

RCC PILOTAGE FOUNDATION

ATLANTIC ISLANDS

Anne Hammick, FRIN

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Cautions and Acknowledgements

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. In particular, minor changes to light ranges or to the heights of light structures may not be included. It is believed 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him or her.

This supplement contains amendments and corrections received since the 5th edition of *ATLANTIC ISLANDS* was published in December 2011. It does not repeat new information to be found in that edition, however, so is of limited use to those still relying on the 4th edition, published in 2004. Copies of the final supplement to the 4th edition can be obtained by e-mailing atlantic.islands@virgin.net (please say which island group(s) are required). Great care must be taken if using the older book, however, as major changes have taken place in all four archipelagos over the past few years.

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Cautions & Acknowledgements

Updated to May 2014 pages 1-2

The Azores

Updated to May 2014 pages 3-13

The Madeira Group:

Updated to August 2014 pages 14-18

The Canary Islands:

Updated to August 2014 pages 19-32

The Cape Verdes:

Updated to August 2014 pages 33-45

The Madeira Group: Cátia Carvalho Esteves (Quinta do Lorde Marina), Paul & Rachel Chandler (*Lynn Rival*), Richard Clifford, Anne Le Gouguec (*Touva*), [Liz Hammick \(Lone Rival\)](#), Maurice & Hannah Houkes, Paul & Lin Hiley (*Sareda*), Roger Kynaston, (*Sarah Giddings*), Anders & Gunilla Rapp (*Arctic Fox*), Harald Sammer (*Taniwani*), [Deike Schütte \(Santa Maria\)](#), Bengt Wannerheim (*Vagabond*) and Frank Zino, Ilhas Selvagens.

The Canaries: Iain Buchanan (*Ariadne*), Paul & Rachel Chandler (*Lynn Rival*), Kate Crouch (*Aventura*), [Arnulf Doerner \(Ariel\)](#), Othmar Fischer (*Clinato*), Rita Furman, Anne Le Gouguec (*Touva*), [Liz Hammick \(Lone Rival\)](#), [Paul Hiley \(Sareda\)](#), Tilmann Holsten (*Ernestine*), Roger Kynaston (*Sarah Giddings*), Linda Lane Thornton (*Coromandel*), Jason Lawrence (*Pegasus*), Neil Matson (*Vela Fresca*), Nigel Mercier (*Dolcetto*), [Mike & Helen Norris \(Island Drifter\)](#), Harald Sammer (*Taniwani*), [Deike Schütte \(Santa Maria\)](#), Birgit van Schaik & Daan Sol (*Synergie*), Andy Scott (*Kodiak*), Martin Smith and Melanie Symes (Puerto Calero SA, Lanzarote), and [Lucien & Mireille Vaucher-Verstraelen \(Tethys\)](#).

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Updating charts and pilot books from official sources

Much useful information regarding harbour developments, and changes to navigation lights and radio signals, is available free of charge on national hydrographic websites.

The website of the UK Hydrographic Office will be found at <http://www.ukho.gov.uk/Pages/Home.aspx> and

that of the page detailing weekly Admiralty *Notices to Mariners* at <http://www.ukho.gov.uk/ProductsandServices/MartimeSafety/Pages/NMPublic.aspx>.

The website of the Portuguese Hydrographic Institute resides at <http://www.hidrografico.pt/>, with the page listing monthly *Avisos aos Navegantes* (Notices to Mariners) at <http://anavnet.hidrografico.pt/GruposMensais.aspx>.

To check Spanish *Avisos a los Navegantes*, enter the Spanish Navy (Armada Española) website at http://www.armada.mde.es/ArmadaPortal/page/Portal/ArmadaEspañola/_inicio_home/ and select the English (or French) option if preferred. Under the **Science/Culture** heading choose **Hydrography**, and then **Notices to Mariners** from the list on the left. This may take a minute or two, but should bring up a bilingual page after which all is straightforward. The direct link to this page – http://www.armada.mde.es/ArmadaPortal/page/Portal/ArmadaEspañola/ciencia_ihm_1/02_ProductosServicios--01_avisos – is so long that it is worth adding to the Favourites list.

