on the southern shore just beyond the ice plant, offering the most convenient access to town, the shops and the fuel station.

We no longer found any of the hotels or motels prepared to offer showers or laundry facilities to visiting yachtsmen, although it is possible at certain times to have a swim and shower at the indoor swimming pool. In contrast, free wifi facilities are now readily available, either in the public library or in some of the fast food outlets and bar in town.

Both supermarkets are well stocked with an excellent range of vegetables and fresh produce.

Those arriving from Greenland and wishing to get a local Canadian PAYG SIM card for phone and 3G data can do so in the drug store in the main shopping Mall.

The walk out to the lighthouse at Fishing Point is worthwhile and the Lightkeepers Seafood restaurant at the Point can be highly recommended as a place to dine with excellent views and good home style cooking.

Newfoundland & Labrador - Newfoundland - East

St Johns Newfoundland

47 34.01 N 52 42.13 W

Clive Woodman (Cosmic Dancer V) - 02/07/2015

Call the harbour master on approach (VHF Ch 11 call sign "St Johns Traffic") and request clearance to enter as the harbour is very busy with large oil rig support vessels leaving at all times of day and night. Likewise call prior to leaving.

St Johns is primarily a commercial port with berthing for yachts restricted to 2 short wooden pontoons located under the leading lights immediately in front of you after entering through the narrows. There is only space for 3 or 4 yachts on the pontoons, which are subject to a slight surge even in calm conditions, and have no facilities. Locals warn that petty theft from yachts has been a problem in the past although video surveillance cameras have now been installed and may act as a deterrent. We encountered no problems in this respect.



Taking on fuel and water can be a logistical challenge, but is possible. For large quantities of fuel, or several yachts refuelling at the same time, a tanker can be arranged to drive down to the quay. Smaller quantities have to be jerry canned from a local fuel station. To take on water you need to temporarily berth on one of the commercial wharves and arrange for someone to open a hydrant.

Large scale re provisioning ideally needs a car as all the larger supermarkets are in out of town malls. However, there are several convenience stores within easy walking distance of the pontoons, together with an excellent boutique supermarket "Belbins Grocery". The latter is perfect for stocking up on luxuries like pickles, mustards, chutneys, artisan cheeses, cold meats and other "goodies" not commonly found in other Canadian supermarkets. Its advertising strap line is "we have been serving fine meat since the time hippies first stopped eating it" so hopefully it will continue in business for a while yet!

Whilst the above description of the facilities may not make St Johns like a terribly yacht friendly place to visit, to miss out on calling in here would, in our view, be a crime. With its long maritime heritage and historic downtown area it is a fascinating place to stay for a while. The downtown area boasts what are reckoned to some of Canada's best restaurants, microbreweries, and bars and a thriving arts and live music scene.

St Johns

47 34.01 N 52 41.85 W

Trevor Robertson (Iron Bark) - 14/11/2016

Entry:

Call St Johns VTS on channel 11, call sign 'St Johns Traffic', before entering the harbour. Although this is not compulsory for a vessel of under 20m, the radio operators expect it and will call any vessel that has not checked in with them. Anchoring is prohibited in the harbour. St Johns Traffic expects to be informed of any movements within the harbour, even a short one between berths.

Berthing:

The easiest option is on one of the two small floating docks below the front harbour entrance leading mark. In a severe gale Iron Bark dragged the dock sideways a short distance, probably because the ground chain was straightening out rather than because the dock anchor was dragging. I ran a check line from the end of the dock to a convenient bollard ashore, but this was probably not necessary. These docks and their anchors are pulled out of the water every winter so this problem may not reoccur.

This berth is convenient to the middle of town but very public. There is no power or water on these docks but Hiscock's Machinery Hire nearby have a tap and were accommodating, or move down the harbour to Piers 6-9 where there is water alongside. There is no wifi at this dock, but it is available at several nearby coffee shops and bars. The easiest way to get fuel is by jerry can from a service station. Within a few hours of arriving someone will almost certainly offer to drive you there.

The alternative is to berth further in the harbour on Piers 6 to 9 amongst the tourist day charter boats and coasters. Water and sometimes power is available here, but it is crowded and rather dirty. It may be necessary to raft to an idle vessel, which has the benefit of more privacy and increased security. There is a small charge (about \$40 for 5 days for Iron Bark in 2015) for using any of these docks, payable at the Harbour Office. A security guard will probably come to the vessel with a welcome package, including details of fees.

**Catalina**

48 30.97 N 53 4.200 W

Trevor Robertson (Iron Bark) - 14/11/2016

Contrary to the information in CCA Guide to Newfoundland, there is adequate water for a yacht with a draft of less than 3m to anchor outside the buoyed turning area in front of the harbour, in mud, good holding.

Alternatively go alongside the government dock and pay the harbour dues to the harbour master at his office at the foot of the dock. The dock is the usual substantial but rather grubby government wharf.

Diesel is not available in Catalina unless one of the trucks refuelling the fishing boats has some clear (taxed) diesel, but this is rare.

Trepassey, Newfoundland

46 44.11 N 53 22.23 W

Clive Woodman (Cosmic Dancer V) - 02/07/2015

The 5 mile long inlet that makes up Trepassey offers better shelter than the chart might suggest and very little swell seems to get into the inner reaches. If approaching from the east, the aptly named "Mistaken Point" can easily be mistaken for the entrance to Trepassey and it is tempting to turn inland too soon after rounding Race point.

The entire length of the Trepassey inlet is relatively shallow (10-15m) and it would be possible to anchor just about anywhere in the inlet depending on wind direction. The public wharf on the eastern side of the inlet is well maintained and has 3-4m alongside, electricity and fresh water, though the latter is not considered potable.

There are a couple of small convenience stores ashore, along with a very friendly motel which serves exceptionally good home cooked food in a dining room with stunning views. Try the traditional Newfoundland breakfast of fish cakes and touts, or the fish chowder at lunchtime and you are unlikely to be disappointed. They also have good free wifi.

The terrain on the Powles Peninsula is wild open windswept moorland, not dissimilar in nature to that found in parts of Patagonia and the Falkland Islands and makes for good walking. The Powles Head lighthouse and the old artillery garrison on the peninsula are obvious walking destinations.

Newfoundland & Labrador - Newfoundland - South**Fermeuse, Newfoundland**

46 58.28 N 52 55.98 W

Trevor Robertson (Iron Bark) - 14/11/2016

This is the best-protected harbour between St John's and Cape Race. Anchor off Sheeps Head with good holding and protection. The government dock inside Sheeps Head is well protected but crowded with fishing boats. It might be possible to find a berth there by rafting to a fishing boat. There is not much room to manoeuvre behind the outer breakwater of this dock.

Ashore:

Diesel is available from the service station on the main road, about 500m from the nearest dinghy landing. It is a long walk with jerry cans but someone will almost certainly give you a lift. The service station has a small store attached with basic supplies. There is wifi at the bar on the main road 2 km towards St John's. The easiest place to get water is the marine service centre, by jerry can.



L'Anse aux Meadow

51 35.89 N 55 32.70 W

Ed Clay (Flycatcher) - 12/11/2016

We agree with about the limited room and reefs. We found much better shelter in Hay Cove, where it is possible to take the dinghy ashore and walk to the visitors centre and norse site

Woods Island Harbour - Newfoundland

49 6.107 N 58 13.25 W

Ed Clay (Flycatcher) - 12/11/2016

Very sheltered harbour. The entrance is narrow and we found the CCA pilot instructions a bit misleading (you don't run parallel to the shore) but in 2016 it had leading marks to guide you though, which made it straightforward.

St Pierre

46 46.59 N 56 10.47 W

Clive Woodman (Cosmic Dancer) - 25/07/2015

In 2 visits to St Pierre in recent years we have found the eastern approach, between the Nord Est SPM buoy and Ile aux Pigeons, to be heavily encumbered with lobster pots and fishing nets with floating lines between them only just below the surface. Whilst it is relatively straightforward to avoid these during the day, approach at night or in very poor visibility would be an altogether different proposition. Under such conditions if approaching from the east we would recommend passing well to the north of the Nord Est SPM buoy before turning south west to head into the harbour, favouring the St Pierre side of the channel as this seems to be clearer of pots.

If arriving during normal working hours, once inside the harbour you can expect to get visited by both customs officials and the Gendarmes but the whole procedure is very friendly and relaxed. When arriving over a holiday period we were simply told to fill in a form and deposit it in the box outside the customs office on the main quay.

The harbour master may allow you to lie alongside the main quay, close to where the high speed ferries berth, for which there is no charge. However there are no facilities here and this quay is not particularly yacht friendly unless you have large fenders and a substantial fender board. Most yachts will prefer to go alongside the sailing centre a little further in the harbour. There is an overnight charge of 3 euros per meter, but the facilities are excellent with electricity (240V), fresh water and wifi available on the jetty, and toilets/showers/laundrette in the sailing centre building.

Europhiles looking for a change from the type of fare available in the standard North American food supermarket will be in shopping heaven in St Pierre. St Pierre is more French than many parts of mainland France, with all the wines, cold meats, cheeses and bakery products that go with it. The same applies to the restaurants, of which the Atelier Gourmand, only a couple of minutes walk from the sailing centre, is highly recommended. Popular with local residents and seemingly always full, it serves excellent traditional French cuisine with a not surprising emphasis on seafood. Pan fried cod in a chorizo cream sauce is a local speciality and is particularly tasty and the grilled lobster is the best we have ever tasted.

St Pierre is a popular destination for yachts and even if you cruise the entire Newfoundland coast without ever coming across another pleasure yacht, you are highly unlikely to be alone in St Pierre. Its location and other attractions make it a natural stopping point no matter whether you are heading, north, south, east or west. Very few yachts seem to pass through this area without stopping off there.

**Moretons Harbour**

49 34.42 N 54 51.48 W

Clive Woodman (Cosmic Dancer V) - 02/07/2015

The public wharf in Cross cove is full of fishing boats but there is an excellent well sheltered anchorage in the eastern bay in 7-8m of water, good holding in kelp over thick mud.

Burin, Newfoundland

47 1.878 N 55 10.39 W

Clive Woodman (Cosmic Dancer V) - 02/07/2015

A beautiful and perfectly sheltered natural harbour on the eastern side of the Burin Peninsula tucked in behind a number of off lying islands. Once one of Newfoundland's largest and busiest fishing ports, it has declined in size and importance but still sports a small fishing fleet and a very well maintained harbour.

There are numerous anchoring opportunities in the area, with Little Burin Harbour being perhaps the most obvious spot. However the natural beauty of this bay is slightly marred by the large and now derelict fish plant which has several rusting hulks lying alongside. Although there is plenty of space to tie up on the fish factory wharf, access to the shore from this wharf is blocked by a wire fence and locked gates.

However, Ship Cove just to the south has an excellent small harbour at the head of the cove. The outer side of the wharf is regularly used for offloading catches, but there is plenty of water (3-4m) inside the basin and it should be possible to raft up alongside one of the local fishing boats if a spare space is not available on the wharf itself. The harbour master is incredibly welcoming and helpful and the facilities are good. Electricity and fresh water are available on the wharf, showers and toilets in the refrigeration plant, and free wifi from the harbour master's office which will just about reach the boat if you manage to moor at the inner end of the harbour.

The lifeboat station and government wharf at the North East corner of Ship Cove is now closed and although the wharf is still in place, it is fenced off and no longer gives access to the shore. The lifeboat station has relocated to a multi million dollar purpose built station just to the east of the old fish plant in Little Burin Harbour.

There is no real town centre to Burin and it more a dispersed collection of smaller settlements scattered widely around the various bays and coves in the area. Despite the demise of fishing in the area, it remains a prosperous and very well looked after village, with many of the residents earning healthy salaries in the Alberta oilfields, and commuting back to Burin in their off duty periods.

There are no food shops within walking distance, but the local residents are particularly helpful and within minutes of landing you are likely to find yourself inundated by offers of lifts to the shops or anywhere else you need to go. The heritage museum located close to the old lifeboat station is open daily and is well worth a visit, as is the cafe next door which serves traditional no nonsense home cooked Newfoundland food in a very friendly atmosphere and with fine views over the harbour. Having feasted on homemade fish cakes and toutons in the cafe you can the walk off the calories on the moderately strenuous 10 km round trip trail up to "Captain Cooke's Lookout", the highest point in the area.

