



Atlantic Spain and Portugal

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Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The author, the RCC Pilotage Foundation and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

Note where lights have been modified in this text do please remember to alter them on the appropriate plan.

Author's Caution

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board.

This Supplement is cumulative. The most recent information is printed in blue.

Acknowledgements

Since this edition of the book was published comments from the following have been received with grateful thanks:

2015: Richard Salkeld, Richard Lassen, Ian Powolny, Gavin McLaren, Hans Rierink, Michael & Barbara Pollitt, Steve Pickard, G Laughton, Edward Clay, Nick Chavasse, Will Pedder, William Maltby, Martinho Fortunato, Chris Brown, Bússola Frenética. Sincere apologies to anyone whose name is missing.

2016: Richard Salkeld, Richard Lassen, Ian Powolny, Dody Stiller, Gavin McLaren, Steve Pickard.

All contributions are welcomed with heartfelt thanks. They enhance the content and accuracy of information included in the Pilot. Please send any new information to info@rccpf.org.uk

Page 4 Visual harbour signals

Portuguese Marine's website, www.marinha.pt/pt-pt/servicos/informacao-maritima/Paginas/Estado-Barras.aspx, uses a 'flag' system to give information on the status of access to harbours along the Portuguese coast. Although provided for commercial shipping, it does give an indication of conditions pertaining. These may of course be more challenging for a yacht, so the website is no substitute for good seamanship and a close watch on the weather, state of the tide and swell conditions. (See correction to page 131 II Portugal – West Coast 'Harbour entry warning signals' for more information.)

Page 6 Practicalities, Spain

It should be noted that the Spanish maritime ensign, which should be flown as a courtesy flag, differs from the Spanish national flag in that it does not have the crown in the centre.

Page 7 Practicalities, Portugal

In the Algarve, if you anchor you need to have a certificate showing payment of Light dues (a few euros per year). This can be obtained from the Port Authority in Portimao or Villa Real de Santo Antonio. It is understood to be unavailable at Marinas.

Page 14 Marinas

A discount on berthing fees of 15% can be obtained by buying a 'Passporte' for the princely sum of €5. This is valid for two years and can be used at the following Galicia marinas: Marina Viveiro (RCCPF South Biscay), Marina Sada, Marina Coruna at A Coruna, Marina Muxia, Marina Muros, Marina A Pobra do Caraminal, Marina Vilagarcia de Arousa, Nauta Sanxenxo, and Marina Davilo at Vigo.

Page 15 National Park Permits

There is reported to be another way of obtaining National Park Permits involving helpful staff at marinas:

Navigation Permission

Enter: www.iatlanticas.es/formulario/formulario_ingles.pdf (for example, on a marina PC). The application form must be printed and filled out as it is not possible to do this online. Scan the completed form together with passport, vessel Registration document (eg SSR), and Certificate of Competence. Email this to: fondeos.iatlanticas@xunta.es with a short explanatory letter in Spanish hopefully written by the Harbourmaster who should be requested to phone the Park HQ (Xunta) ☎ +34 886 21 80 90 to ensure that the email had been received and is adequate.

Navigation Permission should come by email within 3 hours and is valid for 3 years now (as reported in December 2015). Print the Permission in order to be able to show to an Island warden.

Anchoring Permission

Application for Anchoring Permission is best done when in a marina near the selected island so that a good weather window can be used. Enter via www.iatlanticas.es, select Anchoring, and complete the two lines of the dialogue box, and the required date and island. The first line, 'ID', needs the passport number. In the example given there is a final letter which does not exist in a British passport; its omission does not matter. The second line requires the skipper's password created for the Navigation Permission. The example given has only numbers; but letters can be used as well. Permission should be received quickly by email and forwarded to the marina for printing. This cannot be done directly, but only by opening up the website and entering the passport number and password.

Page 18

Lower plan Islas Sisargas: should read 'See plan p.39', not p.31.

Page 23 Approaches to Rías de Ferrol, de Ares, de Betanzos and A Coruña

Plan Add box for El Ferrol area and add 'See plan p.25'.

Page 29 Sada Marina

Anchoring

There are now moorings, which appear to be private, in the harbour entrance N and NNW of the S breakwater. Thus there is no room to anchor W of a line joining the breakwater heads. Anchorage is possible E of the S breakwater, but this is exposed to the predominant N-NE winds. The anchorage S of the S breakwater is shallow and there are many small craft moorings.

Page 36 I.1.2 A Coruña to Laxe

Plan Add Box for Caion and amend to 'See plan p.38', not p.30.

Page 38 Anchorages between A Coruña and Corme Barizo should be spelled Bazio.

Page 40 Corme y Laxe

Waypoint box Amend Longitude for $\oplus 12$ and $\oplus 13$ to: $09^{\circ}00'.67W$.

Pages 41 & 43 Corme y Laxe

Photos The small boat pontoons referenced in the photographs on pages 41(Corme) & 43(Laxe) have been removed (2015).

Page 42 Corme

Anchorage

A yacht twice failed to set anchor to the W of the Viveros due to weed on bottom. Success was achieved N of the Viveros off Playa de Osmo with good holding.

Page 43 Laxe

Approach Para should read: 'See under Ria de Corme y Laxe approaches on pages 40 and 41'.

Page 48 Camariñas

In addition to those shown in the Pilot there is a good settled weather anchorage on sand, off the beach south of Pta. De Lago.

Page 50 Muxia

Muxia is reported to have helpful marina staff, and a skilled mechanic called Clemente ☎ +34 648 901632 who can attend to both electrical and mechanical problems.

Page 53 I.2.1 Cabo Finisterre to Ría de Muros

Waypoint box The description for $\oplus 30$ should be Puerto de Finisterre.

Page 62 Muros

Facilities There are two washing machines in the marina building. A good fridge engineer is available in Muros.

Note that Muros is the local headquarters of Spanish Customs.

Page 66 Portosin

Waypoint box Waypoint $\oplus 41$ should be $\oplus 44 42^{\circ}46'N 08^{\circ}57'W$.

Berthing First sentence should read 'Call ahead ... secure to the first hammerhead (marked Waiting).'

Page 70 I.2.3 Ría de Arousa to Isla Ons

Plan The inner or more northern of the two waypoints marked $\oplus 56$ should be $\oplus 57$. (See page 74.)

Page 72 Aguiño

Canal de Sagres, the port hand lattice beacon/lateral mark was not present in 2015. The starboard hand marker was present.

Page 74 Ría de Arousa

Waypoint box Amend longitude of $\oplus 64$ App Rianxo to: $08^{\circ}49'.5W$ (not $39'.5$)

Page 77 Ribeira

This small club marina has become crowded (2016) with all pontoon berths occupied by local boats, even in low season. The outer pontoon is a rickety shambles and quite likely to be untenable in strong winds from the E to W. Access to power and water on this pontoon is limited at best.