Technical input and information

The last input of technical information for the Azores was from Admiralty *Notices to Mariners* Week 24 of 2014 and Portuguese *Avisos aos Navegantes* (which appear at the end of each month) for May 2014.

The last input of technical information for the other three archipelagos was from British Admiralty *Notices to Mariners* Week 37 of 2014, Spanish *Avisos a los Navegantes* Week 34 of 2014 and Portuguese *Avisos aos Navegantes* for August 2014.

Text in black type appeared in the previous supplement; text in blue type indicates new information.

Page numbers refer to *Atlantic Islands* 5th Edition, 2011.

Anne Hammick
Falmouth, August 2014
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Passages to and from the islands

Page 2, Sources of further information

In December 2011 the British Admiralty published a new set of 12 North Atlantic Ocean Routing Charts. According to the accompanying note: ‘Meteorological data has been updated on these routeing charts. Principal ports, shipping routes, ocean current flow and load line zones are also shown on the charts to facilitate trans-oceanic passage planning.’

James Clarke’s *Atlantic Pilot Atlas* has now been joined by *Cornell’s Ocean Atlas* compiled by Jimmy and Ivan Cornell, in similarly large format and with worldwide coverage. Further details from Cornell Sailing Ltd at www.cornellsailing.com.

Page 7, Weather forecasts

In April 2012 it was reported that the ‘experimental’ browser on the Amazon Kindle 3G was able to receive MetArea text forecasts from Weather Underground and GRIB files from Passageweather without network charges or a contract. Since the screen is greyscale colour GRIBs can sometimes be difficult to parse, but the Kindle can sometimes receive forecasts in anchorages where there is a 3G signal but no Wi-Fi.

Page 7, Amateur forecasts

Herb’s Net In June 2013 it was reported that Herb Hilgenberg, often referred to as *South Bound II*, had hung up his microphone after providing personalised weather routing to yachts in the North Atlantic for the best part of 30 years. Thank you, Herb!



I. THE AZORES

Page 18, Natural history

Fifteen marine reserves have been created in the Azores over the past year – locations are given under the relevant island headings. More exact perimeters will be found on large-scale Portuguese and Admiralty charts, and details of exactly what is – and what is not – permitted within their limits on the latest BA charts 1950 and 1959 and in the *Grupo Anual de Avisos aos Navegantes* published online by the Portuguese Hydrographic Institute (see page 1 of this Supplement).

Page 21, Azorean Residency (new heading)

It is relatively easy, though time-consuming, for an EU citizen intending to stay in the islands for between three and twelve months to obtain temporary Azorean Residency. It is issued by the *Serviço de Estrangeiros e Fronteiras* (Immigration and Border Control Department) in Ponta Delgada, open 0900-1500 weekdays at Rua Marquês da Praia e Monforte 10, Apartado 259, 9500-089 Ponta Delgada, ☎ 296 302 230, dir.acores@sef.pt, www.sef.pt/.

Establishing temporary residency, which is reported to cost around €200, offers substantial savings on flights within the islands and to/from continental Portugal, as well as discounts of up to 50% on long-term berthing. The main disadvantage is that taxes become payable – lighthouse tax, which is minimal, but also ‘long-stay’ tax if the yacht remains in Portuguese waters for more than 183 days in a calendar year (see page 28 for details of both of these). Note that in order to pay ‘long-stay’ tax a *Número Fiscal de Contribuinte* (effectively a national insurance number) is needed, which requires a land-based residential address in the country.

Page 24, Further information

www.marinasazores.com – not working properly in May 2014, in either English or Portuguese versions, and not updated since June 2011. Enquiries produced the unexpected response that ‘nobody in our company knows who created this site – it is unofficial’. Even more bizarre considering that the website is mentioned in the *Marinas Açores* booklet (see next column), the official *Portos dos Açores SA* website does not mention marinas, being entirely concerned with commercial shipping, and the website of APSM (*Administração dos Portos das Ilhas de São Miguel e Santa Maria*) includes a *Marinas* side-head which takes you to what remains of the ‘unofficial’ *MarinasAzores* site!

www.visitazores.com – website of *Turismo dos Açores*, is an excellent source of information in Portuguese, English, French, German, Italian and Spanish. Their booklet *AZORES: A protected harbour between three continents* is aimed at cruise ship passengers rather than yachtsmen, but contains some interesting statistics and excellent aerial photographs.