Little St Lawrence Harbour, Newfoundland

46 55.54 N 55 21.79 W

Clive Woodman (Cosmic Dancer V) - 02/07/2015

The approach is straightforward. The outer reaches of the harbour are too exposed to the ocean swell for comfortable anchoring, but once in the inner pool that lies behind the bluff extending from the NE shore the water flattens out to give a perfect anchorage in scenic surroundings with plenty of swinging room and good holding in kelp on mud with 5-6 m depth. Excellent mobile phone and 4G mobile internet connection from the mast at lies



at the head of the cove

There is a substantial wharf on the NE corner of the inner pool which appears to be little used and was obstructed by fishing nets at the time of our visit. The pilot reports that there is approximately 9ft of water alongside this wharf, but with our draft of 2.1m we ran out of water whilst I still some 100m off the wharf so we suspect silting has occurred in recent years.

St Lawrence Harbour, Newfoundland

46 55.00 N 55 23.49 W

Clive Woodman (Cosmic Dancer V) - 02/07/2015

A relatively large and busy fishing port. There is little shelter from the swell in the outer reaches of the harbour, but once inside the breakwater there are plenty of mooring possibilities on the wharves on the western side of the harbour with a minimum of 3m at low water.

The harbour and town are not as scenic or peaceful as others in this area and if simply looking for an overnight stopover en route to or from St Pierre and Miquelon then Little St Lawrence or Burin are far more peaceful and attractive alternatives.

However if you need to re-provision or do laundry then St Lawrence is a good choice. There is a supermarket within 100m of the wharf and a pharmacist and liquor store within easy walking distance. The harbour master's office has excellent showers and laundry facilities with free wifi. However, rather unusually, the harbour master treats a "day" as starting and finishing at midnight and under this interpretation an overnight stop of 12 hours actually attracts 2 days worth of mooring fees!

There is a motel with a bar serving food adjacent to the wharf, but it is not a particularly enticing place to visit and falls a long way short of its counterparts in Trepassey and Burin.

Fermeuse, Newfoundland

46 58.31 N 52 56.96 W

Clive Woodman (Cosmic Dancer V) - 02/07/2015

A tight entrance but once inside a well sheltered harbour and, St Johns apart, possibly the only other place on the Newfoundland east coast where one could feel happy sitting out a strong blow from the east.

There are 3 sets of wharves and a boatyard with ship lift, scattered around the inlet. Of these, the public wharf in Sheep's Head Cove is the most sheltered and has a floating pontoon with 3-4m at its outer end. Anchoring would also be possible at the head of the harbour just off the boatyard.

There is one convenience store and garage (which does not sell diesel) within easy walking distance of the wharf and a modern pub/restaurant with free wifi and occasional live music approximately 1km down the road.

Woods Island Harbour Newfoundland West coast

49 6.114 N 58 13.14 W

Clive Woodman (Cosmic Dancer V) - 11/07/2016

A beautiful and perfectly sheltered natural anchorage close to the entrance of the Bay of Islands.

The entrance is very tight and flanked by rocky ledges on either side, the ledge to the south is shown on the chart but the one to the north is not. Although not mentioned in the Newfoundland pilot, the Bay of Islands YC



have set up 2 orange leading marks on the shore to guide you through the entrance, although these are not easily spotted unless the sun is behind you. It is also easier to make your entrance at low water when the 2 ledges are clearly visible.

Once inside the narrow entrance, the bay opens up and there are numerous anchoring opportunities in 5-6m. The BOIYC have set up a floating wooden pontoon system on the southern shore with 3 finger pontoons and 3m depth on its outer side at LW. No facilities or mobile phone coverage. There are also a number of well maintained mooring buoys just off the pontoon.

Neddy Harbour, W Newfoundland

49 31.49 N 57 52.45 W

Clive Woodman (Cosmic Dancer V) - 16/07/2016

Lying just to the north of the small peninsula on which Norris Cove is located, Neddy Harbour is a perfectly sheltered natural anchorage offering good protection from just about any wind direction. It appears to be largely immune from the wind funnelling that afflicts other places in the Bonne Bay Area.

Scattered around the harbour shore are a number of small private wharves and docks intended for small fishing and motor boats. None of them appear suitable for a yacht to come alongside with the possible exception of one brand new and more substantial wharf on the northern shore. It carried a sign saying "Reserved for Coastguard use" but we saw no evidence of any coastguard activity on it, only a single unoccupied palatial sports fishing boat.

There are a small handful of private moorings in the most sheltered part of the harbour, but nonetheless enough space remaining in the rest of the bay to allow a small fleet of yachts to anchor. The locals report that this is the most sheltered spot in the Bonne Bay Area to sit out a blow if conditions make the wharves at Woody Point and Norris Cove untenable. There is a strong 3G Mobile signal in the harbour but no other facilities other than those described for nearby Norris Cove.

Woody Point, W Newfoundland

49 30.12 N 57 54.80 W

Clive Woodman (Cosmic Dancer V) - 16/07/2016

Although splendidly located and the main settlement in the Bonne Bay Area, Woody Point does not offer too many all weather/all tide berthing or anchoring options for the visiting yachtsman.

After rounding Woody Point from the north there are 3 main wharf systems. The first, a well maintained wooden wharf is reserved for the use of the local ferry and tour boats. The second and main wharf is rather rough and primarily for the use of fishing and other commercial vessels. One could possibly lay alongside it in an emergency but not out of choice. Just to the south of the main wharf lie a number of new and extremely well maintained wooden wharves adjacent to a restaurant and the Royal Legion. We were invite to use these but a vessel drawing 2m or more could only lie alongside at half tide or above.

The only deep water berthing option is the public wharf which lies about 0.5 NM to the north of Woody Point. It was not shown on our charts but is located in Curzon Cove adjacent to where a small stream enters the main fjord. However, like all the other wharves in Woody Point it is very open to any wind with a northerly or easterly component in it. Provided it is not occupied by a local fishing boat there is just enough space for one yacht on the inside of the L shaped wharf which offers more shelter, but you would not want to approach it in an onshore breeze. We inspected it with a 15-20 knot NNE wind blowing and did not dare get any closer than 50m off for fear of being washed onto a lee shore. The outer side of the wharf has more space and should be fine in settled



weather and/or a westerly wind. We were told that it has at least 3-4 m alongside and electricity.

The anchorage at Woody Point lies just to the south of the 3 wharves described above, but like the wharves it is very open to anything other than westerly winds and we would not want to anchor there in anything other than the most settled of conditions. When considering the term "settled" it should be borne in mind that Bonne Bay is no different from any other deep fjord system and can be subject to sudden and extreme katabatic and wind funnelling effects. Although the weather was mirror calm offshore we nonetheless encountered a 20-25 knot wind funnelling down the south arm the moment we entered the fjord in late afternoon. Our limited experience of this area suggests that these winds are most likely to be encountered from late afternoon to early evening, but overnight and early morning is often calm.

Newfoundland & Labrador - Newfoundland - West

Petty Harbour, Labrador

52 24.41 N 55 40.54 W

Ed Clay (Flycatcher) - 12/11/2016

Narrow entrance (we found a minimum depth of 5m) and a large bay behind it. Good anchorage off Hogan Cove in the north (has more water than chart suggests) but shoals in the NW corner. Settlement was deserted in July 2016

Rocky Harbour, Newfoundland

49 35.58 N 57 55.94 W

Ed Clay (Flycatcher) - 12/11/2016

The wharf in the East end of the bay has shelter in all but a strong westerly and has water from a tap nearby. The town has grocery stores and Java Jacks restaurant/cafe is good. We went got showers at the campsite on the main road - though they seemed very reluctant so don't count on it. The Fishermen reported that the wharf in the SW corner of the bay was a "bad wharf" as the boards don't go down to water level at low tide and boats can be trapped under it. Gros Morne mountain is closed for walking because of nesting Ptarmigan until late June

There is a new pier running out from the S shore of the bay with Rocky Harbour at its end. It is protected from the West by a stone breakwater built up on the drying bank but we were told that the wooden boarding does not extend to the Low water level and a number of fishing vessels have been badly damaged when caught beneath the timber. The pier and breakwater are very poorly and inaccurately marked on the Navionics chart (2016) and Google Earth gives a much better idea of their positions

Bay of Islands, Newfoundland

49 6.741 N 58 20.44 W

Ed Clay (Flycatcher) - 12/11/2016

The acceleration of SW breeze near Lark Harbour mentioned in the Cruising Guide to Newfoundland exists. We had 45 knot gusts entering the bay around South Head.

**McCallum, Newfoundland**

47 37.85 N 56 13.61 W

Clive Woodman (Cosmic Dancer V) - 25/07/2015

A small and very beautiful fishing settlement, population around 70 in 2015, nestling at the head of Bonne Bay and only accessible by sea or helicopter.

Local fishing boats use the southern entrance to Bonne Bay, but even on a calm day the breakers surrounding this narrow and rock strewn passage were enough to dissuade us from trying to enter by this route, instead taking the longer but safer route in to the north of Taylor Island.

Moor alongside the floating pontoon abutting the public wharf in over 10m of water. The wharf just to the north east of the floating pontoon and below the oil tanks, is roughly fendered with tyres and is used by the local ferry to Hermitage which can call up to several times a day. Although well protected from the ocean swells, in a north easterly the wind funnels through a gap in the opposite hills making lying alongside the pontoon uncomfortable in these conditions. Perhaps not surprisingly given the proximity of Mosquito Island and Mosquito Harbour just half a mile away, the mosquitoes here on a warm summer evening were the worst we have yet encountered in Newfoundland.

There are no road or vehicles in the settlement, only traditional wooden boardwalks winding their way around the cove and up the surrounding hillside. To take a walk around these boardwalks is to take a walk back in time, and the views from the high points are stunning. There is a small shop next to the public wharf selling basics and it may be possible to arrange fuel with the harbourmaster, but fuel supplies are primarily for the use of locals.

Like the other remaining settlements without road access on the south coast of Newfoundland, the future of McCallum is in question. The government have a resettlement programme in place, but unlike earlier programmes in the 60s, this one is not compulsory and a majority of the remaining population must vote for resettlement before the financial relocation benefits are payable. Although on the one hand the voluntary nature of the programme is admirably liberal, on the other hand it is also apparently proving divisive, with opinions divided, even within individual families, as to whether to vote for resettlement.

East part of Long Reach, Burgeo Islands

47 37.39 N 57 36.59 W

Peter and Katharine Ingram (Kokiri) - 14/11/2013

Reasonable holding and excellent shelter in 14m. Beware of the poor survey. We found sufficient depths in the channel into Long Reach, keeping west of the islets in the channel. Tough but satisfying scramble for the intrepid up Richards Head.

Norris Cove, W Newfoundland

49 31.04 N 57 52.57 W

Clive Woodman (Cosmic Dancer V) - 16/07/2016

The small settlement at Norris Cove is thriving, and the small harbour offers much better shelter than the chart might suggest. It does not seem to suffer from wind funnelling to the same extent as the southern arm of Bonne Bay and the locals say it offers good shelter in anything other than strong NE winds.

The main public wharf is in very good condition and appears to be only occasionally used by fishing boats to offload their catch. It lies immediately in front of the extremely modern and prominent green Marine Centre. There is space for one or 2 yachts to lie on the outer face in 3-4m of water and possible space for 1 more yacht on either end depending on draught.



Just to the north of the public wharf there is a new and very smart wooden fixed dock and floating pontoon system. Built for, and used by, the local tour and ferry boat operator, it is liberally marked with "Strictly No Mooring" signs, but the owner on spotting us surveying the public wharf prior to coming alongside, invited us to tie up on the inside of his floating pontoon. If you get the offer don't turn it down as it is the best pontoon you are likely to find in Newfoundland bar none! It is more yacht topsides friendly, better sheltered and deeper than the public wharf, having recently been dredged by the owner to a depth of 6m.

The wharf at the southern end of the cove, shown on the chart as Squires wharf, no longer exists.

Ashore there is a convivial bar on the waterfront serving everyday bar snacks, with free wifi and excellent live music on the patio 4 days a week during the season. Next door is the "Little Red Chip Van" serving the freshest traditional fish'n chips we've ever tasted. For those wanting more sophisticated fare there is cafe about 10 minutes walk from the pier, and a restaurant 40 minutes walk away on the northern side of Neddy harbour. Both run by the same person, they serve truly outstanding food. Booking is advisable for the restaurant but it is well worth the walk.