A better bet is to sail the few extra miles to A Pobra do Caramiñal.

Page 78 A Pobra do Caramiñal

As of June 2015, there is a petrol station for cars roughly at the point stated on the chartlet with an additional pump for vessels. However, this is up against a wall and involves climbing a ladder as there is no pontoon. A tidal gauge at the site would suggest that access is restricted at low water.

Also, in any sort of a breeze from SE through to SW a yacht would be pushed hard up against the wall. This leaves Villagarcía as one of the few convenient places in this Ria for a yacht to take on diesel.

There is good holding in the anchorage off the beach and landing by dinghy is available at the large slipway south of the marina where there is a water tap, or in the marina itself.

Page 84 Vilagarcía

Amend Marina Vilagarcía telephone number to ☎ +34 986 500 088

Page 86 Isla de Arousa

Anchorage 1. Porto o Xufre: Note that in the east corner of the Porto there is a new dry marina called Varadoiro do Xufre. This is a good place for repair and maintenance, lifting in and out (8m max beam) and overwintering, all for attractive prices. It is a welcoming family-run wharf/marina where free transport to shops and transport links is offered. There are no pontoons, just 3 moorings.

Page 88 Vilanova Marina

Amend telephone number to ☎ +34 938 105 611

Page 97 Isla Ons

Anchorage 1. Almacen: Just north of the mole are 13 blue visitor buoys and 3 red buoys. Some buoys may have dragged as some spaces are barely sufficient for a 10m

yacht. These buoys tend to become vacant after 1800. South of the mole are 3 yellow buoys, probably for the use of ferries.

Page 98 Ría de Pontvedra

Plan Amend Light characteristics for 1848 Baso de Camoucos to Fl(3)R.9s12m8M

Page 100 Approach to Porto Novo and Sanxenxo

The Anchorage off the Playa de Silgar in the bay between Sanxenxo and Porto Novo has a sandy bottom with good holding. The beach is protected by a line of yellow buoys, but 5m water depth can be found outside. The anchorage is subject to swell from the southwest.

Page 102 Sanxenxo

Access to the Nauta Sanxenxo pontoons is by key card.

Page 104 Combarro

Seaweed can be a problem when anchored off, but when dug in holding is good.

There is a bus service to Pontevedra.

Page 111 Islas Cíes

Isla de San Martin at Playa de San Martin: It is reported that, although Isla de San Martin is a bird sanctuary, landing is only forbidden at certain times of the year. Even then, using the beach seems to be accepted, provided one does not venture inland.

Page 113 Ría de Vigo

Warning ‘Serrolleiras’ should be spelt ‘Serralleiras’.

Page 114 Cangas

Plan Bajo Salgueiron buoy is a Pillar Buoy R/G/R. The characteristics are correct as written.

Page 115 Moana

Moana should be spelt ‘Moaña’ that is pronounced ‘Mowannia’ and not ‘Mowanna’.

There is an hourly ferry service to Vigo with all the advantages of a small seaside town with easy access to a big city, should it be needed. Depths in the marina get down to just over two metres at LW at the pontoon berths furthest away from the entrance, but otherwise there is plenty of water.

The marina facilities are only adequate but it is well organised, with a marineiro on duty all day and into the evening. There is good WiFi connectivity on board, and a Carrefour supermarket within walking/cycling distance.

Page 117 Vigo

The lavanderia at the Marina Davila Sport in Vigo is no longer operational (2015). Washing has to be left with the marina office who arrange for it to be collected, washed and returned - usually within 24 hours.

The marina will organize a €5 (2015) round trip cab ride to the local "ferreteria" to exchange gas bottles.

Page 119 Puerto Deportivo Punta Lagoa

The Punta Lagoa callsign is ‘Punta Lagoa’ VHF Ch 09.

Page 120 Ensenada de San Simón

Berthing The marina at San Adrian: Although ‘berthing is free whilst dining at the superb and well-priced restaurant’, the berth is on the outside of the marina without electricity or water, and does not cover an overnight stay. It is more of a free lunchtime stop than anything else, but a charge of €15 (45 ft) for an overnight berth is hardly a deterrent to visiting.

If berthing alongside, favour the pontoon parallel to land to avoid being pinned by wind and tide. The inside berths avoid the worst of the wash from fishing boats.

There is a second marina, Club Náutico de Cobres, close north of the pier at 42°19′.08N 08°38′.91W and inside the Islote Don Pedro. Access to this is only via a card controlled gate. www.nauticocobres.es cncobres@gmail.com ☎ +34 610 013 133. (Information on facilities at this marina would be welcome).

The best place for those at anchor to land is at the slipway between the marinas.

Page 122 I.3.3 Baiona to the Portuguese border

Plan The bottom left of the plan should reference ‘See plan p.126’, not p.118.

Page 124 Baiona

Left column top: WiFi is also available at the Gold Bar, and Parador café.

Berthing and anchoring The best approach on arriving at the Monte Real Club de Yates de Bayona (MRCYB) is to secure to the hammerhead (marked ‘Transitos’) and wait to be allocated a berth by the staff.

Neither marina in Baiona permits the dinghies of visiting yachts at anchor to use them.

One alternative is to use one of three sets of steps to the southeast along the sea wall which allow easy access into Baiona. The steps nearest the Marina Deportivo are congested with local boats, the second less so, but the third set is likely to be the best bet. Watch the depth at LW.

Another alternative is to use the long ‘Pinta’ pontoon.

Page 126 La Guardia

Plan The marker for ⊕94 in the plan should be moved to its correct position of 42°07′.5N 08°54′.8W.

Page 130 Foz do Minho to Cabo de São Vicente SWELL (box)

Change first sentence to read: ‘Swell along this coast has its origins in low pressure storm systems that can be way out in the Atlantic. It is seldom absent.’

Page 131 Foz do Minho to Cabo de São Vicente

New paragraph: Harbour entry warning signals

Portuguese Marine has a website that uses a ‘flag’ system to give information on the status of access to harbours along the Portuguese coast. Although provided for commercial shipping, it does give an indication of conditions pertaining. These may of course be more challenging for a yacht, so the website is no substitute for good seamanship and a close watch on the weather, state of the tide and swell conditions. This is especially necessary at harbour entrances with tides on the ebb where large standing waves can form. More advice on this is given within *Atlantic Spain and Portugal*, in the information for each harbour. www.marinha.pt/pt-pt/servicos/informacao-maritima/Paginas/Estado-Barras.aspx.

The website is in Portuguese but the ‘flags’ have the following meanings: Red - entrance is closed; Yellow - there are restrictions on entry (move the cursor over the flag for more information); Green – the harbour is open.