Page 25, Medical

The husband of a lady who suffered medical problems en route to the islands reports: ‘Rather than waiting until we reached Ponta Delgada and then going straight to the hospital, we picked a GP in the city via the internet and phoned from

Santa Maria to make an appointment. The doctor spoke limited English, but this wasn’t a problem as she tried very hard to help us, putting us in contact with a German-speaking doctor (their own native language) who looked after my wife from then on. The recommendation seems to be to pick a good GP and have him or her co-ordinate things, rather than going direct to the hospital.’

Page 27, Marina fees

The berthing fee structure in *Portos dos Açores SA* marinas remains unchanged since 2011, though the rise in IVA (see below) has increased the inclusive charge per night to €10.29 for yachts of 8–10m, €12.42 for 10–12m, €18.81 for 12–15m, €26.03 for 15–18m and €39.91 for 18–25m.

Portos dos Açores SA offer a discount on berthing fees to those resident in the Azores, and if planning to stay long-term it may be worth considering – see **Page 21, Azorean Residency** in the previous column.

Page 27, Value Added Tax (IVA)

On 1 January 2014 the standard rate of IVA rose from 16% to 18%, the intermediate rate (charged on water, fuel, entertainment etc) from 9% to 10%, and the reduced rate (charged on food and accommodation) from 4% to 5%.

Page 29, Barometric pressure and winds

A regular visitor to the Azores remarks: ‘Sailing to the islands for the sixth year in a row, I have come to the conclusion that summer doesn’t start here before July and it isn’t a particularly pleasant place in May and June. Unfortunately that is when the boats from Bermuda and the Caribbean arrive.’ Having experienced depressingly damp and foggy weather while researching the 5th edition in June 2010 I tend to agree.

Page 30, Weather forecasts

The Azores’ only Navtex station has been moved from Horta to Ponta Delgada, but transmission times and frequencies remain unchanged.

Page 30, Charts

Six out of the nine Portuguese Hydrographic Institute charts which cover Azorean islands and harbours at a scale of more than 1:75,000 have been replaced with new editions since September 2012. No entirely new charts have been published, however.

New editions of British Admiralty charts 1950, *Arquipélago dos Açores*, and 1959, *Flores, Corvo and Santa Maria with Banco Formigas*, were published in September 2013. They include the usual changes to depths, lights etc, and also details of the nature reserves mentioned elsewhere in this Supplement.

Page 31, Guides, pilots, etc

The 60-page *Marinas Açores* booklet, produced in 2012 by Publicor, contains basic information on all the islands other than Corvo and Graciosa, plus photographs, plans (the latter not all ‘north up’) and contact details of all nine Azorean marinas. The advertisements might also be of use. In 2013 it was to be found in most marina and harbour offices, as well as at MAYS in Horta.

FLORES

Page 34, Approach

A marine reserve now covers the coastline from Ilhéu de Monchique in the northwest to Baía do São Pedro, just north of Santa Cruz on the east coast, extending some distance offshore. See also **Page 18, Natural history** on page 3 of this Supplement.

Page 33, Radionaval (new heading)

Broadcast remotely from Ponta Delgada

Weather bulletins Ch 11 at 1000, 1900 (storm and bad weather warnings, synopsis and 24-hour forecast for waters within 20 miles of Flores and Corvo), in Portuguese and English

Navigational warnings Ch 11 at 1000, 1900 (local warnings for Flores and Corvo), in Portuguese and English

Page 35, Porto das Lajes, Plans

A chart block of the harbour, showing the new Ro-Ro ramp at the root of the breakwater, as well as the new and changed lights listed below, was included in the September 2013 *Avisos aos Navegantes* published online by the Portuguese Hydrographic Institute and is well worth downloading. See **Updating charts and pilot books from official sources** on page 1 of this Supplement.