In town there is a small store with basic provisions, a post office and a petrol station all within easy walking distance from the wharf. If you take your jerry cans up there to be filled with diesel they will probably offer you a lift back down to the wharf. There is also a ferry 3 times a day across to Woody Point and a number of short walking trails.

Rocky Harbour, W Newfoundland

49 35.47 N 57 55.22 W

Clive Woodman (Cosmic Dancer V) - 16/07/2016

Rocky harbour is the easiest of the Bonne Bay harbours to access, but the least protected. Whilst in the right conditions it makes a convenient passage harbour, it is clearly not a place to sit out a blow.

The public wharf sits at the innermost part of the bay and could not be safely accessed in any sort of a wind with a strong westerly component in it.

On the south western corner of the harbour there is an altogether more substantial and extensive breakwater system extending northwards into the bay with at least one wharf lying behind it. It is only partially shown on the chart, but is built on the long drying spit that is fully charted. Time constraints and weather conditions precluded us from exploring this development in more detail but it clearly offers more shelter and better protected access than the public wharf, although it appears to be primarily intended for commercial use and is located some distance from the town centre.

Rocky Harbour is regarded as the hub for the land based tourist industry in the Gros Morne National Park area with all the facilities that go with that. However for a visiting yachtsman wanting to explore the area more fully, the harbours further further into Bonne Bay are probably safer options.

Port au Choix, W Newfoundland

50 42.31 N 57 21.04 W

Clive Woodman (Cosmic Dancer V) - 16/07/2016

Port au Choix makes an excellent harbour of refuge. Although the entrance is narrow, it is well buoyed/lit with very prominent leading lights and could be safely entered in most conditions other than strong northerlies. Once inside, the harbour is sheltered from all directions and particularly from the prevailing south westerlies. We sat out a SW gale here very comfortably.

It remains primarily a working fishing port and there are a significant number of wharves all around the bay. The



long set of wharves to port after first entering the harbour is not suitable for yachts and is used by the bigger trawlers. The public wharf is at the far south east corner of the bay and has 2 well maintained wooden floating pontoon systems, one either side of the coastguard vessel pontoon. There is normally space for yachts to tie up here amongst the other smaller fishing craft.

In 2016 a set of inner breakwaters was in the process of being constructed to protect the floating pontoons from the short northwesterly fetch across the harbour. Once complete, the all round protection in the inner harbour should be even better.

Ashore there are a couple of cafes serving traditional Newfoundland fare, a drug store, bakery, post office and general store. There is a Foodland supermarket 20 minutes walk outside of town but the choice of food was not appreciably better than that available in the general store in town and may not be worth the walk. Large quantities of fuel can be delivered by truck, or smaller quantities ferried by jerry can from the petrol station in town. Large propane bottles can be exchanged at the Foodland store but if you have the more normal smaller sized propane bottles you will need to go to Port Sander (\$15 taxi ride) where they can be refilled at the Esso station.

The harbour master's office is on the main wharf, just to the north of the coastguard station. It has showers, toilets and a launderette. There is a single fresh water hose right outside the office, although you will probably need to tie up outboard of a fishing boat in order to fill up your tanks from it. Electricity is available on the main wharves but a long extension cable is needed to connect from the floating pontoons.

Lark Harbour, Newfoundland West coast

49 5.777 N 58 22.05 W

Clive Woodman (Cosmic Dancer V) - 11/07/2016

A spectacularly sited natural harbour on the SW side of the Bay of Islands. Although well sheltered from all but NE winds, it has a reputation for fierce katabatic winds from the surrounding mountains. When we visited there was a steady 15 knots funnelling out of the harbour, although it was mirror calm outside.

There is a small well maintained government wharf on the north side of the outer harbour with enough space for one yacht either side if it is not being used by local fishing boats. The wharf at the head of the inner harbour is reserved for the search and rescue vessel based in the harbour. There is plenty of space to anchor in both the inner and outer harbour, but the holding is reportedly poor and whilst we found it to be adequate in calm conditions we would not want to sit out a blow there.

No mobile phone signal and no real facilities ashore. Linked by road to Corner Brook where one could resupply if necessary.

Newfoundland & Labrador - Quebec

Quebec City

46 49.16 N 71 12.28 W

Clive Woodman (Cosmic Dancer) - 14/08/2016

There are a number of marinas on the approaches to Quebec city, both upriver and downriver, but if you want to spend a day or to sightseeing in this wonderful city then you cannot find a better place than the Marina de Port de Quebec which is located in right in the heart of the old port and within a couple of minutes walking distance from Vieux Quebec and all the main tourist attractions.



A lock separates the inner marina basin from the outer basin but it is usually kept open for a few hours either side of HW, when it is possible to motor straight in or out once you have got a green light from the lockkeeper (Channel 71). The lock does not operate overnight but if arriving outside of opening hours there is a waiting pontoon just to the north of the lock gates where you can tie up for the night.

The marina facilities are outstanding in a modern purpose built building and include a swimming pool and barbecue area. There is a chandler within 100 metres of the marina, and if other marine engineering support is required they can usually arrange something for you.

The artisan food market on the opposite side of the basin is a fantastic place to stock up on meats, cheeses, vegetables and other delicacies, whilst there is a good quality supermarket within easy walking distance of the marina, although you may want to get a taxi for the journey back if you are restocking for a significant period.

Cap a L'Aigle, North Quebec

47 39.80 N 70 5.754 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

A small but well protected mole harbour blistered onto the side of a piece of coastline which otherwise offers very little protection from the prevailing winds. It is the only deep water harbour for quite a distance around that can be entered by yachts at all states of the tide and for many local yachtsmen this is their first stop outbound from Quebec or last stop inbound. This in itself is enough to make it a bustling little harbour in the height of the season.

The marina is very friendly and well run with all the normal facilities one would expect from a full service marina including a wifi service on the pontoons that is distinctly better than average for a marina. There is a considerable tidal range here but most berths seem to have comfortably in excess of 2.0m at LWS, the only exception being the fuel pontoon which is only accessible above half tide.

The entrance to the mole harbour is particularly exposed to winds from an east or north easterly direction and even in light northeasterly winds of less than 10 knots a significant chop build up at the entrance on the ebb tide. It would almost certainly be dangerous to enter in strong north easterly winds with an ebb flowing.

Above the marina office is a recently refurbished Bistro restaurant serving excellent food with a great view over the river. The nearest shops are beyond comfortable walking distance but the marina office can arrange a taxi for those needing to be provisioned.

Baie aux Outardes, North Quebec

48 58.34 N 68 35.95 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

Although nothing more than a slight indentation in the coast, this bay offers a remarkable amount of shelter from the prevailing southwesterly swell and would make a perfectly acceptable passage anchorage in settled weather. The best anchorage appears to be just off the beach north of the mouth of the Betsiamites River, although in NW winds it would also be possible to anchor off the beach to the south of the river mouth.

The sandy beaches and salt marshes stretch for miles on end in this area making it a very scenic stop in settled weather.

**Tadoussac North Quebec**

48 8.315 N 69 42.87 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

Located at the seaward end of the Saguenay fjord, Tadoussac is a very popular destination for both cruising sailors from Quebec and land based holiday makers. For both the attraction is the magnificent scenery of Saguenay fjord and whale watching in the turbulent tidal waters of the river mouth. You cannot fail but see the whales as you enter or leave the fjord, including the rare albino white beluga whales. On our visit we were treated to the sight of a whale the length of our boat leaping fully clear of the water like a salmon before crashing back into the water no more than 50 metres away from us.

Timing your arrival at the mouth of the river is critical, as the ebb tide can run at up to 7 knots and the whole river entrance is subject to tidal races and vicious overfalls in wind over tide conditions. In a north westerly the wind funnels strongly down the fjord even when conditions are calm outside giving a rip tide on the flood and in a fresh north easterly one should avoid the area altogether at the end of the ebb when the mass of water pushed by the wind is no longer held up by the ebb current and is released to form steep and especially dangerous waves. In settled weather the entrance presents no great difficulties although it is generally still wise to enter and leave around slack water.

The marina is spacious and deep enough for all normal sailing vessels and can be safely entered at all states of the tide. It has all the normal facilities including fresh water electricity showers and a launderette. The fuel berth is only accessible at half tide or above although you can fill up by jerry can at any time. Like so many popular marinas there is wifi on the pontoons but it is so slow and intermittent as to be practically useless for anything other than picking up email.

If you have arrived from the relative wilderness of the outer St Lawrence then arriving in Tadoussac may come as a bit of a culture shock - we were certainly shocked when the first thing the berthing attendant did after coming alongside was get the tape measure out to check our length so we couldn't cheat on the mooring fees. We were even more shocked to be told that what we had always thought was a 38 ft boat was 39.5 ft when it came to paying the mooring fees - but that's the price you pay to visit what is possibly scenically the most spectacular destination on the St Lawrence river!

Ashore there are a number of lively bars and restaurants, many of which were serving average fare at above average prices, and in summer a vibrant live music scene. The town centre is 15 minutes walk from the marina and has a small grocery store and convenience store as well as countless gift shops.

Sept Iles Harbour, North Quebec

50 12.17 N 66 23.20 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

From its earliest days as a fur trading base for the Hudson Bay Company, Sept Iles evolved into a whaling station in the early 20 century, and today is an important harbour for the iron ore and aluminium industries which form the backbone of the local economy. It remains primarily a busy commercial harbour, with a shipping separation scheme at its mouth, bulk carrier terminals flanking both sides of the bay, a large aluminium processing plant on the western shore, whilst the centre of the bay is an anchorage for bulk carriers waiting to come alongside to load/offload.

Set against this backdrop, Sept Iles Harbour does not initially appear to have much to offer the cruising yachtsman, other than the fact that it is the only true all weather and all tide "harbour of refuge" for a yacht in the 400 miles of the St Lawrence River east from Quebec. The seven outer islands form a natural breakwater for the inner bay, while all 3 main entrance channels are wide, free of dangers, and could be safely entered by a yacht in most conditions.

The yacht harbour, which lies on the north eastern shore of the bay just to the north of the commercial and fishing harbours, is one of only a very small number of pleasure boat harbours in the St Lawrence River that a vessel drawing 2.0m or more can enter at all states of the tide. Once inside it offers perfect all round protection behind its high mole walls. Even if a strong south westerly gale were to make it dangerous to enter the yacht harbour itself, it would still be possible to find shelter by anchoring off the western shore of the bay.



The only possible hazards if approaching at night are a number of small unmarked, unlit buoys lying close to the approaches to the yacht harbour. It wasn't clear whether these were local racing marks, temporary mooring buoys or fishing nets/lobster pots, but a careful lookout is needed at night.

First impressions can be misleading, and you don't need to scratch too deep before you realise Sept Iles has much more to offer than simply being a harbour of refuge. You will not find a more welcoming yachting community than the Club Nautique de Sept Iles. The local club members were extraordinarily helpful and helpful, whilst their small marina which is run on a cooperative basis, has everything a cruising yachtsman could ask for - clean showers toilet and launderette, water electricity and WiFi on the pontoons, a deep water fuel pontoon, and very friendly and professional staff.

Like the harbour, the city is also deceptive. Not openly pretty or attractive and built in a rather sprawling North American grid style, one could easily miss out on its attractions were it not for the hospitality and help we're given during our stay. Behind some outwardly unprepossessing no nonsense exteriors we ended up drinking the best coffee we have ever tasted outside of Italy, dining in the best informal French bistro style, and stocking up on provisions, the range and quality of which are the equal of anything we have yet found on this side of the Atlantic.

A visit to the recreated Hudson Bay Trading Post just to the north of the city is fascinating and well worthwhile experience. Built on the site of, and to the exact same plans as, the original post it provides an excellent insight into the early fur trade between the Hudson Bay Company and the local Innu hunters - and is quite possibly the only time in your life that you will get to feel and touch an ermine pelt - once you have done so you will instantly understand why it was largely the preserve of royalty to wear clothes fringed with ermine!

On a practical note whilst Sept Iles is most distinctly French, it is also a very North American city in the sense that you really need a car to get around it. There are a handful of good bars, cafes and eateries within easy walking distance of the marina, but for provisioning, getting to the chandlery and visiting the trading post, at the very least a bicycle is needed, if not a car.