Also, following accidents along this coast, all ports have upgraded their services and keep a 24-hour-watch on VHF Ch 16 (in Nazaré this is provided by the *Policia Maritima* outside the Port Captain’s office hours). Pleasure craft are

encouraged to call in on VHF Ch 16 before attempting an entry to harbour. These 24-hour watches have been expressly installed with pleasure craft in mind and will provide information on the actual sea conditions at the entrance. Accident investigators have learnt that harbour entry warning signals are often very difficult to make out.

Page 132 II.2 Foz do Minho to Leixões

The position of ⊕96 should be 41° 54'·5N not 41°45'·5N

Page 134 Foz do Minho

Plan Delete 006° leading line to 'hotel' – this is now impassable due to a sandbank.

The dangers in navigating the Foz do Minho cannot be over-estimated, especially as the river mouth (Foz) is continually changing in shape, particularly regarding the position of the deep channel. Because of this the plan on page 134 is misleading – the leg on a heading of 006° now passes over a sandbank that has extended southwestward from the Ponto do Cabedelo. The experiences of two intrepid yachtsmen who entered the Rio Minho in 2015 are recorded here:

A The Rio Minho is little visited by yachts, and it is essential that it should only be attempted in very settled weather and in the absence of any significant swell. These conditions are rare, but if they arise the river can be entered. Before the visit, a knowledgeable and experienced local strongly advised that the southern entrance, recommended in the Pilot, should not be used as the sands are constantly shifting. The northern entrance was, therefore, chosen, encouraged by a leading line for it shown on an electronic chart. This channel was only attempted with a GPS chart plotter and some very careful preplanning, and noticing the entrance was being used by fishing boats. The chart showed two beacons (white towers) in quoted positions 41°51'·9701N 08°51'·7534W and 41°51'·9667N 08°50'·6062W. Although neither of these towers were seen (possibly they no longer exist) the alignment of them on 090° was followed. This passes about 40m north of the Jamiela drying rock. Along this transit the least depth shown on the chart is 1·3m (at chart datum). We kept within about 12m of the line using GPS and found a least depth of 0·2m (at chart datum). Hence the advice of fair weather and no swell, and to this should be added 'and on the last third of the flood'. The depths found indicated that the chart cannot be relied on and this was confirmed on the passage up river to La Passage. The chart, and the Pilot, give a general indication of where the channel is, but only a general indication as it shifts continuously. It is a case of 'go slowly and bump off the sides'. As the water is absolutely flat and the bottom generally sand or mud this is not a problem. Fortunately, in this case, bumps were avoided, but it was sometimes close. When asked, the local Portuguese maritime police said that the south entrance is still used, but it looked difficult and the channel appeared now to be closer to the island. The safest way to enter would be to anchor off Fort Insua and make a reconnaissance by dinghy, as the Pilot suggests. The yacht anchored off La Passage (anchorage 5) in 3m in position 41°53'·19N 08°50'·96W, just south of the ferry pier (this pier is further south than indicated on the plan in the book). The holding was excellent but needed to be as the stream runs like a millrace. The log was left on overnight and recorded in the morning a virtual distance travelled of 20 miles. At La Passage it is possible to land at steps north of the ferry pier. There are no facilities of any sort in the village, only some holiday homes and an active tennis club. There were no shops, cafés or restaurants and many derelict

buildings. The ferry terminal was closed, with handwritten signs saying that the ferry was 'out of service indefinitely'. Silting has blocked the channel the ferry used and the ferry itself was high and dry up a slipway. All in all a place that time, new roads and bridges, and the recession seem to have overtaken.

Anchorage 3 was more sheltered and is pleasant, with room for several yachts anchored clear of the moorings. Again the stream runs hard, but not quite as hard as at La Passage. There is a busy beach with a restaurant and café-bars and a pontoon where dinghies can be left although, around spring tides, this pontoon dries at low water. There are several Portuguese Maritime Police RIBs on moorings here. Ashore, the shop at the campsite is small and sells only basic groceries. It is about a half hour's walk into the modest town, where there is a market, tourist office and the usual shops. Specific points:

1. There are two conspicuous aerals on Monte Santa Tecla, not one as stated in the Pilot.
2. The beacon in the plan in the book on the northwest Cabras rocks is no longer there. The isolated danger beacon on the southeast Cabras rocks is there.
3. The beacon shown to the southwest of anchorage 5 marking the end of a pier, no longer exists.
4. On a direct line between the ferry terminals on the Spanish and Portuguese sides, there are three pairs of port and starboard beacons each pair about 40m apart, some of which are lit. These apparently mark the old channel used by the ferry.
5. The bank north and west of Ponta de Cabedelo has built out considerably in both directions.
6. The surveys appear old and the charts should not be relied on. Overall, bearing in mind the hazards of the entrance this river is probably not worth visiting unless able to take the ground and explore up towards Vila Nova.

B When entering from the south, note that the sandbank west of Ponto do Cabedelo has extended southwest requiring a dog leg to the northwest towards the Jamiela Cambalhoes rocks. Entry was made at 2·4m of flood tide and a minimum depth of 4m was found. A 1·4m swell was breaking over the Jamiela Cambalhoes, and piling up to reveal the new sandbank to starboard. The northwesterly F5 against the flood usefully indicated the faster flowing channel. The complex of sandbanks past the narrows required nifty manoeuvring in 3kn of flood. The anchorage east of Ponto do Cabedelo remains good and attractive.

Page 137-140 Viana do Castelo

In late 2014, the swing bridge at the entrance to the marina was non-operational and permanently open. It projects out into the river and care is needed to avoid being swept onto it by the strong stream in the river. Within the marina space is limited. The only reasonable pontoon with fingers which visitors might use is the first on the right when entering. However, this is mostly taken up with resident boats and sometimes the fuel berth is occupied. Visitors will normally berth bows or stern-to on the pontoon to port on entering. This is only a single pontoon, oriented NNE/SSW. Hauling off lines are tailed to the pontoon and there is room for about six yachts. The pontoon shown on the plan joined to it running WNW/ESE is not there. That wall has substantial vertical fendering and a large yacht could lie directly on it. The 'waiting pontoon' will take four normal sized yachts, more if rafted, and appears to be more of a marina

overflow than a waiting berth. It, and the inside pontoons, have water and electricity. These berths are a substantial walk from the marina office and facilities, but are significantly closer to town than the main part of the marina. The staff are helpful and will try to find a visitor a suitable place. The marina price is on the high side for the area. Beware of the very strong streams running through the marina entrance and around the berths close to it. The direction and set of these are not obviously related to the times of local high and low water and there are strong eddies within the marina itself. This coupled with the strong flow in the river, which appears to be always seaward, even on the flood, merits more than usual caution when berthing here. Although anchoring in the river is prohibited, a visiting yacht has been seen anchored immediately south of No 11 buoy. There appears to be plenty of room to anchor in this area in depths of 4-8m, well clear of the channel. The SW/NW orientated wharves in the area marked 'Commercial Wharf' in the book are used by big ships, which need room to swing. The wharf shown directly south of No11 buoy is abandoned and there are disused mooring buoys off it. Anchoring in this area would be perfectly feasible, particularly if the marina and waiting pontoon are full.