Page 35, Lights

A number of changes have taken place. As anticipated, the leading lights on 251° (**2704-5**) have been withdrawn and replaced by a single sectored LED light, at 39°22'83N 31°10'25W (see photo). This is slightly further north than predicted, resulting in a central bearing of 270° rather than the 263° shown on the plan on page 36. A minor change has been made to the breakwater light, and more details about the marina entrance lights have become available.

2705 **Breakwater** Fl(2)R.12s9m9M

White column, red bands

2704-5 **Praia** Iso.WRG.6s9m9/6/6/M

265.5°-G-268.5°-W-271.5°-R-274.5°

White column, red bands, red ♦ topmark 6m

2704-8 **Marina, east mole** Fl.R.5s9m2M

White column, red bands

2704-7 **Marina, west (inner) mole** Fl.G.5s6m2M

White column, green bands

Page 35, Harbour communications

Marina manager Tiego Pimentel (who speaks excellent English) monitors VHF Ch 16, moving to 10 as the working

Looking eastwards between the marina breakwater and the rocks opposite, from close to the new sectored light. *John Walker*



The new sectored light *Praia* (**2704-5**) on the beach northwest of Lajes das Flores Marina, in July 2012. *Harald Sammer*

channel, during office hours (0800–1200, 1300–1700 weekdays only). In 2013 he had no hand-held VHF and no back-up, so if out of his office the radio is likely to remain unanswered. Hopefully by 2014 he will have one or both.

Alternatively his mobile (cell) phone (00351) 910 001 889 may produce a response, or email tpimentel@portosdosacores.pt if time permits.

Page 35, Marina approach and entry

When entering the marina, give the end of its breakwater a wide berth as rubble extends some distance – though not too wide a berth, as two rocks lie off the shore right opposite (see photo). Once past the marina breakwater there is plenty of room off the beach in which to turn.

A very experienced yachtsman who has visited the marina a number of times in his 49-footer recommends that ‘taking an initial swing towards the beach to look into the marina, before turning to starboard away from the entrance and out again, gives you an opportunity to inspect and a good starting point to begin the approach – possibly astern – should you decide to go in. If you think you cannot drive by the entrance, because the waves break right after it, you should not try to enter.’

For a yacht which handles well astern, with or without a bow-thruster, approaching stern-first makes a lot of sense as ‘it makes it easier to pick a berth big enough, or to go out again if there is no berth available or it doesn’t work out’.

Page 35, Berthing

Most of the opinions expressed in the 5th edition have proved correct, and Lajes das Flores Marina is in serious danger of becoming a victim of its own success. In 2012 just 200 yachts visited during the entire season; in 2013 that number had been reached before the end of June. The staff try hard to not turn anybody away, and more than 40 boats have been packed in at peak times. If conditions are unfavourable – as they were in June/July 2013, when northeasterlies blew for



Lajes das Flores Marina packed with visiting yachts at the end of May 2013. A month later it was holding half again as many (see text). *Linda Lane Thornton*

long enough to set up a sizeable swell – this may, however, be a mistaken kindness.

The typical size of yachts making the Atlantic crossing appears to have been seriously underestimated at the planning stage, bringing the comfortable maximum down to a couple of dozen. Four boats in the 13/14m range (± 45 ft) take up the whole length of the east pontoon, and beam is also critical – some of the narrower slots will only take two boats if their combined beam is less than 7m (23ft).

With the marina manager's somewhat limited hours (see Formalities, below) it is unlikely that a yacht will be met on arrival, while the reception pontoon is frequently used for longer-term berthing. The suggestion that 'skippers of larger and less manoeuvrable yachts may prefer to anchor on arrival and investigate by dinghy' bears repetition, and it would be wise to deploy all available fenders (on both sides) before entry.

Caution

In winds from east or northeast – particularly those which have blown long enough to produce noticeable swell – the marina becomes first uncomfortable, then untenable and eventually downright dangerous. This is partly due to a 'washing machine action' right through the marina, which causes damage to boats, broken mooring lines and burst fenders, and partly due to the overcrowding which such conditions quickly produce due to the reluctance of skippers to leave for the passage east.