Sept Iles does have a regional airport and a coach (albeit a 1,000km road journey) link to Montreal and is possibly the only place in the St Lawrence River and Gulf of St Lawrence east of Quebec where you could sensibly do a crew change.

Sept Iles Anchorages, North Quebec

50 8.880 N 66 20.27 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

The 7 islands that guard the entrance to Sept Iles Bay offer a variety of anchorages in wild attractive wooded surroundings, a world apart from the functional commercial harbour that lies only a few miles away in the bay itself.

They are popular with local sailors from Sept Iles, but in our limited experience we would probably only classify them as daytime or settled weather anchorages. They all appear to be exposed to swell from one direction or another and none offers all round protection.

Whilst not lit, there is no reason from a navigational perspective why a yacht with radar and/or a GPS plotter could not safely enter them after dark, other than the fact that unlit fishing nets and buoys are to be found in some of these anchorages.

Anyone with sufficient time on their hands to spend a leisurely couple of days exploring the Sept Iles archipelago may find it beneficial to call in at the local yacht club first and seek local advice. We didn't, arriving after dark and just relying on our charts and intuition to find a suitable anchorage for the night after a long passage - it didn't take us very long to realise we had made a mistake and that if we wanted a safe and peaceful nights sleep we



had better go the extra 5 miles into the harbour proper!!

Havre Colombier, North Quebec

48 49.66 N 68 52.51 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

Lying just to the north of the light on Cap Colombier, this anchorage is a lot more snug and protected than one might think from looking at the chart. In winds with a westerly component no swell gets into the anchorage whatsoever. Anchor just off the sandy beach in about 4m of water. Good holding on sand. No facilities ashore although there is a 3G mobile signal.

Mingan, North Quebec

50 17.26 N 64 1.338 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

Lying towards the western end of the Mingan Channel, Mingan is perhaps one of the less attractive places in the archipelago to stop, but is the only anchorage to offer any measure of shelter in northerly winds.

The pilot reports that the town wharf was destroyed by fire. It has subsequently been replaced by a very sturdy, but not particularly yacht friendly, concrete and steel wharf. Seeing the local trawlers using hauling off lines to protect themselves from being driven against the wharf was sufficient to dissuade us from berthing there.

However one can anchor off the beach either side of the wharf in 8-10 m of water with good holding in sand. The tide runs quite strongly through the anchorage and this needs to be taken into account when assessing swinging circles.

It also appears to be a popular spot for whales to stop. Although the thick fog precluded us from seeing any, they could be heard breaching close to the boat throughout the night.

Anse St Pancrace, North Quebec

49 17.39 N 68 2.813 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

Little more than a 100m wide notch in the surrounding cliffs, and flanked by near vertical 250m high cliffs and cascading waterfalls on all sides, Anse Saint Pancrace is one of the most spectacular stops on this stretch of the coast. Depths in the mini fjord are way too deep for anchoring, but the Club Nautique de Baie Comeau maintain a long deep water wooden floating pontoon system at the head of the fjord with enough space for 4 or 5 yachts on either side.

There are no facilities ashore other than a few small picnic tables and some smooth rock basins at the feet of the waterfalls on which to relax and sunbathe.

Earlier editions of the guide to the area talk about open air hot tubs, a bakery nearby selling wonderful freshly baked blueberry muffins, and paths leading up to various look up points on the cliffs. We saw no evidence of any



of these, other than what appeared to be a rather overgrown route with a handful of fixed ropes and some rusty ladders leading upwards. To get up it would have been a major exercise in rock climbing and bush wacking, and almost certainly dangerous without a machete and climbing gear. However this just adds to the attraction of the place because access by anything other than boat must be close to impossible - this is a place to simply enjoy nature in the raw!

Mutton Bay - North Quebec

50 46.00 N 59 1.727 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

A small and isolated fishing community on the lower north Quebec shore. The entrance is straightforward and well sheltered from the prevailing south westerlies by the islands flanking the approaches. Once Ile Entrance is abeam the seas flatten out and then there are leading marks/lights to guide you into the inner anchorage which lies just to the northwest of Ile Mitchell.

Once inside you are perfectly sheltered from all directions with plenty of swinging room and excellent holding in sand. The most suitable depths for anchoring are to be found on the western side of the bay, just to the SE of the small breakwater that lies at the foot of the front leading mark. The water is crystal clear here and the bottom can clearly be seen down to around 10m.

The inner parts of the bay are only partially charted. There is a small public wharf located in a small inlet on the NE side of the inner harbour with enough space for one vessel on either side. The approaches to the inlet appear to have about 3-4 m at LW but the entrance is very constrained with little turning room once inside. You would only want to enter this with a yacht that handled well going astern as once inside backing out would be your only option. We also found the inner harbour to be heavily infested with biting black flies and the anchorage was an altogether more comfortable prospect.

It may also be possible to anchor in Anse Gallion, a snug little cove which lies just to the SW of the entrance to the main harbour. There is just about enough room for one yacht to anchor but swinging room may be constrained by fixed fishing nets running from the shore out towards the centre of the cove.

Ile Harrington - North Quebec

50 29.77 N 59 28.54 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

Described as Quebec's prettiest village, Ile Harrington is a "must visit" destination for anyone cruising the lower north Quebec shore. A small island community with about 300 inhabitants, it has no roads or cars, only wooden boardwalks linking the houses across the tundra. However, it is not this that distinguishes Ile Harrington from similar island communities which once relied on the sea for their living, but are now either abandoned or relegated to the status of summer holiday cottages. It is the fact that Ile Harrington is still very much a living working community with fishing at its heart.

The small cooperative fish plant on the main wharf which processes crab, lobster, halibut and cod is booming, and the local fishermen say that catches have never been better, particularly of cod where stocks are reported to be recovering from near extinction in the 80s and 90s. Lay alongside the town quay for longer than 20 minutes and you soon appreciate that this is not idle talk. The quay is a hive of activity with small fishing boats, many of which are only powered by outboard motors, coming and going, whilst the plant workers are busy offloading catches and loading frozen fish into refrigerated containers for shipment out on the weekly ferry/supply ship.

The main harbour entrance between Ile Schooner and Ile de L'Entee is very narrow but deep and free of dangers. It could be safely entered in most conditions other than a strong south easterly. The main harbour bay is generally too deep for comfortable anchoring, although the cove just to the north of the main harbour offers



possibilities. However, the main wharf has plenty of water (3-4m at low water) and yachts are welcome to lay alongside provided they don't obstruct offloading. Although the harbour offers all round protection, there can be a significant surge at the wharf in winds above 15-20 knots. The local fishing fleet understandably tends to occupy the more protected inner berths, so as a visiting yacht you may find yourself at the ends of the wharf fully exposed to this surge. This is a place where it pays to lie on the leeward side of the wharf and to double up on all lines.

Ashore there are a couple of surprisingly well stocked general stores (although if you want fresh vegetables you need to time your arrival to coincide with the weekly supply ship as these seem to run out quickly!), a small bar (only open at weekends) and a hospital. Fresh fish, lobster and crab can be purchased direct from the fish plant. Diesel and fresh water may be obtainable in extremis but are not openly on sale. There is no wifi or mobile phone signal coverage- you need to go a further 250 miles into the St Lawrence before you will get either of these. Some of the local residents have satellite internet connectivity and may be prepared to offer you a hot spot on request. However they pay a handsome price for this satellite service and any request should be sensitive to this fact.

Anse aL'Original, North Quebec

48 22.00 N 68 47.19 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

A large and scenic anchorage in the Bic National Park which despite its openness offers good protection from all westerly winds.

During the day the sea breeze funnels through this anchorage and is reinforced by katabatic winds coming down from the surrounding hills so quite a loup can develop by mid afternoon. However, this dies away shortly after sunset to give you a peaceful night.

A tidal back eddy seems to run through this anchorage setting onto the shore and once the wind drops at night you may find yourself lying head to tide rather than head to wind. This needs to be borne in mind when assessing swinging circles especially as the bay is shoal for a considerable distance out from the beach.

Baie Comeau, North Quebec

49 13.72 N 68 8.027 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

Baie Comeau is primarily a commercial harbour with a bulk carrier terminal at the head of the bay and a conventional mole harbour a little further out. The yacht harbour is just to the south of the latter. Once inside the yacht basin depths are adequate for any normal sailing yacht but the entrance channel is quite constrained and surrounded by shoal water. The marina staff advice that a vessel drawing 2.0 m or more should not attempt to enter a couple of hours either side of low water.

Baie Comeau is convenient if you need to refuel, take on water, re-provision or get internet access, but if you just want a place to stop for the night and the wind is not blowing too hard from the south, then Anse St Pancrace, just 5 miles to the NE is an altogether more attractive stop.

**Havre St Pierre, North Quebec**

50 14.22 N 63 36.20 W

Clive Woodman (Cosmic Dancer V) - 05/08/2016

If approaching from the west or south west the Mingan Banks constitute a significant hazard. The pilot warns of rough seas over these banks in strong easterly winds. This is perhaps an understatement. Even on an otherwise mirror calm day with zero wind, the chop over these banks was sufficient to take 3-4 knots off our boat speed and almost bring us to a halt. The easterly entrance to the Mingan Channel, the Chenal Warlus was much calmer.

The entrance to the Have St Pierre marina is sheltered but very narrow with a strong cross tide of up to 3 knots. It is also significantly shallower than charted and a yacht drawing 2m or more would probably need to wait until half tide before attempting to enter. However once inside the basin there is at least 3m at low water and plenty of turning room. The pontoon on the eastern wall of the marina is reserved for fishing boats but visitors can use any vacant spaces on any of the other pontoons. The pontoon straight ahead after entering is probably the most suitable one for vessels over 30ft.

This is a full service marina with wifi, water and electricity on the pontoons, a fuel pontoon, and showers, toilet and a launderette in the marina service building. Ashore there is a bar, cafe, a couple of restaurants and a small convenience store with basic provisions.

For those not wanting to use the marina, Anse Desire, a mile to the SW of the harbour entrance offers good shelter in wooded surroundings. Likewise the nearby Mingan Isles offer a variety of very scenic anchorages. However the whole area is a heavily policed national park and it would be wise to check on current anchoring and landing regulations before venturing out to explore the area by boat.

Havre St Pierre lies on "la route de baleine" and is a popular whale watching spot. If you dine in one of the waterfront restaurants you may be able to watch them breaching as you dine, and you will almost certainly spot them on entering or leaving the harbour.

In contrast to some of the other harbours further north on the Quebec shore which are English speaking and have a very "Newfoundland feel" about them, Havre St Pierre is very definitely French. No Canadian flags to be seen flying here, only a version of the French tricolour with a single gold star in it - the Arcadian flag. If it wasn't for the numbers on the GPS it would be easy to believe that one had got caught in a warp and somehow ended up somewhere on the Brittany or Normandy coast.

Newfoundland & Labrador - Labrador**Fox Harbour, Labrador**

52 21.83 N 55 41.14 W

Ed Clay (Flycatcher) - 12/11/2016

Good public wharf and a short walk to well stocked shops. We were recommended not to drink the water at the wharf.

Battle Harbour, Labrador

52 16.45 N 55 35.21 W

Ed Clay (Flycatcher) - 12/11/2016

The Battle Harbour Historic Trust have restored many buildings and there are interesting displays about the history, as well as occasional guided tours, which we missed but are apparently good. Guests come on a ferry to stay overnight and you can use the showers and the living room (complete with stove and wifi!) as well as joining for meals. Water not available.



St Charles Harbour, Labrador

52 13.40 N 55 37.93 W

Ed Clay (Flycatcher) - 12/11/2016

An interesting deserted outport (though some houses look used on summer weekends). The anchorage had a berg in it when we were there so we came alongside the first wharf in the cove to the south. This had over 3m at low water and good shelter - but is falling down and falling through it when going ashore is a real possibility.

Nain

56 32.89 N 61 40.42 W

John Andrews (Suilven) - 14/11/2014

The approach from the east is straightforward but the currents were a little unpredictable. We met a 3 knot current where there is a shallow spit at 56deg 33.3min N ; 61deg 30.1min W. We tied up alongside a well maintained wharf and the local RCMP post cleared us in to Canada after a phone call to Corner Brook in Newfoundland issued us with a temporary CANPASS number.