It should be possible to anchor in the bight SW of the commercial wharf. This has been explored and depths of about 2-3m were found. The plan is not accurate - the 'barrier' SSE of No 9 buoy is joined to the commercial wharf and dries, extending about half way WSW across this bight. There are no facilities in this area and it is a long dinghy ride to anywhere, but it might be a suitable anchorage if on passage or arriving late.

Viana do Castelo is a pleasant town with good facilities including several supermarkets and the usual shops, bars and restaurants. It is on the right scale for a visiting yacht. The hospital ship, *Gil Eannes*, which acted as a mother ship to the fishing fleet on the Grand Banks in the 1960s and 70s, has been enthusiastically restored. There are many memorabilia and photographs of the cod fishery and a visit is recommended. She is berthed at the top end of the fishing dock, within easy walking distance of the marina.

Communications Viana Marina: VHF Ch 9 or Ch16 for footbridge operations

Page 142 Pavao de Varzim

Approach The four cardinal buoys in the vicinity of the massive wind turbine offshore have been removed (2014). At least two of the special marks between the wind turbine and the shore appear to be in place.

Within the harbour, there is room for several yachts to anchor between the buoys and the shore or between the westerly cardinal buoy and the marina in about 2-2.5m. There is debris on the bottom so a trip line is recommended.

This is a holiday resort close to Portugal's second city and it has good beaches. Consequently the town is busy, and with all night music, might not be described as peaceful.

Page 150 II.2 Porto to Figueira da Foz

Plan Amend the coordinates of $\oplus 116$ - Figueira da Foz approach - to 40°07'66N 08°53'82W

Page 151 Porto and the Rio Douro

Note that the rear mark of the leading lights into the Rio Douro is not a red and white striped pole, but the window of the São João da Foz church.

The newish marina in the Rio Douro has much to recommend it. The marina staff are outstandingly helpful and speak good English. The facilities are first class. The laundrette is small, with only a single washer and drier. For the days when the laundry in the marina is overwhelmed, there is a large, much used, communal laundry area. There are café-bars and restaurants, a chandler and paper shop.

There is at least 2m in the marina itself. The stream runs through the marina fairly hard and there is some motion, particularly on the ebb, even in calm weather. It would probably be uncomfortable in strong westerly winds.

Access to the pontoons is via a swipe card system.

It would probably be possible to anchor near the marina and dinghy ashore, either at the marina, or at one of the many landing stages on either side of the river, but the stream runs hard and an anchorage is unlikely to be comfortable.

A ferry runs from the village over the river to the Porto side at about ½ hour intervals. There is a good bus service from just outside the marina to the city centre. The yellow tour bus, which takes about three hours to explore both sides of the river, is recommended, particularly as you can hop on and off as often as you wish.

The village of (São Pedro Da) Afurada is close N of the marina. There are modest shops, sufficient for everyday needs, café/bars and simple restaurants. The small, free museum is worth a visit. There is a fish market in the mornings from Tuesday to Saturday, and a general market on Saturdays only. About 15 min walk up the hill is a shopping centre with a large Continente supermarket.

The very large El Corte Ingles department store chain has a supermarket some 4km away. They will send a free car to the marina to collect visitors and return them with their shopping.

Page 152 River Douro

Plan Insert light characteristics of No 5 Green Pillar Buoy: Fl(3)G.5s

Page 157 Ria de Aveiro

This is one of the harbours which should only be entered in settled weather and with little or no swell. It is notable that, even in the summer, the Portuguese Navtex from Monsanto frequently reports Aveiro is closed due to swell.

Pages 158/159 Ria de Aveiro

Anchorage and berthing

1. Baía de São Jacinto: A yacht has anchored at position 40°39'53N 8°43'85W clear of the moorings. It would appear that the bay has been taken over by activities of fishermen. The continual movement of small pleasure fishing boats is disturbing and getting ashore difficult as the pontoon is crowded with dinghies and any remaining space taken up by people fishing with rod and line that festoon the water front.

In the village itself there are only two shops, both exclusively selling an enormous range of fishing tackle, and a café/bar which sold rolls, but little else.

5. The Avela club marina, rather run down, is very friendly and welcoming. There are pretty basic shower and toilet facilities, plus water and electricity on the pontoons. The security gates are non-operational.

It is possible to anchor above the power cables and beyond the Avela pontoon in a position 40°38'964N 8°39'887W.

Mooring with two anchors with 50m out on each leg, up and down stream reduces the sheering about in the strong currents.

As yachts are no longer permitted to use the Canal das Pirâmides a good option is to take the dinghy for what would otherwise be a long hot walk to Aveiro. The town is charming and there are all the shops and facilities one would expect from a regional centre. This is a good place to spend a few days, relax and stock up in perfect shelter.

Page 162 Figueira da Foz

Waypoint box Amend the coordinates of $\oplus 116$ Figueira da Foz approach to 40°07'·66N 08°53'·82W

Entrance Figueira da Foz Danger Signals:

GRGR or 2 black balls diagonally = no entrance or exit.

GRG or 1 black ball = no entrance <35m,

GRG or 1 black ball at half mast = no entrance <11m,

GRG flashing = no entrance or exit >12m.

Page 166 II.3 Figueira da Foz to Cabo da Roca

Waypoint box The following waypoint should be included in the box: $\oplus 100$ 38°45'N 10°05'W (W of separation zone off Cabo da Roca)

Amend the coordinates and position on plan of $\oplus 116$ Figueira da Foz approach to 40°07'·66N 08°53'·82W

Page 167-170 Nazaré

There are major works planned (2017) for the Porto de Recreio da Nazaré marina, but berthing space is expected to be little affected while this is undertaken. It is possible that the main marina to the southwest of the basin may not be contactable on VHF Ch 09 but your call may be answered by the private member's yacht club Clube Naval da Nazaré in the northeast of the basin. The latter has limited berthing for 4/5 visiting yachts but has got plans to develop its facilities, provided planning permission can be obtained.

The following comprehensive update on the Porto de Recreio da Nazaré has been provided courtesy of Dody Stiller (ketch *Tonga*):

Page 167

Harbour communications

Delete in toto and replace with:

Porto de Recreio da Nazaré

☎ +351 262 569 099 (Marina Office)

☎ +351 262 569 090 (General)

☎ +351 916 001 260 (Main Security Gate)

☎ +351 918 498 031 (*Policia Maritima*)

☎ +351 262 561 255 (*Capitania* in town)

Email Nazare@docapesca.pt or

Helder.Pereira@docapesca.pt

www.docapesca.pt

Page 167

Cultural and devotional sites Add: Tomar, the jewel in the crown of central Portugal, and the Monastery in Alcobaca (Mosteiro de Santa Maria Abadia), both world heritage sites, are well worth a visit.