The very experienced yachtsman referred to previously sums it up well: 'If you can safely but uncomfortably anchor in the bay, the marina is a better choice. If you feel that anchoring would not be safe, don't go into the marina'.

Page 36, Anchorage

The marginally more southern alignment of the new sectorised light affects the boundaries of the official yacht anchorage areas, which terminate at the edges of the lit sectors. In addition, the southern anchorage does not extend as far east as shown on the plan. (In practice, however, it appears that yachts can anchor where they wish, provided they keep well away from the breakwater).

Page 37, Formalities

The marina office is housed in the large new *Delegação*

Marítima building on the roof of the breakwater, out of sight of the marina. Hours are officially 0800–1200, 1300–1700 weekdays only, and though manager Diego Pimentel sometimes comes in at the weekend to check a yacht out it would be considerate to complete the paperwork on Friday. There is no back-up to cover illness or holidays. His computer system is said to be very slow, but (other than on the road) speed is seldom a priority in the Azores...

The *Alfândega* have an office in the *Delegação Marítima* building, open 0900–1730 weekdays, but there is no normal need to visit as the necessary data is forwarded by the marina office. The *Polícia Marítima* and *Guarda Nacional Republicana* prefer to remain mobile and generally visit new arrivals in situ.

Page 37, Charges

The marina manager hoped to have a credit/debit card machine by 2014, but it would be wise to confirm this on arrival. Otherwise payment must be made in cash.

Page 38, Facilities

After a few years back in Flores, Paula Andrade has now moved to Pico. Paula's Place (see cafés, restaurants & hotels) has closed, but the AZORIA filling station and car-hire remain in business.

Toilets, showers and launderette It appears most unlikely that new toilets, showers or laundry facilities will be built in the foreseeable future, despite the old ones not only having no hot water but also having become 'seriously sub-standard'. The sad but inevitable result is that most yachtsmen use their facilities aboard and the marina becomes seriously polluted at times. And its entrance faces the town's only beach...

Laundry Mrs Pimentel (mother of marina manager Tiego) is willing to do laundry – about €12 for a large bag, washed, dried and folded.

Fuel It seems that plans to install a fuel pump have been permanently dropped. The AZORIA filling station will deliver diesel in 33 litre containers, but this is obviously less than convenient for large quantities.

Clube naval The Clube Naval Flores is said to be getting back on its feet under the presidency of harbourmaster Carlos Avelar. Progress can be followed at www.facebook.com/#!/clubenaval.flores.

Page 39, Communications

Car hire Paula's small car-hire business is still functioning, based at the AZORIA filling station on the Santa Cruz road. In 2012 a small car cost €35/day and could be delivered to the marina by arrangement.

Internet access In June 2013 the free Wi-Fi in the harbour area was reported to be slow and prone to crashing if too many users logged in at once. Fibre optic technology was due to be introduced in 2014, which should improve matters considerably – use it to send feedback on the subject (to atlantic.islands@virgin.net) please!

The internet café overlooking the harbour, mentioned in the 2012 Supplement, has yet to materialise.

Buses The bus service has continued to improve, making it easy to visit most parts of the island.

Page 39, Baía da Riveira da Silva

Apparently called Baía da Preguica on some charts. The

good shelter from the western quadrant, dramatic scenery and peaceful surroundings are all confirmed, but avoid anchoring off the waterfall in the middle of the bay where the holding is said to be poor.

Page 42, Porto do Ponta Delgada, Position

39°31'·17N 31°12'·42E (quay) should, of course, read 39°31'·17N 31°12'·42W (quay)

CORVO

Page 44, Approach

A marine reserve now covers the entire coastline and the surrounding seas for several miles offshore. See also **Page 18, Natural history** on page 3 of this Supplement.

Seismic activity has been reported on the northwest coast of Corvo, centred on 39°42'·6N 31°75'·5W.