We had no bad weather whilst there but there is an excellent landlocked anchorage at 56deg 30min N; 61deg 24min W about 5 miles away which I think would be safe in all conditions.

We followed the inner lead southwards for about 60 miles, exiting to sea at 55deg 56min N. This was easy to follow and very scenic.

Cartwright

53 42.00 N 57 1.002 W

Clive Woodman (Cosmic Dancer) - 03/09/2014

A reasonably protected harbour and an alternative to Nain if wishing to make a landfall in Labrador from Greenland. Although not as short a crossing as to Nain, it does have the advantage of not giving away quite so much ground to windward against the SE winds which are relatively common late in the season

Berthing is possible on the west facing side of the public quay (the easternmost of the 2 quays in the harbour). If possible, avoid berthing on the south facing side which is used by the Labrador ferries. The short east facing side of the quay is shoal and is not suitable for berthing. Alternatively anchor off the public quay and use the dinghy pontoon to the east of the quay for landing.

The harbour is well sheltered from all but fresh south westerly winds, in which case the local fishermen recommend vacating the public quay and either trying to get some shelter behind the fishing quay half a mile to the west of the public quay, or proceeding further west up the sound and anchoring in the lee of Earl Island.

Fresh water, albeit heavily discoloured, is available by hose on the public quay and there is a single shower/washing machine in the fish plant which may be used by visitors. Small supermarket with basic provisions, together with a post office, fuel station and motel which doubles as the town's only bar. There is no mobile phone coverage but wifi is available on the public quay (get the current password from the fish processing plant).

Cartwright may not be the most scenic of harbours, and the facilities are not 5 star, but you would struggle to find



a more friendly and welcoming community anywhere in the world. The local fishermen have been described as the "cold water cowboys" which neatly encapsulates the frontier atmosphere of this remote outpost. We spent a week there waiting for a hurricane to pass through to the south of us and were sad to leave at the end.

Channel N of Isle aux Morts

47 34.91 N 58 59.72 W

Peter and Katharine Ingram (Kokiri) - 14/11/2013

Excellent shelter and reasonable holding in this superb anchorage. Absolutely no swell makes its way in, unlike most of the coastal anchorages. Lovely walking ashore on Isle aux Morts and lots of small islands and coves to explore by dinghy. Did not go into the village.

GRAVE BAY, WEBECK HARBOUR

54 53.82 N 58 3.189 W

Trevor robertson (Iron Bark) - 25/02/2017

Chart 5044

Webeck Harbour is too open to be safe in heavy weather but is a useful anchorage in settled conditions. Grave Bay is a shallow, sandy cove on the S shore of Webeck Harbour. The bottom is flat and level sand but has a depth of only 4 ft 6 in (1.3m) at low water springs. Swing room in the cove is restricted by at least one boulder standing 1 to 2 ft (0.3-0.6m) above the otherwise level bottom.

The anchorage is only useable by a shoal draft vessel, preferably on a neap tide. Unfortunately the nearest all-weather anchorage is probably Tuchialic Bay, 17 nm SW. The anchorage W of Harbour Island is safe except with winds from NW to SW

The cabins in Grave Bay are derelict.

HEBRON - Chart 4725

58 12.08 N 62 37.56 W

Trevor Robertson (Iron Bark) - 25/02/2017

The chart is accurate but lacks some detail. The area off the site of the former town marked 'Shallow in places, rep 1951' consists of a sand and weed bottom 12 to 18 ft (3.9-5.8m) deep with scattered large round rocks that have 2 to 4 ft (0.6-1.2m) over them at low water. It may be possible for a small vessel to pick its way through these rocks (perhaps after scouting ahead with a dinghy) but there is probably not enough swinging room to anchor.

The best anchorage in most conditions is close NW of the northernmost of the Dog Islands in 18-24ft (6-8m), apparently good holding.

**Canadian Chart 4771 - Correction**

59 21.54 N 63 34.55 W

Trevor Robertson (Iron Bark) - 25/02/2017

There are at least two uncharted drying rocks less than 2nm N of the 'Recommended Track' between Cape White Handkerchief and Big White Bearskin Island.

The skerry in charted position 59°21.5N 063°34W, SW of Big White Bearskin Island is actually a rock that covers at high water and does not always break, making it a danger at times. Uncharted foul ground extends from Big White Bearskin Island towards this rock.

The charted group of skerries in position 59°21.5N 063°37W, SW of Beacon Island, is a boulder moraine that covers at high water and does not always break.

Canadian Chart 4769 - Correction

58 43.99 N 62 52.45 W

Trevor Robertson (Iron Bark) - 25/02/2017

Bradford Island, charted position 58°44.7N 062°53.3W, does not exist.

The island in charted position 59°05.9N 063°26W close the 'Recommended Track' to Schooner Cove does not exist.

St Francis Harbour, Labrador

52 33.49 N 55 42.82 W

Ed Clay (Flycatcher) - 12/11/2016

We found it as reported in the Cruising Guide to Labrador - with an excellent sketch chart by Pete Hill. Probably picturesque but we don't know, it was foggy...

Newfoundland & Labrador - Nova Scotia**Jeddore - Nova Scotia**

44 46.09 N 63 3.461 W

Clive Woodman (Cosmic Dancer V) - 11/07/2016

The first really sheltered harbour if heading north from Halifax and an obvious first stopping point if day hopping up the coast. The entrance is well marked but we imagine could be very challenging to enter or leave in a strong onshore wind, especially if the tide is ebbing.

There is an anchorage marked on the chart just off Bakers point but the tide runs very strongly here and there are better anchorages to be found at the head of the harbour. The 2 wharves on either side of the harbour at this point are not suitable for yachts.

Of the 2 bays at the head of the harbour the western one is the more scenic and is entered, rather counterintuitively, through a buoyed channel which is shown on the chart as being the shallower of the 2 channels running either side of the shoal guarding the entrance. Nonetheless we carried 4 m through the marked channel at LW.



Once inside the western bay you can either anchor in the outer bay or proceed into the inner bay, passing to the east of Mackerel Island, halfway between the island and the mainland shore. There are a number of private moorings at the head of the bay but plenty of space to anchor elsewhere.

Spanish Ship Bay, Liscomb, Nova Scotia

45 1.127 N 62 1.200 W

Clive Woodman (Cosmic Dancer V) - 11/07/2016

A scenic and completely "bomb proof" anchorage with good all round shelter and excellent holding in thick mud. We sat out a SW gale in here and didn't move an inch.

It is also an anchorage which one could safely head for in just about any conditions. The entrance to the Liscomb River is wide and generally free of dangers and once inside the narrow entrance to the anchorage itself lies in perfectly sheltered waters.

There is a reasonable 3G mobile signal in the bay but no other facilities.

Bras D'Or Lakes - Cape Breton

45 38.50 N 60 52.69 W

Clive Woodman (Cosmic Dancer V) - 11/07/2016

Unlike the northern entrance to the Bras d'Or Lakes where entry has to be timed to coincide with slack water, the St Peters Lock at the southern entrance to the Lakes allows all tide entry. However the lock, which is manned by Parks Canada and is free to transit, is only open during normal working hours.

If arriving outside of lock opening times, which may be the case after a long haul up from the Nova Scotia east shore, then there are 3 coves to the south of the entrance in which one can anchor to await lock opening the following morning. It is also possible to tie up alongside the wall at the entrance to the lock if you don't mind the copious mosquitoes and black flies

However all of these are open to swell from the south and in our experience even lying alongside the entrance wall can be uncomfortable if the wind is blowing hard from the south. In strong southerly winds it may be advisable to time one's arrival to coincide with lock opening times. D'Escousse, about 8 nautical miles to the SW of the entrance offers reasonable shelter in these conditions, although the holding is only average and the narrow entrance channel is unlit.

Once through the lock there are many anchoring possibilities or you can come alongside St Peter's marina, which is highly spoken of by those who have stayed there. St Peter's has a lively live music scene during the summer season and at least one of the bars has a band playing most nights.



SE Canada & US East Coast

Welland Canal - Lake Ontario/Erie

43 14.83 N 79 13.09 W

Clive Woodman (Cosmic Dancer) - 14/09/2016

The Welland Canal provides a mast up, deep draft, link between Lake Ontario and Lake Erie, by passing the Niagara Falls in the process.

The canal is primarily used by large commercial vessels transiting between the Great Lakes and the St Lawrence Seaway but pleasure craft are able to use it subject to paying the 240 dollar (2016 prices) one way transit fee. However, commercial vessels are always given priority and whilst it is possible to transit the entire canal and its 8 locks in 6-7 hours, it can also take 18 hours or more if there is heavy commercial traffic.

Overnight stopping in the canal is not permitted and whilst the canal staff will make every effort to get pleasure craft through in daylight hours this is not always possible. In 3 transits we have only completed it in daylight once, the other 2 times we started at first light and didn't complete it until around 0300 the following morning. If for no other reason than this, a Welland canal transit can be a mentally and physically exhausting experience which should not be underestimated.

The following should be noted for cruise planning purposes:

- a minimum of 3 adults must be on board when heading upstream (Lake Ontario to Lake Erie), only 2 are required if going downstream.
- the locks are massive and although the walls are relatively smooth there is significant turbulence when ascending. It would be a wise precaution to purchase large additional balloon type fenders before the transit. 2 snatch blocks are also useful so that the fore and aft lines thrown down from the lock sides can be led through these snatch blocks to a winch and controlled from there. Trying to hold and control the lines by hand is close to impossible when ascending.
- if you don't meet the minimum crew requirements for the transit it may be possible to "buddy up" with another vessel and share crew. i.e you provide the crew for them to transit the canal and the next day they give you crew for your transit or vice versa. Alternatively it is possible to arrange for "paid" crew to help with a transit and the pilot's office at the end of the canal may be able to give you some useful telephone numbers. However, both of these take some time to arrange and if you will need either of these then you need to add a couple of days contingency planning into your itinerary.
- irrespective of the above, if your schedule allows then you may wish to wait until 2 or 3 craft of similar size and type are ready to transit the canal as the lock keepers will raft craft of similar sizes together for the ascent/descent and only the innermost craft of the raft has to tend the fixed shore lines that will be thrown down by the lock staff. This means that the task of handling the lines at each lock can be rotated between the craft in the convoy, which makes it a less tiring process for all concerned.
- If transiting southbound (upstream) there is a pleasure craft waiting station at the northern end of the canal where you can tie up overnight prior to a transit the following day. However, it is not a particularly pleasant place to stop. There are no facilities, it is often very hot, airless and stifling, and the biting insects are voracious. Port Dalhousie a few miles to the west, or Niagara on the Lake 6 miles to the east are both much better options for an overnight stop prior to the transit. The mole Marina blistered onto the outside of the Port Weller Harbour breakwater is too shoal for anything other than extremely shallow draft sailing vessels. If transiting northbound then you have the option of either staying in the Sugarloaf Marina at Port Colbourne, or on the waiting pontoon at the start of the canal. The latter is closer to the town of Port Colbourne but exposed to swell from the south.

An alternative to the Welland Canal is to use the New York Canal system between Oswego on Lake Ontario and Buffalo on Lake Erie. However, this is a mast down route and whilst the New York System canal is well maintained and dredged between the Hudson River and Oswego, the section between Oswego and Buffalo has a reputation for being less so and may not always be passable.

**Raspberry Bay, Lake Superior**

46 56.35 N 90 49.15 W

Clive Woodman (Cosmic Dancer) - 13/09/2016

A popular anchorage in the heart of the Apostle Islands Region. Although the bay is relatively open, the surrounding islands provide good shelter and the anchorage is said to be tenable in most winds other than northerlies. Approach is straightforward and anchor in 8-10m anywhere around the edges of the bay to suit wind conditions. Good holding in sand. It is reported that there are some sunken logs in the corners of the bay dating back to the days when the area was extensively logged so if you wish to anchor close in a tripping line may be advisable.

No facilities ashore and no mobile phone signal but very quiet, peaceful and scenic. The anchorage lies inside an Indian Reservation and this should be borne in mind if venturing ashore in a dinghy.

Port Huron, Lake Huron

42 58.47 N 82 25.30 W

Clive Woodman (Cosmic Dancer) - 13/09/2016

Lying at the head of the St Clair River just as it flows out from Lake Huron, Port Huron will be a port of call for most people yachts transiting to and from Lake Huron.