Page 169

Entrance

The breakwater has been rebuilt and the entrance light replaced (2016).

Berthing

The harbour, including the Porto de Recreio da Nazaré, is now (2017) officially administered by Docapesca. Larger yachts can berth alongside the central hammerhead, or, if space is available, alongside the eastern or western pontoons on the outside. Smaller yachts find space inside on finger pontoons. Michael and Sally Hadley no longer run the Porto de Recreio da Nazare marina's reception and information office and there is now no official assistance with docking although live-aboard cruising-sailors are happy to help.

Entry gate passwords are now required for access to the pontoons although showers still need a key. Outside office hours, these can be obtained from the main security gate at the entrance where check-in and check-out can also be done.

Berthing alongside the fishing-boat jetties is possible. Access has been improved (2016); all the nets have been removed, the ladders replaced and the lights repaired, but there is no water or electricity available.

Page 170

Formalities

It is no longer necessary to check in with the GNR-Brigada Fiscal, although an onboard visit from an officer to inspect papers is possible.

Facilities Delete and replace in toto with:

Enquire with the Marina office and with the live-aboard sailors afloat and on hard standing in the marina. All are happy to help and can give good advice. Much more can be fixed and obtained than is apparent at first sight.

Boatyard This is near the main gate to the port area, and able to handle mechanical jobs, repairs in GRP, steel, wood, and painting etc. (most do speak English quite well.)

Travel-lift 80-tonne capacity hoist, backed by a large area of concrete hard-standing which serves both fishing boats and yachts. Electricity is laid on and owners are free both to work on their own boats and to live aboard whilst ashore.

Engineers, electronic and radio repairs All are available, the best contact in the first instance is Silvia of Silvia Artigos do Mar, ☎ +351 967 223 507 or +351 262 560 304, silviaartigosparaomar@gmail.com. Otherwise contact Alec of Nazarenautica, ☎ +351-914 096 959, nazarenautica@gmail.com.

Alberto Mendes in the boatyard-area is a general mechanic for outboard engines and is also an authorized Honda Dealer, ☎ +351 917 392 633.

Joao (Planusnautica) is a specialist in GRP construction. ☎ +351 262 551 224, +351 915 859 590, +351 926 936 544, planusnautica@gmail.com

Sailmaker/Sail repairs The nearest sailmaker is in Lisboa, although emergency repairs can be done in Nazaré. The best contact for help is Dody on ☎ +351 910350643, ketchtonga@gmail.com

Chandlery There are two chandlerys in Nazaré: Silvia Artigos do Mar is mainly targeted at the fishing industry and stocks the basics for paint jobs etc, but can usually deliver much of what is needed for a yacht within 24 hours. ☎ +351 967 223 507 or +351 262 560 304, silviaartigosparaomar@gmail.com.

Naval Ship provides a basic selection of chandlery for pleasure craft.

Water on the pontoons.

Showers There are two male and two female showers close to the Marina Office.

Launderette Elena of the Mini Mercado Lena (formerly Estrelinha) offers a laundry service (washing or washing and drying) for good prices. There is another launderette and two coin-operated launderettes in town.

Electricity The electrical supply and distribution equipment on pontoons was renewed during the winter of 2016.

Fuel Diesel and petrol pumps are on the short hammerhead to port on entering the harbour-basin. They are operated by the Prio fuel station nearby using common tanks. Use the intercom at the gate off the pontoon and ask the fuel station staff to open it. It is best to have two people to fuel a boat as one can be on the self-service fuel pontoon while the other is arranging the fuelling and payment at the fuel station.

Bottled gas Camping gas is available at the mini-market next to the Marina office.

Clube Naval da Nazaré has premises on the northeastern side of the harbour. Address: Clube Naval da Nazaré, Pavilhao Nautico do Clube Naval da Nazaré, Porto de Abrigo da Nazaré, 2450-075 Nazaré. ☎ +351 262 560 422, *Mobile* +351 917 500 851.

Weather forecast Posted daily in Mini Mercado Lena and on the notice board next to the ISN building.

Banks There is an ATM machine in the Prio Fuel station in the northeast corner of the port. There are several banks in town.

Shops/provisioning The well-stocked mini-market next to the Marina Office provides fresh bread several times a day. The Mini Mercado Lena can also obtain larger quantities of produce from the supermarkets in town. There is good general shopping in Nazaré town and several supermarkets. The Ulmar is on Avenida Viera Guimares, and Mini Preço and Pingo Doce are further up the same street to the left.

Continente and Lidl are up in O'Sitio, the upper town reached by bus or via the Funicular railway.

Produce market Good market in the town, open 0700–1300 daily in summer, closed Mondays in winter. A large open market is held every Friday just behind the public library and central bus station.

Cafés, restaurants and hotels There are two restaurants in the port area. The Restaurant and Bar, Silvia & Ana (Tapas Aqui, LDA), behind the fishmarket close to the tower on the western side of the basin, open Monday to Friday 0900–2200 (and on request): ☎ +351 967 223 507 or +351 917 682 276, tapasaquilda@gmail.com.

The Restaurant Marina Bar on the northeastern side of the basin close to the Clube Naval is closed on Tuesdays, otherwise open 1200–1500 and 1900–2200, ☎ +351 933 452 547; Mini Mercado Lena is also operated as a bar with snacks, coffee, drinks and a terrace. There are many restaurants, cafés, bars and hotels in town.

Medical services In Nazaré, it is best to visit the Marina Office for advice and assistance.

Communications There is a Post Office in Nazaré, but the marina office will hold mail for visiting yachts addressed to: Docapesca, Name, Boatname, Caixa Postal 1, 2450-075 Nazaré, Portugal.

Public telephones Kiosk near the entrance to the Porto de Recreio da Nazaré.

Internet access Mini Mercado Lena offers free WiFi access, as does the Restaurant Silvia & Ana and the Marina Bar. Most Restaurants and bars in town also offer free WiFi.

Fax service The fax service has been discontinued.

Car hire/taxis Transport and taxis can be arranged via Mini Mercado Lena. For car hire inquire at the Marina Office or ask the live-aboard local sailors.

Buses Regular buses into Nazaré (though the walk is less than a mile over flat ground), timetable at the entrance to the showers. An excellent and reliable express-bus service connects Nazaré with all major towns in Portugal, e.g. Lisboa just 90 Minutes away, and has five services daily www.redeexpressos.pt. The airport is said to be only an hour away by road.