Page 44, Courses and distances

⊕ A09 – ⊕ A10 (1M W of Pta dos Capelinhos, Faial) = 223m, 121° / 301°

contains an error in the distance given and should read

⊕ A09 – ⊕ A10 (1M W of Pta dos Capelinhos, Faial) = 123M, 121° / 301°

Page 45, Vila Nova do Corvo

The best spot for anchoring is a matter of debate. One skipper recommends 39°40'·27N 31°06'·37W, where they found excellent holding in 18m over sand, 'felt very comfortable, and in wind from west to northeast would be happy to leave the boat unattended for some time'. Another skipper went into 10m, just outside the line of the mole, where he also found good holding.

Surge at the quay is almost constant, and it appears to be increasingly busy with local traffic. A second supermarket is said to have opened in the village.

FAIAL

Page 49, Approach

Much of the Canal do Faial (bounded by 38°25'·01N and 38°35'·54N, and 28°28'·93W and 28°41'·W) is now a marine reserve. See also **Page 18, Natural history** on page 3 of this Supplement.

An experimental marine farm has been established, centred on 38°32'·47N 28°33'·87W (close to the direct course from Horta to Madalena, Pico). Although 5m below the surface, it is marked by several unlit buoys.

Six upright structures have been built about 200m off the coast northwest of Ponta da Ribeirinha. Their size and purpose is not known and they do not appear to be lit.

Page 44, Courses and distances

⊕ A10 – ⊕ A09 (0·5M SE of Vila Nova) = 223m, 301° / 121°

contains an error in the distance given and should read

⊕ A10 – ⊕ A09 (0·5M SE of Vila Nova) = 123M, 301° / 121°

Page 50, Navtex

The Azores' only Navtex station has been moved from Horta to Ponta Delgada, but transmission times and frequencies remain unchanged.



The short mole at Vila Nova do Corvo, busy with local traffic in July 2012 and with the fringing shoals very evident. *John Walker*

Page 51, Horta, Plans

A chart block of the harbour, showing the new and changed lights listed below, as well as revised depths, etc, was included in the October 2012 *Avisos aos Navegantes* published online by the Portuguese Hydrographic Institute and is well worth downloading. See **Updating charts and pilot books from official sources** on page 1 of this Supplement.

Page 51, Lights

- 2696 **Boa Viagem on 285°** WRG.6s12m9/6/6M
276°-G-282°-W-288°-R-294°
White column, red bands with red ♦ topmark 6m
- 2695 **North (cruise ship terminal) breakwater**
Fl.G.3s12m9M White post, green bands
Note All three buoys have now been removed
- buoy **Wave recording buoy** Withdrawn
- 2694·5 **Marina mole** Fl(2)G5s6m2M Post

Page 54, Approach and entrance

An experimental shellfish farm has been established northeast of Monte da Guia at 38°31'·37N 28°37'·3W. It lies in 20m but is marked by at least one unlit buoy.

The new ferry and cruise ship terminal was opened in July 2012. Despite the size (and draught) of many of the ships which use it there is no buoyed entry channel.

Page 54, Berthing

Inter-island ferries now operate from the cruise ship terminal, and yachts are permitted to lie alongside the old ferry quay in the southwest corner of the harbour. Depths at the north end of the quay are reported to be 3m, decreasing further south.

The space vacated by ferries is very welcome, as in late June 2012 both parts of the marina were described as 'full to bursting'. Yachts were rafted up to six deep along the reception and southern quays, including off the fuel pumps – which could make taking on fuel a protracted process.

Page 55, Anchorage

Many new arrivals opted to anchor, including my correspondent who reports that: 'We watched several yachts having problems retrieving their anchors. Some brought up other anchors and chain which didn't seem to belong to anyone, but which they of course dumped back into the harbour. Others had to employ divers.'



Horta's new ferry and cruise ship terminal in late August 2012, with a cruise ship alongside. *Photo courtesy Portos dos Açores*

I got curious enough to dive on our anchor and found it seriously engaged with a major chain, ocean liner size, going east/west across the harbour. With the chain around the flukes it wasn't possible to lift it even from the tripline point, but by dragging the tripline with the outboard-powered dinghy we freed it up enough to wedge the chain out from under the anchor. The bottom is mostly of fairly large round rocks and anchors would usually catch between two of these and find quite good holding that way, but there is lots of other stuff down there, like chains and car tires, to foul your anchor.' Be warned!