The lifting bridge at the entrance to the harbour is now permanently open and the Port Huron yacht club basin lies on the north side of the river just after passing through this first bridge. This extremely friendly and active yacht club has a number of places for visiting yachts on the outer (river) side wall to its basin. Alternatively there are a small number of berths on the opposite side of the river by the Desmond Marine Fuel pontoon. If both of these are full then you will need to head further up river through a couple more lifting bridges where there are a number of other marinas.

The town of Port Huron is being rejuvenated and has some interesting shops and places to eat. There are a couple of convenience stores, but the nearest supermarket for provisioning is some distance out of town and a car is needed.

Ontonagon, Lake Superior

46 52.48 N 89 19.54 W

Clive Woodman (Cosmic Dancer) - 13/09/2016

A useful passage harbour if heading along the south eastern shore of Lake Superior, conveniently placed about half way between the Apostle Islands and the Keweenaw Waterway. Although the charts show the depths between the 2 breakwater walls as 12 ft, we found at least 5m depth (2016) in the outer channel and 3-5m once inside the river. The entrance to the marina is silted up and impassable to yachts drawing 2.0m or more. For those who think they may be able to squeeze in the marina, the deepest water lies on the south side of the entrance channel as close to the green entrance mark as you can get. The bottom is very soft mud so no harm will come from an exploratory foray into the entrance channel to see whether it is deep enough.

For those that cannot get into the marina basin, it is possible to moor alongside the inner sides of either the northern or southern breakwater walls in 4-5m of water. It is not the most pleasant of locations but perfectly adequate if seeking shelter from bad weather in the lake. Alternatively in south westerly winds it is possible to



anchor outside the harbour just to the east of the northern break water wall in the apex between the wall and the shore in 3-5m of water. Some swell gets in from the lake but otherwise it is reasonably sheltered.

The Keewenaw Waterway

47 0.840 N 88 27.47 W

Clive Woodman (Cosmic Dancer) - 11/09/2016

The Keewenaw Waterway is a semi-canalised channel cutting cross the Keewenaw peninsula some 40 miles SW of its tip. For yachts heading along the southern shore of Lake Superior, cutting through the waterway saves around 100nm in distance compared to sailing around the peninsula and in rough weather it provides numerous options for sheltering.

There is a minimum depth of 7-8m throughout the waterway, it is well lit and has no locks, although there is a lifting bridge between Hancock and Houghton. The latter opens on the hour every hour except 0900, 1200 and 1700. There is a box type marina in Hancock halfway through the waterway or alternatively numerous anchoring opportunities anywhere outside of the main channel or around the edges of Portage Lake

Toronto

43 37.98 N 79 24.11 W

Clive Woodman (Cosmic Dancer) - 02/09/2016

Sailing into Toronto with its impressive skyline dominated by the iconic CN tower is an unforgettable experience.

A visiting yacht has a wide variety of marinas from which to choose but if you want to be within easy walking distance of the city then the National Yacht Club marina is probably your best option provided it has space. Marina Quay West is even closer to downtown but is more expensive. For those with more time on their hands and a shallower draft then the marinas on Toronto Island offer a quieter alternative although getting to downtown is clearly more time consuming.

Anchoring in the inner harbour is also theoretically possible but getting ashore in a small tender might be problematic as the waters are busy and choppy.

Although a massively popular yachting centre, Toronto does not have the level of marine support industries that one might expect of a city of this size. In high summer we found it close to impossible to get some maintenance work done on our engine and would have had to wait for several weeks before an engineer was available. Likewise we could not find a chandlery that was within easy walking distance of any of the marinas we stayed at.

A useful passage anchorage at the SW end of Lac St Pierre, St Lawrence

46 6.803 N 72 59.54 W

Clive Woodman (Cosmic Dancer) - 02/09/2016

A useful passage anchorage at the SW end of Lac St Pierre. Leave the main channel just north of buoy S114 and enter the channel that passes between Ile Plate and Ile de Grace taking care to avoid the 0.3m drying patch marked on the chart. Anchor midway between the southern shore of Ile Plate and the drying bank of La Grande Pointe in 5-6 m of water. The anchorage is sheltered from the main St Lawrence current and holding is good in sand/mud.

**Sivier Island**

49 21.20 N 54 59.54 W

Simon Currin (Shimshal) - 25/09/2018

Good holding though a lot of kelp when the anchor came up. Lots of cabins ashore. More sheltered further in but we did not venture that far as this was just a lunch stop.

Luke's Arm

49 30.32 N 54 51.14 W

Simon Currin (Shimshal) - 25/09/2018

Very sheltered and attractive anchorage. Charts suggest least depth to be 2m on the approach but we never had less than 8m.

Newstead Harbour

49 23.77 N 54 51.57 W

Simon Currin (Shimshal) - 25/09/2018

Good shelter from the west. Anchor only with no alongside berths. Rudimentary store. Nature reserve ashore at the site of old saw mill. Short walk to Comfort Cove.

Domino Harbour and Black Tickle

53 28.32 N 55 46.67 W

Simon Currin (shimshal) - 15/08/2018

Latitude:

53° 28.40' N

Longitude:

55° 46.74' W

Domino Harbour and Black Tickle

All the fish processing plants is now in ruins and the town is struggling to survive with little or no industry left. Two shops with meagre supplies in Black Tickle. Still served by ferry and 2 flights a week from Goose Bay.

We anchored off the fish factory in Domino and walked into Black Tickle as the wind was strong and from the south east. The Government dock in Black Tickle looked in a reasonable state of repair even though the factory is derelict.

Battle Harbour

52 16.38 N 55 35.13 W

Simon Currin (shimshal) - 15/08/2018

Latitude:

52° 16.44' N

Longitude:

55° 35.18' W

Battle Harbour

The wharf was being restored in 2018 and we were told there was no place to anchor.

**La Scie**

49 57.62 N 55 36.10 W

Simon Currin (shimshal) - 15/08/2018

Latitude:

49° 57.65' N

Longitude:

55° 36.03' W

La Scie

We went alongside the new wharf as the pontoons hadn't been fully deployed. Electricity and water available.

Paid the Harbour Master \$1.17/m for the night and he drove me to his office where there are showers and laundry. Walked up into the cliff on the eastern side using a good path and board walk. Lovely evening walk with a rocky cove and twisted rock cliffs. An excellent stop.

Lewisporte

49 14.42 N 55 3.522 W

Simon Currin (shimshal) - 15/08/2018

Lewisporte

The new visitor's pontoon is where the pin is on Google Maps and is rather shallower than charted. We went aground twice within the Harbour with our 2.3m draft. One time we found rock.

Fantastically welcoming harbour and yacht club. Electricity and water on all pontoons. 30 Ton travel lift and a different lift for bigger boats. Lots of hard standing. Yacht Club has showers, internet, cooking facilities, club house and laundry. Chandlery at entrance to compound. Winter storage possible.

All facilities in town except car hire. Gander airport is a 30 minute drive away and has car hire but impossible to hire a car in July and August even when trying to reserve 2 months ahead.

One bus a day to St John's which departs 15:55 and cost \$67 for a single. We used Bob's taxi which took 4 hours and cost \$450 but meant we got our mainsail to United Sails in St John's for repair.

Fortune Harbour

49 31.15 N 55 15.15 W

Simon Currin (shimshal) - 15/08/2018

Latitude:

49° 31.19' N

Longitude:

55° 15.20' W

Fortune Harbour

We anchored north of Gillespie Island in 8m where the pin is positioned. Older charts give a depth of 2m here but the newest Navionics (2018) are accurate.

Lovely place and good holding. Cafe ashore although no cellphone coverage. Very sheltered.

Lady's Arm

52 56.86 N 55 54.09 W

Simon Currin (shimshal) - 15/08/2018

Lady's Arm

We anchored south of the Government Wharf. Lovely village and welcomed by locals who gave us salmon. Good holding in mud. Very scenic.



Arrived via Squasho Run which was delightful.

Occasional Harbour

52 38.49 N 55 47.89 W

Simon Currin (shimshal) - 15/08/2018

Latitude:

52° 38.64' N

Longitude:

55° 51.14' W

Occasional Harbour

Space for anchoring was limited by numerous floats for nets during the salmon season. Very scenic.

Makkovik

55 5.135 N 59 10.24 W

Simon Currin (shimshal) - 15/08/2018

Latitude:

55° 5.10' N

Longitude:

59° 10.23' W

Makkovik

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

Bayfield, Lake Superior

46 48.65 N 90 48.68 W

Clive Woodman (Cosmic Dancer) - 13/09/2016

Both the main tourist hub for the Apostle Islands Region and a very popular yachting centre, Bayfield is a busy and bustling town in the summer season. Even if you come across no other yachts whilst sailing in Lake Superior you will see plenty of them in the waters surrounding Bayfield.

There are 2 mooring options in Bayfield. Apostle Islands Marina is a full service marina which lies at the southern end of the southerly basin of the harbour and has a large number of deep water floating pontoons, although pre booking may be necessary in the high season and around regatta times.

Alternatively the northern of the 2 basins has deep water visitor berths alongside its southern concrete harbour wall which separates the northern and southern basins. These berths are run by the town council and seem to operate on a first come first served basis. There is electricity on the wall but no other facilities. Payment is on an honesty basis - just leave your fee in the box provided at the base of the pier. The southern side of the wall separating the 2 basins has a number of box moorings used by local yachts and a number of the charter boats operating in the region and should not be used without prior permission.

If no space is available in Bayfield then there are 4 or 5 other marinas within 5 miles or so that may have space although some of these are only suitable for shallow draft boats. The nearest anchorage is in Raspberry Bay approximately 8 miles to the north.



Ashore the focus is on serving the Apostle Islands tourist industry so there is no shortage of bars restaurants, cafes and galleries, most of which are very lively in the season. However, the town is less well suited for major reprovisioning.

Gananoque, St Lawrence River

44 19.29 N 76 9.822 W

Clive Woodman (Cosmic Dancer) - 02/09/2016

Lying right in the heart of the Thousand Islands area, Gananoque is an extremely pleasant, friendly small town with a large marina. It titles itself as "The Gateway to the Thousand Islands" and many cruisers from Montreal and Toronto move their craft there and use it as a cruising base for the summer season. In the last couple of weeks of July and first week of August you are unlikely to get a berth here unless you have reserved a space several weeks in advance.

The marina has been modernised in the past couple of years and the floating breakwater at its south western end is no longer in place, having been replaced with a new fixed outer pontoon which is connected to the main pontoon system. This has not only improved protection in the main marina, but also increased the number of deep water berths available for craft drawing more than 2.0 m. The marina has all the usual facilities one would expect, but no fuel pontoon. The nearest fuel is 20 miles upstream in Kingston.

The town centre is within easy walking distance and has a good number of interesting and high quality bars, restaurants and cafes. There is also a local microbrewery which is open for tours and tastings. The supermarket and a Canadian Tire depot where propane bottles can be refilled are slightly further out of town but just about still within walking distance.

Thousand Islands, St Lawrence River

44 17.89 N 75 56.50 W

Clive Woodman (Cosmic Dancer) - 02/09/2016

A compact and wonderfully sheltered cruising area lying at the head of the St Lawrence River which is scenically just as, if not more, beautiful than Maine, but without the dreaded lobster pots, fogs, and exorbitant prices.

In summer the area is very popular with domestic cruising yachts, with many craft travelling from Montreal and Toronto to spend their entire summer cruising in the Thousand Islands area, but you are very unlikely to find another foreign flagged yacht cruising there. The fact that it requires over 2,000 miles of sailing to get there from the US east coast, much of which is upwind, seems to act as sufficient disincentive!

Although many of the islands are privately owned, ownership only extends to the waterfront and there are no restrictions on anchoring anywhere outside of a main navigational channel. The non privately owned islands are mainly managed by Parks Canada and often have a visitors wharf for which a fee is payable on an honesty basis. However, these wharves commonly have no more than 5ft alongside so if you are in a deep draft yacht you will either end up anchoring or going alongside in one of a small number of commercial marinas.

The opportunities for anchoring are almost limitless, even for deep draft yachts. However, when choosing an anchorage from the thousands of apparently promising spots, it pays to examine the nature of the bottom as shown on the chart. Any bay with mud, sand or clay invariably offers good holding, but where the bottom is shown as rock then this is often of the very solid polished smooth variety and does not hold an anchor at all. Likewise, where the bottom is shown as weed then this is usually heavily matted sea grass in which holding is poor.