Page 169 Nazaré

Berthing Michael and Sally Hadley no longer run the marina's reception and information office.

Page 177 Peniche

Anchorage There is no requirement to pay for anchoring in Peniche harbour, though payment can be made to use the showers, WiFi and facilities of the marina at half the marina rate.

Facilities There is no WiFi in Peniche marina but the local bars and restaurants provide good WiFi service.

The marina does not accept credit or debit cards but cash only.

Page 180 II.4 Approaches to the Rio Tejo and Lisbon

Principal lights 2118 Santa Marta: Delete 'Horn 10s (very loud in marina)' from description.

2110 Cabo Raso: Delete 'Horn Mo(1)60s' from description.

Page 181 Tio Rio Tejo estuary

Waypoints Change description of Ⓢ100 to: 38°45'N 10°05'W (W of separation zone off Cabo da Roca)

Courses and Distances Amend 'Ⓢ130 – Ⓢ133 = 4.6M, 052° or 332°' to 'Ⓢ130 – Ⓢ133 = 4.6M, 052° or 232°'

Page 182-183 Cascais

Harbour communications Please note that the contact information and office opening hours for Cascais Marina have changed. Their new details are as follows:

☎ +351 21 482 48 00

Email info@marinacascais.pt

www.marinacascais.pt

Open winter 0900–1800 and summer 0900–2000.

Principal lights Delete light 2121 Praia da Ribeira.

Plan Delete shore light 2121 Oc.R.4s7m6M Praia da Ribeira at 38°41'·81N 9°25'·21W

Page 184 Cascais

Anchorage '...the slightly dirty town beach...' is reported to be very clean (cleaned each morning) and a good place to leave a dinghy.

Page 185 Cascais

Facilities North sailmakers in the marina ☎ +351 916 857 896

Page 189 Oeiras

There is an anchorage off Praia da Torre, in the lee of Forte de Sao Juliao, just west of the Oeiras marina. Good holding.

Page 191 Lisbon and the Rio Tejo

Plan Doca de Pedroucos: In 2015 work was underway to install a new marina in the Doca de Pedroucos just east of the Algés boatyard. Lisbon hosted the Volvo Ocean Race stopover here in 2015.

It is understood that the Port Authority of Lisbon who are the owners of the space have not yet decided whether or not they will lease or manage the marina directly.

It is possible that the Lagos marina in the Algarve with the owners of the Soproma/Algés boatyards will want to manage and run this marina.

As of February 2016 no details have been provided on completion dates etc so any information from mariners would be welcome.

Page 194 Lisbon and the Rio Tejo

Marinas Marina Parque das Nações: Some further information:

This marina is well served by buses and trains but is over seven miles from the centre of the city. There are several cafés, bars and restaurants and there is a small supermarket. The marina can organise gas bottle refills. The approach and entrance are straightforward, but require care as the streams in the Tagus and within the marina entrance run hard. It is advisable to arrive near or at slack water and to consult the marina in advance (VHF Ch 09). Approaching from downstream turn boldly to port onto about 250° immediately after passing CR5 starboard hand buoy and pass between the lit breakwater heads into the entrance pool outside the southern basin. Keep well to port and, as soon as the entrance channel (the river side, right hand of the two) begins to open to view, turn hard to starboard and straighten up for the entrance. Go through the locks (sluices) which are open during the day (0830 to 1930) but closed during night time (early morning opening on demand), maintaining a fair speed. This is an occasion when a slow approach is less safe, as it is easy for a boat's bow to be in the still water of the entrance whilst the stern is still in the stream outside. Once through the entrance channel there is space to stop and manoeuvre into the allocated berth. The north basin is not accessible to masted yachts.

If arriving after dark, when the gate will probably be shut, or unannounced, there is a waiting pontoon in the outer entrance pool, just outside the narrow channel into the marina itself.

Page 199 Seixal

Update: Seixal is a useful place for a visiting yacht. It lacks the charm of the Lisbon marinas, but is practical. Within, and particularly at the entrance to, the harbour the streams run hard. The approach from the Tagus is easy and the Canal do Barriero is well buoyed. The entrance itself (38°38'91N 9°06'00W) is between two beacons and is narrow. Beware of the high speed ferries which berth close southeast outside entrance. Once inside there are many moorings. There are about eight for visitors on the northwest side of the channel in the vicinity of 38°38'6N 9°06'6W. Boats sheer around on these and the plastic buoys bump the bow. It is possible for a small boat to find space to anchor southwest of the visitor's moorings and a

larger yacht might do so at neaps, particularly with two anchors laid out. Seixal has the facilities expected of a small suburban town. There is a pontoon where a dinghy can be left (approx. 38°38'7N 9°06'3W). It might be possible to lie alongside there for a short while, or to water. Mooring fees are payable at the harbour/tourist office, but no-one seems much interested in collecting them.

The Tagus Yacht Centre (TYC) 38°38'1N 9°06'8W is an excellent place to haul out. It is a friendly, family run, traditional yard and has all the necessary skills to carry out any work, including Awlgrip painting and major engine, rig or other repairs. Staff are friendly and prices reasonable. The 'floating dock' is no longer functional but the travel lift will manage 35 tons. The approach channel has buoys (not shown on the chart) but the approach to the travel lift involves a tight last minute turn and it would be wise to explore by dinghy first. There is a single pontoon close to the travel lift which will take a 13m boat, and there is water and shore power on it. Ashore there are the usual facilities – rather primitive, but quite adequate, toilets and showers and a washing machine. There are no leisure facilities e.g. bar or restaurant in the yard. Within easy walking distance is a substantial supermarket and a village with the usual small shops, bars and cafés. TYC would be good place to lay up a yacht for the winter and many cruisers do. Some live on board for part or all of their stay.

Page 203 Sesimbra

Harbour communications Amend VHF details to 'VHF Ch9, 12, 16 (0900-1200, 1400-1900)'

Page 212 Sines

WiFi is confirmed to be available throughout Sines marina.

Page 213 Vila Nova de Milfontes

Courses and Distances Amend last entry to read: '⊕146 - ⊕147 (Cabo de São Vicente) = (203° or 023°)'

Page 220 III.1 Cabo de São Vicente to Tavira

Waypoints Description of ⊕151 should read: '⊕151 – 37°00'4N 8°54'6W (Baleira, approach)

Description of ⊕159 should read: '⊕159 – 37°03'N 8°14'5W (Albufeira, approach)

Page 228 Lagos

Facilities Fuel Amend 'Credit cards are not accepted.' to 'Only American Express or cash accepted.'

Page 230 Alvor

Entrance Note that in October 2015 the narrow dredged channel leading up to the basin did not carry a nominal 2m at MLWS as stated in the Pilot. Until more dredging has taken place extra care is necessary when navigating this channel and choosing neap tides would be a start.