Page 56, Facilities

Hotels, restaurants & cafés Among the restaurants singled out by visitors in 2013 are Medalhas, on Rua de Serpa Pinto, which serves traditional Azorean cuisine at very reasonable prices, and a *churrascaria* near the southwest corner of the harbour which specialises in barbecued meat accompanied by 'a wide variety of Russian beers of varying strengths'.

Page 59, Praia do Almoxarife & Baía do Porto Pim, Lights

The height of the lights which mark the Almoxarife and Porto Pim cables have been increased, the former from 6m to 9m and the latter from 8m to 17m. Their other characteristics remain unchanged.

PICO

Page 60, Introduction

Passports must now be produced when signing in to climb Pico, for which a charge of €10 per person is made – or up to

€400 should you have to be rescued! Guide posts mark the way and you can nearly always see the next one along the route. A recent correspondent described the ascent as 'relentless rather than hard – you just have to keep going. Altogether it took us seven hours but we had plenty of rest stops on the way up.'

The current timetable for the Horta/Madalena ferry – which varies throughout the summer – will be found at www.transmacor.pt. Click on the *Viagens* and *Horários* tabs.

Page 62, Approach

Much of the Canal do Faial (bounded by 38°25'·01N and 38°35'·54N, and 28°28'·93W and 28°41'·W) is now a marine reserve. A second reserve has been established on the southwest coast of the island, west of Lajes, between 28°14'·97W and 28°15'·76W. See also **Page 18, Natural history** on page 3 of this Supplement.

An experimental marine farm has been established, centred on 38°32'·47N 28°33'·87W (close to the direct course from Horta to Madalena). Although 5m below the surface, it is marked by several unlit buoys.

Page 62, Madalena, Plans

Two chart blocks of the harbour, showing the extended north breakwater and new west breakwater, were included in the November 2013 *Avisos aos Navegantes* published online by the Portuguese Hydrographic Institute and are well worth downloading. See **Updating charts and pilot books from official sources** on page 1 of this Supplement.

The scale listed for Portuguese chart 46403 should be 1:7,500, not 1:7,5000.

Page 62, Lights

- 2687·2 **North breakwater** Oc.R.3s11m6M10M
White tower, three red bands 7·5m
West breakwater Fl(3)G.8s5M
White column, green bands
2687·5 **Ldg Lts on 139°** Fl.G.6s 16/20m5M
White posts, red bands 8m, 128m apart
North cardinal buoy Withdrawn

Page 62, Approach

Work in the outer harbour is now complete – the north breakwater has been extended slightly, and an entirely new west breakwater runs north from Ponta do Arieiro. Construction continues in the eastern part, where a new mole is taking shape. Despite new leading lights being mentioned several times in the 2013 *Avisos aos Navegantes*, as of May 2014 they remained unchanged.

Page 62, Anchorage

The area inside the new west breakwater is protected from all directions other than north and appears to offer anchorage in 5–10m over sand, but may well have been colonised by local moorings – feedback (to atlantic.islands@virgin.net) would be appreciated. At least two rocks lie close to the 5m line, so it would necessary to eyeball in carefully in good daylight. Considerable wash from ferries, sport fishing boats and other vessels should be expected.

Page 64, São Roque do Pico, Lights

The height of both lights have been increased, that of São Roque do Pico (Cais do Pico) (2688) from 3m to 10m and the breakwater light (2688·2) from 6m to 11m. Their other characteristics remain unchanged.

Work is taking place in the harbour and visiting yachts would be wise to avoid it. Entry, if essential, should be made with extreme caution.