Although extremely sheltered and with only weak river currents, extreme care is needed when navigating in the area. The Thousand Islands contain not only some of the deepest water to be found on the St Lawrence River, but also some of the shallowest together with the hardest, most jagged rocks. These 2 extremes often coexist within meters of one another and the depth can often go from 40m to 40cm within seconds. The main commercial shipping channel is extremely well surveyed and buoyed, but the myriad of channels between the islands far less so. Government cutbacks have seen many of the buoys removed from these channels, leaving the Thousand Islands Association, a volunteer body of local pleasure boat owners, to fill the void with white privately maintained buoys. They do a valiant job, but since the majority of the association members come from the shallow draft motor cruising community, rocks with more than 3 or 4ft of water over them are often not considered worth investing scarce resources on by marking them with a buoy. This leaves a significant no of unmarked rocks in the 4 to 7ft depth range which can trap the unwary yacht!

In contrast to the lower St Lawrence, summer water temperatures in the Thousand Islands are consistently in the mid to high 20s Centigrade and swimming from the boat whilst at anchor in crystal clear fresh water is a positive pleasure. Likewise, with the exception of the odd thunder storm or weather system passing through, summer weather conditions are generally settled with winds typically in the 5-15 knot range.

The US/Canada border runs through the middle of the Thousands Islands and anyone cruising in the area is likely to cross the border numerous times in a day. It not expected that pleasure craft report to the relevant customs authorities every time the border is crossed whilst in transit, but as soon as you drop anchor or come alongside you are required to report if not already cleared in. For this reason most will choose to cruise the region by travelling upriver on one side of the border and downriver on the other side.

Prince Edward Bay, Lake Erie

43 58.55 N 76 59.70 W

Clive Woodman (Cosmic Dancer) - 02/09/2016

Prince Edward Bay offers a number of useful passage anchorages for vessels transiting between the St Lawrence River and Lake Erie. The pilot recommends anchoring between Waupoos and Waupoos Island but in settled weather it is not necessary to go this far in to find shelter.

The open bay between Morrison Point and Van Dousens point offers good shelter from all but south easterlies and has excellent holding in 4-5m of water. Alternatively South Bay and Half Moon Bay also offer good shelter from the prevailing winds and are used by local yachts.

Long Point Harbour at the south eastern corner of Prince Edward Bay is too shoal and confined for the average yacht.

Port Colbourne, Lake Erie

42 52.28 N 79 15.16 W

Clive Woodman (Cosmic Dancer) - 02/09/2016

Situated at the southern end of the Welland Canal, Port Colbourne is a place that most people transiting between Lake Ontario and Lake Erie will call in at, even if only to refuel.

The Sugarloaf Marina is adequate and friendly enough without being outstanding. From looking at it on the chart one might expect it to be very sheltered with 2 lateral and 2 longitudinal breakwaters protecting it from the lake. However, in a strong southerly blow an extraordinary amount of swell penetrates into the marina basin and in these conditions standing on the pontoons is a bit like riding a fairground roller coaster.

The entrance to Port Colbourne can also be disproportionately rough in a south westerly blow and the waves can persist a long time after the wind has subsided. When leaving the harbour in less than 10 knots of wind, a full 18 hours after a storm had abated, we were still brought to a complete standstill by the square waves that



prevented any progress upwind.

Much of this is due to the fact that Lake Erie is so shallow and is aligned with the prevailing winds on a NE/SW axis. In a strong SW blow the water is blown up to the NE end of the lake and is held up outside Port Colbourne. When the wind drops to the point where it is no longer strong enough to hold up the water, the flow reverses and the water rushes back to the SW end of the lake, in the process creating a wind against current situation which leads to waves that may be even more severe than when the wind was at its peak.

The town of Port Colbourne has a variety of shops and eateries, but little to inspire one to stay for longer than is strictly necessary. There is an excellent supermarket (Sobey's) and a Canadian Tire depot where propane bottles can be refilled, but both are in the out of town shopping mall. The Marina staff may be able to sort out a lift or courtesy car to the mall.

Whilst Port Colbourne itself may not tempt the visitor to stay for long, there is much in the surrounding area that is worthy of exploration and hiring a car for a couple of days is very worthwhile. Having ascended or descended the Niagara escarpment via the Welland canal, most will want to see the falls themselves which can be reached within 40 minutes driving distance from Port Colbourne. The drive from the Falls along the Niagara River and Escarpment to Lake Erie is also very scenic and worthwhile, with the beautiful and historic town of Niagara on the Lake particularly worth visiting.

Although little heard of outside of Canada the Niagara on the Lake area produces some fine wines from a wide variety of small boutique wineries. Most of these offer tours and tastings, and many have excellent restaurants attached. Spending a couple of days exploring is a very pleasant way of restocking the ship's wine store.

Cleveland, Ohio, Lake Erie

41 29.62 N 81 43.81 W

Clive Woodman (Cosmic Dancer) - 02/09/2016

At one point Cleveland was one of the most polluted cities in the Great Lakes and was infamous for its "River of Fire" when the river flowing into the harbour was so heavily polluted with chemicals that it caught fire and burnt for days. Much has changed since those days and Cleveland is a transformed city with a harbour that is as clean as any in the world. Lake perch, caught just off the harbour entrance, features on the menu of many of the city's excellent restaurants and for anyone sailing on Lake Erie, Cleveland is a must not miss destination.

With a 4 mile long breakwater protecting the harbour, it is one of the most sheltered harbours on Lake Erie and the northern and central entrances can be used in most conditions. The narrow and shallow southwestern entrance is more problematic in an onshore wind and probably best avoided in anything other than calm conditions.

There are a number of marinas that lie inside the harbour breakwater, but of these the excellent Edgewater Yacht Club Marina is possibly the best choice for visiting yachts. The entrance to the Edgewater Basin has been dredged in recent years and there is more water than shown on the chart. 4 years ago entering the basin in a yacht drawing over 2.0m was marginal. As of 2016 it presented no great difficulty.

The Marina prices are extremely reasonable (1 dollar per ft - pay for one night and get the second night free), the facilities are good including a swimming pool on the Lake edge, and the club is extremely friendly and welcoming. The patio bar is very popular and serves excellent value informal meals.

The club is also well situated for exploring Cleveland on foot and public transport. A pedestrian/cycle walkway has recently been completed linking Edgewater to the historic Gordon Square area of the city, from where one can link up with the urban public transport system to other parts of the city.

Like many other historic parts of Cleveland, Gordon Square has undergone a renaissance in recent years and is now home to a variety of innovative and very high quality bars, cafes, restaurants and theatres, with a particular emphasis on 'farm to plate' dining.



There are enough sites to see in Cleveland to warrant staying for at least a couple of days if not longer. The Rock and Roll Hall of Fame comes highly commended as do some of the museums.

Valleyfeld, St Lawrence River

45 15.36 N 74 8.567 W

Clive Woodman (Cosmic Dancer) - 25/08/2016

A popular and attractive harbour at the western end of Ile de Salaberry. It lies several miles off the main St Lawrence Seaway and is accessed by a buoyed channel with a minimum depth of 2.5-3.0m. One can either anchor in the main bay or go into the marina. Depths inside the marina basin are under 2.0m, but there are a number of berths adjacent to the fuel berth at the marina entrance which can accommodate drafts of 2.0-2.5m.

The marina has excellent facilities including a pleasant swimming pool and more communal gas fired BBQ grills than most marinas have berths.

The town centre is within easy walking distance of the marina and has a wide variety of shops and restaurants, the latter ranging from truly dire to exceedingly good. However the restaurants are liberally spread around the town and you may not find the better ones by chance. This is a place where it pays to check on TripAdvisor or a similar app before going ashore to eat.

Hoople Island, St Lawrence River

44 59.57 N 74 55.62 W

Clive Woodman (Cosmic Dancer) - 25/08/2016

About a mile to the NW of Eisenhower Lock lays a small chain of islands connected by road causeways and collectively they form an extensive wooded camping area.

It is possible to anchor in just about any of the southern coves between the islands but the cove on the south eastern side of Hoople Island appears to be the best option. Anchor in about 7-8m of water with good holding in mud. This is a very peaceful area, well out of the main stream of the St Lawrence and the campsite is large and dispersed enough that you will probably not even see the tents from the anchorage.

Sandra's Lawn Marina, Prescott,, St Lawrence River

44 42.63 N 75 30.62 W

Clive Woodman (Cosmic Dancer) - 25/08/2016

A deep water mole marina which makes a convenient stopping point on a long stretch of the river otherwise devoid of anchorages or harbours suitable for yachts. Unusually for this region, there are generous amounts of water both in the entrance and inside the basin and it could probably accommodate vessels of up to 3m draft.

The marina site is not unattractive with a pleasant open BBQ area , the staff are helpful, but the showers and toilets are less appealing The town of Prescott is within easy walking distance of the marina but the shopping and eating out opportunities are limited and this is a place where the best meal on offer is probably one from your own galley! There is an excellent supermarket out of town but you will need to arrange transport there through the marina office

**Many of Montreal's marinas and yacht clubs, including the highly regarded Royal St Lawrence Yacht C**

45 23.70 N 73 49.64 W

Clive Woodman (Cosmic Dancer) - 17/08/2016

Many of Montreal's marinas and yacht clubs, including the highly regarded Royal St Lawrence Yacht Club, lie on the shores of Lac St Louis. However, the chart warns "that numerous depths shoaler than charted exist outside of the main channel". This coupled, with the fact that the Lake is experiencing historically low water levels, means that if you are in a deep draft yacht then most, if not all, the marinas on the lakes may be off limits to you, especially later in the summer when lake water levels are lower.

However, in settled conditions, reasonable deep draught yacht anchorages may be found around the shores of Ile Perrot at the western end of the lake. La Grande Anse on the NE shore of the island is the most obvious, but for any vessel drawing more than 1.0m involves a 10 mile round trip to get there from the main seaway as the direct channel is too shoal. Alternatively you can anchor just about anywhere of the SE coast between the island and the main seaway channel in 4-8m of water with good holding on mud. The currents outside the main channel should be less than 0.5 knot so swimming from the boat is a possibility in these anchorages.

The charted anchorage area closer to the Beauharnois lock and hydroelectric dam are exposed to the full strength of the stream and the bottom has been scoured to rock in many areas and is less suited for yacht anchoring.

Portneuf

46 40.97 N 71 52.66 W

Clive Woodman (Cosmic Dancer) - 14/08/2016

An extremely friendly and pleasant marina that can be reached in a single flood tide heading upstream from Quebec and a convenient place to stop and wait for the tide before going through the Richelieu rapids.

The chart shows depths of 2.2 to 2.4 m in the entrance. However we found the depths in the entrance channel to be closer to 1.0m, meaning that a boat drawing 2.0m or more can only get in and out of the marina at half tide or above. This is not a problem if arriving from Quebec as the tides mean you will arrive close to HW Portneuf. However if arriving from upstream you may have to time your arrival appropriately.

Once inside the mole entrance there appears to be 2.5m at LW in the basin itself. The marina has full facilities and a fuel pontoon. There is a very pleasant bistro restaurant above the marina office with fantastic views over the river. It is open in the evenings and occasionally at midday on the weekends if the weather is fine.

For those not wanting, or unable because of tide, to enter the marina it is possible to anchor just off the SW of the marina between the drying mudflats and main channel in about 8.0m of water.

Trois Rivières

46 21.27 N 72 30.83 W

Clive Woodman (Cosmic Dancer) - 14/08/2016

A large marina located approximately halfway between Quebec and Montreal and a popular stop for those making the passage between the 2 cities.

The marina guide states that there is a minimum depth of 2.5m in the approach channel and marina, but in a vessel drawing only 2.2m we were unable to get more than halfway up the buoyed channel before running out of



water.

It is possible to anchor in the river mouths just to the north and south of the marina but again we found the depths to be too shallow for a vessel drawing more than 2m.

Ile Plate

46 6.839 N 72 59.29 W

Clive Woodman (Cosmic Dancer) - 14/08/2016

A useful passage at the SW end of Lac St Pierre. Leave the main channel just north of buoy S114 and enter the channel that passes between Ile Plate and Ile de Grace taking care to avoid the 0.3m drying patch marked on the chart. Anchor midway between the southern shore of Ile Plate and the drying bank of La Grande Pointe in 5-6 m of water. The anchorage is sheltered from the main St Lawrence current and holding is good in sand/mud.