Page 232 Portimão

Plan Amend characteristics of No 3 Green Pillar Buoy at 37°07'94N 8°31'82W to Fl(3)G.9s.

Page 236 Portimao

Facilities Boatyard The complex also has several workshops and contractors' own yards, adjacent to the marina yard. These may be cheaper and do deals for winter storage. All share the 50 or 300 tonne hoists (separate company?). The commercial yard of Rosa Cabral & Soares LDA does metal bashing. Comprehensive workshops are available for most trades in the complex.

Engineers, electronics and general maintenance Sopromar, with headquarters in Lagos, have a well-stocked chandlery in the complex.

Page 242 Vilamoura

Left Column: There is also a beach to the east of the entrance under the Tivoli hotel.

Approach The hotel described as pale pink to the east is the 12 storey Tivoli hotel painted white with coloured balconies. The west end of the Tivoli can just be seen in the photograph.

Page 251 Faro

Anchorage at Ilha da Culatra The tidal lagoon east of Ponte Cais is now out of bounds, and piles/posts have been installed across the entrance to prevent access. Most boats have left but a few remain after the Authorities started a clean-up programme in 2015. It involved demolishing many of the shacks and bungalows on Culatra and Armona and this major upheaval led to demonstrations, and it seems the plan is now on hold. The 'Marina' is for local small fishing boats and fast skiffs only.

Page 253 Olhão

Berthing Recent experience (2015) is that visitor berths cannot be found.

Page 255 Olhão

Facilities Bottled Gas Camping gas exchanges are done at Sulcampo, 200m west of the ferry pier on the seafront road.

Page 261 The Rio Guadiana, Vila Real de Santo Antonio
Courses and distances In second entry, ⊕167 should be ⊕167.

Page 264 Vila Real de Santo Antonio

Facilities Boatyard It is sad to report that Edmundo has left the Marina Guadiana boatyard and the quality of work carried out there in recent years has deteriorated badly. There is reported to be another good boatyard nearby, so details of this would be welcome.

Bottled gas No longer obtainable from near the Blue Elephant sign. Camping Gaz refills are available from the shop opposite the filling station on the main road by the marina.

Page 265 Ayamonte

Entrance The marina has suffered badly from silting since 2013, but dredging started in Sept 2015 to restore 3m depths. While this is going on there is considerable disruption that is likely to continue until the spring of 2016. High pricing here has forced boats out.

Note:

- a. Water and electricity is always charged, even if there is no consumption, when the boat is locked up and the owner goes home.
- b. There are no special deals for 3 or 6 months winter stays, hence few visitors.

Facilities Chandlery AYAMAR. John & Diane PEER (Dutch/English) have moved their shop to the main road opposite the marina roundabout. It is well stocked at competitive pricing.

Bottled gas Exchanges of Camping Gaz available at the CEPSA shop at the west end of the market building just in from the river.

Communications For Wifi, most use the Cafeteria de Fuente (part of hotel) adjoining the SuperSol supermarket, 250m east of the marina office.

Internet Access Todoapc has moved to 30m from the northwest corner of the main square nearest the ferry in Calle de Jose Perez Barroso. The technicians have 3 computer terminals and do repairs.

Page 267

Apologies to Bússola Frenética who points out that the home of Manzanilla wine is not Sanlucar de Guadiana, but Sanlucar de Barrameda near Cadiz.

Page 267 Rio Guadiana, Upriver

About 50 red and 50 green fixed beacons (steel posts) have been installed over the 15 miles from the suspension bridge to Alcoutim/San Lucar. Each is a painted vertical post piled into the river bed with the appropriate small topmark (red can or green triangle) and solar powered light (Nov 2015). The positioning seems a bit random being sometimes right at the edge of the river and widely separated, and occasionally placed singly to mark the shallows at the inside of a bend. The 6 posts at Alcoutim itself are strangely positioned, including 2 red ones unnecessarily close to the pontoon.

The reason for these navigation aids is uncertain as yachts have gone happily up and down river with the tide, keeping to the stronger stream and deeper water on the outside of each bend. Perhaps tripper boats from Vila Real intend to use the river at night.

P268 Rio Guadiana Upriver

Alcoutim Berthing The 3 night berthing rule at Alcoutim has been rescinded. There is a daily charge for the first 7 nights that doubles for the next 7 nights, and after 2 weeks the space has to be vacated. There is space for 2, maybe 3, yachts on the north pontoon and 4 on the south pontoon.

There is WiFi in the library at Alcoutim (2 terminals), and Camping Gaz in the ironmongers.

San Lucar Berthing Very casual with no restrictions on length of stay such that some boats seem to be permanently moored there.

Page 269 Rio Guadiana Upriver

Final para: 'Intrepid voyagers beyond Pomarao to Mertola' Please note that a hand drawn plan of the river beyond Pomarao is essential and it is a risky trip. There is a report of 3 yachts that have done it, one of which sank in the attempt.

Page 274 El Rompido

Considerable change has taken place in the Río de la Piédras in recent years with the creation of 3 new marinas in the lagoon. El Rompido itself is no longer picturesque and old fashioned having been developed as a seasonal holiday resort for comfortably off Spaniards. Out of season there is a distinct lack of life, except on sunny Sundays when the restaurants fill up with visitors coming to dine on the shellfish and seafood.

The lagoon in the Río de la Piédras is well protected but has strong tides. Some locals fish in the lagoon from dinghies and small boats on moorings, and harvest shellfish and oysters from the shallows. Some decked fishing boats are based at El Terron.

In season, a road train links the hotels with the village, and ferries across the lagoon to the sandspit, for beach access to the Atlantic.

Pages 275 - 277

Río de la Piédras lagoon Entrance The only advice marinas will provide by phone is to come in at high water. Daylight and no significant swell are basic prerequisites.

Local advice on entry is as follows:

Approach from offshore position at approximately 37°11'·667N and 07°03'·250W from where the fairway buoy can be seen. The navigation channel varies and the position of the buoys is updated several times a year by the local authority. With easterly winds in the Straits of Gibraltar tide levels can rise by up to 20 cm above the predictions, and vice versa for a strong west wind.

The bar is reduced to 1m at low water and at high tide depths vary from 3 to 4.7m deep. The optimum time for larger vessels to enter is near high water.

Advice from experience is as follows:

The entrance has moved about ½ mile to the West (2015), and the channel over the bar is now simpler with fewer buoys (2 red and 2 green). The bar has only 0.5m at LW Springs, so entering at high water is advised. From the fairway buoy the first buoy to the north is a green buoy to starboard, then further up a red buoy to port. Then another green to starboard and the final red to port after which you can curve round to the west into deeper water in the lagoon.

There are two large and distinctive floats further up the lagoon opposite the village. Both are marked as Southerly Cardinal Buoys, to keep traffic away from the small boat moorings on the North shore.