Montreal

45 30.73 N 73 32.84 W

Clive Woodman (Cosmic Dancer) - 14/08/2016

Like Quebec, there is no shortage of marinas in the outer approaches to Montreal, but if you draw more than 2.0m then the only marinas you will be able to comfortably get into are the Montreal Yacht Club in the Bassin de Horloge and the Port d'escale which is located between Jacques Cartier Wharf and King Edward wharf.

Both of these marinas lie in the Old port of Montreal and whilst they are fantastically placed for sightseeing, only minutes walking distance from the old city centre, they are not easy to approach from seaward in a yacht. The river current consistently flows at 4-5 knots or more in the narrow channel approach between Ile de Montreal and Ile Sainte Helene. Early in the year, after heavy rain, and when the sluices have been opened upriver, the rates can be more than 6 knots and under these conditions it may be impossible for a conventional sailing yacht to get into either of the old port marinas.

The entrance to the Montreal Yacht Club basin is particularly challenging with the full force of the current sweeping past the narrow entrance and once inside turning room is tight. This is not a marina to enter in a yacht that does not handle well in confined spaces. Port d'escale is much easier to enter with a considerably wider entrance that is clear of the currents. However, it offers less privacy than the Montreal Yacht Club as you will be under the full gaze of the all who throng to what is one of the more popular recreation areas in old Montreal.

The facilities in the Montreal Yacht Club marina are excellent, but neither of the old port marinas sell fuel. Yachts drawing more than 2.0m will have to travel a considerable distance upstream or downstream before finding a fuel berth with sufficient depth of water and this should be taken into account when passage planning. The Montreal Yacht Club may lend you their car so that you can refuel by jerry can from the nearest petrol station which is a couple of km away but you will need to provide your own jerry cans.

**Jamestown - Rhode Island**

41 29.69 N 71 21.89 W

Clive Woodman (Cosmic Dancer) - 28/06/2016

The hardware store in the Main Street, about 2 minutes walk from Conanicut Marina, is the only place we have found in 4 years of cruising on the US eastern seaboard, that has the adapter,s and is prepared to fill, European propane bottles. Too late for us, as we had already made the transition to US bottles, but possibly useful for those making a quick dash up the coast en route back to Europe and not wanting to change systems.

Barkers Island Marina, Lake Superior

46 42.88 N 92 3.222 W

Clive Woodman (Cosmic Dancer) - 14/09/2016

Reputed to be the best marina on Lake Superior, this is a very convenient place for those looking for somewhere to lay up for the winter. Linked to the Marina is a full service boatyard with travelift, mast crane and both indoor/outdoor storage. The yard staff can undertake most maintenance and repair work and are extremely helpful and efficient.

Although the marina and yard are some way from the city of Superior/Duluth, there is a hotel on the island with a bar and restaurant.

Trucking a yacht across the US/Canada

47 20.32 N 106 52.5 W

Clive Woodman (Cosmic Dancer V) - 12/06/2017

If you wish to get from the US east coast to west coast, or vice versa, then trucking a yacht overland is a reasonably affordable alternative to the long passage via Panama or a NW passage attempt. Many US and Canadian yachts do the trip each year from both directions and there is no shortage of trucking companies specialising in this.

Based on our experiences of trucking a 38ft yacht from Lake Superior to Seattle in 2017 we would offer the following general advice:

- Cross border tucking from US to Canada or vice versa, appears to be very problematic and we didn't find anyone prepared to do it for an affordable price. You are well advised to stick to one side of the border or the other when crossing.
- In 2017 quoted prices for a crossing on the US side of the border were on average 20-30% lower than on the Canadian side.
- Height of boat is a significant issue on the east coast of the US where there are many more low bridges than on the west. If you have a deep draught vessel then you may need to remove stanchions, push pit, pulpit, wheel, and in extremis even the keel, to meet height restrictions. If height is an issue then you can reduce costs by heading into the Great Lakes first and tucking from Lake Michigan, Superior or Ontario where the height constraints, and distance to be traversed, are less onerous than on the east coast. Furthermore, the trip into the lakes is an extremely worthwhile cruising destination in its own right, irrespective of whether you enter by the Hudson or St Lawrence Rivers.
- When choosing a trucking company, it pays to consult the boatyard from where you will be departing and arriving to get recommendations. The relationship between trucking company and boatyard is critical to the process and things will go a lot more smoothly if you choose a combination that are used to working with one



another.

- If heading across to the Pacific North West then Anacortes or Seattle appear to be the preferred destinations. Heading in the opposite direction boats seem to get trucked to most of the major east coast yachting destinations.

- Preparing a yacht for a long transcontinental road crossing is at least as time consuming, if not more so, than preparing for a trans ocean passage and this needs to be factored into the planning. Most yards will do the work for you, but it is time consuming rather than technical work, and if budget is an issue then you will probably wish to do much of the work yourself as most yards will bill the work by the hour.

SE Canada & US East Coast - Introduction and General Information

Makkovik

55 4.707 N 59 9.903 W

Simon Currin (shimshal) - 04/01/2019

We were able, after some negotiation, to check in here upon our arrival from Greenland with the assistance of the RCMP. This is not a port of entry but the police kindly let us ring CANPAS from their station and checked us in over the phone. The mountie came out to the boat at anchor and did a brief inspection and stamped the paperwork for our fire arm.

WiFi in the fish factory but the jetty was being rebuilt so out of use.

Locals gave us salmon and Arctic Char.

A couple of poorly stocked grocery stores. Coastal ferry visits once a week. No cellphone coverage.

Mosquitos in July++

SE Canada & US East Coast - Great Lakes

Sault Ste Marie, Lake Superior

46 30.00 N 84 20.22 W

Clive Woodman (Cosmic Dancer) - 11/09/2016

Lying at the head of the St Mary River, Sault St Marie is unavoidable for any vessel transiting between Lake Huron and Lake Superior. There are small cities on both the US and Canadian side of the river at Sault St Marie and both have marinas close to the locks.

The marina on the US side is run by the Michigan Parks Service and like their other marinas is immaculately kept and run with full facilities and a fuel pontoon. There are also courtesy bicycles available for those wishing to explore further afield or make a trip to the supermarket which lies on the edge of town.

Although it is said that Sault Ste Marie has seen better days, the city is making strenuous efforts to market itself as a tourist destination with the St Marys River and Locks as the key attraction. The historic waterfront is well worth walking along and the downtown area is bustling with bars and restaurants, some of which are excellent. For anyone who has travelled this far into the St Lawrence Waterway system then the visitor centre at the Locks is a must see attraction with a wealth of fascinating well presented information on the history and current operation of the seaway.



There are 4 parallel locks which handle the 21ft rise from the St Mary's River into Lake Superior, 3 on the US side and one on the Canadian. There is no charge for transiting any of the locks although pleasure craft are strongly encouraged to use the smaller Canadian locks which are open from 0900 to 2100. You can call the Canadian locks (Callsign VDX23) on Channel 14, ideally 20 minutes before arrival so that they have time to prepare the lock for you. The 3 locks on the US side are open 24 hours a day and are primarily for the use by the huge bulk carriers. They are far more intimidating and turbulent than the Canadian locks and the only reason for a pleasure craft to use these would be if you needed to transit outside of the Canadian lock opening times. It should be noted that you do not need to clear in and out of Canadian waters simply to transit the Canadian locks and vice versa.

South Africa & South Atlantic Islands

St Helena

15 57.71S 5 42.22 W

Kit Power - 06/04/2017

Updates to RCCPF Notes on South Atlantic Islands <https://www.rccpf.org.uk/pilots/43/South-Atlantic-Islands>

Kit Power reports the following updates and corrections :

Under "General"

In line 2 amend to "...a population of about 4,500, which is..."

Delete last sentence and insert: An airport was completed in 2016 but technical problems of wind shear have prevented it operating except for emergency medevac flights. It may become operational in early 2018 using smaller airliners. For now the only way to reach St Helena is by sea from Capetown or Ascension Island.

Under "Anchorage"

Delete from "The most popular place.....wreck shown on the chart."

Insert after "...parts of James Bay." : "24 mooring buoys have been laid in the west part of James Bay and yachts are expected to use these. Yellow buoys max weight 20 tons, max length 50 feet. Red buoys max weight 50 tons, max length 60 feet. Larger yachts must anchor to seaward of the moorings. When the RMS St Helena or a cruise ship is in harbour there is frequent lighter traffic."

Amend times of Harbour Authority launch service – now from 0600 to 1800, costs £2 per round trip per person.

Call launch on Channel 16.

After "...dinghy ashore." Add "There is a whip for hauling off at the landing which is sometimes available for visitors."

After "...tricky." Add "There are a mass of floating ropes in the approach to the landing."

Under "Formalities"

Amend to: "...call the harbour radio on channel 14 when 10 miles off."

Add after "...they will advise you..." : "...which buoy to pick up according to tonnage and"

Amend "In 2017 a landing fee of £17 (free if you stay less than 72 hours)...."

Amend "...at approx £2 per day (2017)"

Replace last sentence with "The harbour Master's office is in the main white building on the wharf. In 2017 harbour dues were £35 per visit plus £2 per day."

Under "Facilities"

Delete "Toilets and cold showers.....rudimentary. Another set of"

Delete "It is expensive at £1 per litre (2008)"



Last para delete "The tours are free" and replace with "A combined ticket which covers as many visits as you like to Napoleon's Residences and his tomb can be bought from either residence"

Under "Money"

Add: "UK notes and coins are accepted everywhere in parallel with local currency."

Under "Communications"

First line, second para add "RMS" before "St Helena"

Ascension Island

7 56.57S 14 22.27 W

Kit Power - 06/04/2017

Updates to RCCPF Notes on South Atlantic Islands <https://www.rccpf.org.uk/pilots/43/South-Atlantic-Islands>

Kit Power reports the following updates and corrections :

Under "General"

after "...snorkelling" add : but on most beaches there is an extremely dangerous undertow and swimming from the shore is prohibited except on two good and safe beaches at Comfortless Cove and English Bay .

after "...to be seen" add : Clarence Bay, near Georgetown, is one of the best for seeing the turtles.

Under "Approach"

delete: "The tanker Maersk.....at night". And add "Tanker "Rapier" occasionally moors and refills tanks ashore via the floating pipeline."

Under "Anchorage"

add after "...swell is from the north." : The official advice is that yachts may anchor in the area to the north of the pier head in Georgetown and must use their own anchors.

Under "Landing"

In line 1, after "...Pier" add: this is the only place where landing is permitted.

Under "Formalities"

Delete first two sentences from "Call at.....person" and insert: On arrival yachts must report to the Assistant Harbour master at the pier head and to the Police station which is in the town square. Office hours are 0800 – 1230 and 1330 – 1600 Monday to Friday. Outside these hours, yachts arriving must report arrival to Ascension Radio on ch16. Visitors to Ascension are required to obtain an entry permit before arrival. This can be obtained from aigenquiries@ascension.gov.ac or from the customs/port office on St Helena. In 2017 An entry permit fee of £20 per person (children under 12 £5) is payable at the Police Office. Light dues of £15 per vessel are payable at Assistant Harbour Master's Office. The landing of animals is strictly prohibited.

Delete last sentence re Harbour dues.

Under "Facilities"

After "...maps and leaflets." Add: A fuel barge is available to deliver diesel to boats, but water can only be taken in cans and drinking water is available from a coin operated tap near the landing steps. No gas bottles of any sort are available on the island.

After "...hospital on the island." Add: Showers and laundry facilities are available on the pier head - £1.00 each. The Obsidian Hotel is virtually the only restaurant where you can eat ashore and you must book the day before. At Two Boats, there is a bar which can also provide snacks.



Last sentence of para 2 change "His" to "This"

SEA ROVER'S SOUTH AFRICA INFORMATION 2016 - 2017

36 26.07S 21 50.11 E

Hilary Keatinge (Sea Rover) - 02/05/2017

Navigation notes and port information in attached Word file from Mike and Devala Robinson

Crossing the Agulhas Current

Durban

East London

Mossel Bay

Simonstown

Passage notes Simonstown to Cape Town

Cape Town