Lagoon: Once over the bar there is plenty of depth. At springs, the current could be 3 knots for a while, including through the marina berths.

Berthing All yacht moorings have been removed and 1000 or so yachts have been accommodated in the marinas. There are now 4 marinas in the lagoon, three of them APPA marinas only recently opened:

a. Asociación Deportiva Nautica Nuevo Portil - Marina Nuevo Portil

This is the most easterly marina nearest the entrance, close to the new residential development but a long way from El Rompido. www.adnnuevoportil.es adnnportil@yahoo.es ☎ +34 959 504 100

b. Asociación Deportiva Nautica San Miguel

This marina is further to the west. www.adnsanmiguel.es info@adnsanmiguel.es ☎ +34 959 399 070.

c. Club Nautico Rio Piedras

This marina is further west still. www.cnriopedras.es gerencia@cnriopedras.es ☎ +34 959 504 270 or +34 663 928 666.

d. Puerto Marina El Rompido

This is the original well established marina, by the lighthouse, and the most westerly.

Puerto El Rompido, s / n 21459 - El Rompido (Huelva) www.puertoelrompido.com info@puertoelrompido.com ☎ +34 959 399 614 and +34 607 456 480

Open summer 0730–2230; winter 1000–1200 Mon to Fri and 0900–1400 Saturday and Sunday.

VHF Ch 71.

Facilities Boatyard etc The Varadero boatyard is now surrounded by industrial units (lock ups for fishermen, sailmakers, loft)

Sailmaker Oliver Plisson (VOP sails) as in the Pilot.

Camping gas Exchanges can be made through the marina office

Laundry and showers Excellent and modern in a building close by the marina office that issues electronic cards for access. Also tokens for the washing machine and dryer.

Security Electronic card and very watchful marineros (good CCTV)

Shops/Provisioning The El Faro Commercial Centre by the lighthouse has a large El Jamon supermarket. Fashion boutiques in season.

Cafés, restaurants Now available in the marina complex with excellent views of the lagoon.

Transport 5 buses a day to Huelva along the coast (3/4 hour journey time). Many more from Cartaya (20 mins away) to Huelva and Ayamonte.

Coaches from Huelva to Seville 14/day (2 hour journey time) arrive at the Plaza de Armas bus station where the Airport bus leaves every ½ hour (allow ¾ hour journey time).

Page 276 El Rompido

Río de la Piédras

Anchorage The only anchorage can be found upstream of the Puerto Marina El Rompido but well out in the river, clear of the shallows. A problem is the lack of a landing by dinghy, with the ferry and fuel jetties out of bounds. The Puerto Marina El Rompido will provide a swipe card for access, and permission to tie up a dinghy for €10/day (2015).

Page 291

Note that the home of Manzanilla wine is Sanlucar de Barrameda.

Page 292 Seville

Photos Canal de Alfonso XIII Lock Gates: Note that the photographs on pages 292 and 295 do not show the new lock complex that involved major works in its construction. The lock is now only open 2 hours on a fixed schedule for yachts. It is no longer a call-up and get in arrangement so planning ahead is essential making passage timing less flexible.

The new lock on the way up to Seville is very unfriendly to yachts. The arrangement now is that there is only a lock keeper on duty when a freighter is passing through so if you call outside these pre-arranged appointments all you will get is a security guard. It may be best to contact the Club Náutico Sevilla and ask them to sort out access for you. Failing this, try and call the pilots - in any event the pilot has to agree to you sharing the lock with the ship he is looking after. All in all it is perhaps best to follow the river to Puerto Gelves instead. There is a very frequent and cheap bus service to Seville from the very friendly marina here. The marina is badly silted up though so HW entry is advisable and it is just up stream from a power line charted at 16.5m clearance.

Page 293 Seville

Marina Yachting Sevilla just past the lock, is likely to be the only place to wait for the Puente de las Delicias lifting bridge further up the canal to open, now at a much reduced frequency.

Seville WARNING: A new navigation/light dues tax has been introduced (2014) by the Seville Port Authority, and in one case rather sharp practice was involved in imposing it. Having entered the river and hauled out at Puerto Gelves (Seville) in October 2013, and subsequently departed the river in June 2014, a yacht received an Invoice in the UK a month later from the Seville Port Authority for the sum of €416 for the Calendar year 1/1/14 to 31/12/14. Puerto Gelves had given the Port Authority the yacht's details, but had not hinted at the new tax.

Details can be found at: www.apsevilla.com; click on Tasas y Tarifas; in Tasas 2016 page click on T0 (Aid to Navigation) that applies to yachts entering harbour waters. It is an annual tax, and even yachts in The Club Náutico Sevilla have to pay it.

Puerto Gelves People in the town are helpful and friendly and it is handy for Seville. There are shops nearby, and a bus service into town every 20 mins of duration 20 mins.

The pontoon on the river takes about 12 boats, but mainly long term ones in the winter. On arrival it may be necessary to anchor and enquire at the office.

There is one shower/WC for ladies and one for gents, plus a washing machine and dryer. But these get crowded when the marina puts camper vans (up to 15) on the site.

In 2014/15 the new marina manager stopped owners living on board. There have been no fuel pumps for many years.

Adjacent anchorage After prolonged rain the river has been observed to rise by 5m.

Page 295 Seville

Facilities Sail repairs and canvas work Sun Sails' address is: Carretera del Copero s/ (Zona Portuaria), Sevilla, 41012 Sevilla, Spain

☎ +34 954 184 848. Open in summer 0800–2000. Staff reported to be very helpful.

Chandlery Resident French yachtsman Benjamin Ponroy left in early Spring 2015 and is no longer available for advice.

Page 300 Rota

Communications Ferry The fast catamaran runs seven to eight times daily to Cadiz (three times on Sat and Sun). This berths in the southeast corner of main commercial basin in the centre of Cadiz, next to the train and bus stations. In bad weather, a bus replaces the ferry keeping to the same schedule.

Page 317 III.4 Cabo Trafalgar to Gibraltar

Boat People in distress. Telephone numbers for relevant Authorities:

MRCC Tarifa ☎ +34 956 684 740

MRSC Algeciras ☎ +34 956 580 930

MRCC Madrid ☎ +34 917 559 132 or +34 917 559 133

ARCC Madrid ☎ +34 916 771 718 or +34 916 785 271

Page 325 Tarifa

Adjacent anchorages 1. Northeast of the Isla de Tarifa, is apparently no longer permitted, and a harbour launch (Praticos) may impose this restriction. It is suspected that this is a precaution in view of the fact that the fast catamarans to Tangier now manoeuvre in this area.

Page 329 La Linea - Alcaidesa Marina

Communications Since November 2016 WiFi has been free to all boat owners who have a berthing contract with the Alcaidesa Marina.