Page 66, Calheta da Nesquim, Lights

- 2690·1 **Ldg Lts on 330°** Front Fl.R.5s13m7M
Red lantern on white post near church 1m
Rear, 30m from front, Fl.R.5s18m7M
Red lantern on metal structure 6m

Page 66, Santa Cruz das Ribeiras, Lights

- 2690·15 **Breakwater** Fl.R.3s7m3M
Red lantern on red and white post 3m

Page 67, Lajes do Pico, Lights

- buoy **Starboard hand buoy No.3** Fl.G.3s2M
Green pillar buoy, ▲ topmark
(but do not even *think* about entering at night....)

Page 67, Approach

In May 2013 the Portuguese *Avisos aos Navegantes* carried a notice that the breakwater light had been destroyed (an almost annual occurrence) and that bad weather had caused a ‘landslide’ of construction blocks near the head of the breakwater. As a result, vessels with draft of more than 1·5m were prohibited from passing within 35m of the northern tip of the breakwater.

Although probably repaired later in the year this was never formally confirmed – and it could easily happen again...

Page 68, Berthing

A German yachtsman who visited in early June 2013 took the trouble to check depths around the northern pontoon. He found 3m or more off the hammerhead and either side of the three 11m fingers on the north side, 3m around the 6m finger on the north side, and 2·5m around the 6m finger on the south side. At that time the hammerhead was taken by a large whale-watcher and one permanent boat was moored on the pontoons north side, with the local RIBs all on the southern pontoon. Visiting yachts were berthed on the north pontoon, sometimes three per ‘box’ which, as he remarked, was ‘okay in calm weather but not exactly what I would like in a blow’.

Page 69, Facilities

Toilets & showers Construction of a services block had still not begun by June 2013.

SÃO JORGE

Page 70, São Jorge, Introduction

Having climbed Pico, one energetic correspondent continued: ‘There are several lovely walks around São Jorge, but you need to work with the buses (information and timetables from the tourist office on the main square). A bus leaves Velas at 0730 and it is possible to do a walk and get the bus back at around 1630 in the afternoon. The downside to most of them is that you start at about 400m above sea level, go down to the sea, then back up again! On the upside, hitching is feasible and we never had difficulty in getting a lift, one kind man taking us all the way back to the marina. And the scenery is totally stunning.

For a proper tour of the island a hire car is best, as this enables you to visit the state-of-the-art Finisterra Cheese Factory near San Antão in the southeast. Staff are happy to show you around the factory (our guide spoke excellent English), the portions offered for tasting are more than generous, and the cheese delicious!’

Page 71, Lights

- 2683 **Ponta de Rosais** Fl(2)10s282m8M 320°-vis-283°
Futuristic concrete tower with vertical ribs 27m
2681·8 **Ponta da Queimada** Fl.5s37m10M
White column, red bands 6m

Page 72, Velas, Harbour communications

The email address for Velas Marina is now marinavelas@portosdosacores.pt.

Page 73, Plan

The single unlit yellow buoy on the port side of the marina entrance has been replaced by two buoys, one red and one orange. Both mark rubble outside the smallcraft harbour mole. The southern of the two is reported to lie in 6·2m and the northern in 4·6m.

Page 73, Approach and entrance

The Ro-Ro ramp mentioned in the 2012 supplement is now finished and operational, and the three yellow buoys have been withdrawn. It complicates entry to the smallboat harbour but does not directly affect the marina. The *Express Santorini* uses the ramp, while the smaller *Express Triangulo* berths on its northwest (outer) side.



Velas Marina, the smallcraft harbour and the Ro-Ro ramp, the latter still under construction in late June 2012. The pale patch in the centre of the marina entrance is not a hazard (see text). *Harald Sammer*

The breakwater is due to be extended by about 150m, as stated in the 5th edition, but the work has been postponed and is unlikely to start before 2015.

When viewed from well above a pale area becomes visible in the marina approach (see photo). The photographer later checked it with a handheld echo sounder and found 7m, and a few days later marina manager José Dias dived on it personally to confirm this. It seems that it may be a patch of very bright weed which becomes almost luminous in strong sunlight.

The owner of a lightly-crewed 49-footer equipped with a bow-thruster states that he normally backs into the marina, 'as it makes it easier to pick a berth, or to exit again if there is no suitable berth available'. Not viable for all yachts, however!

Page 73, Formalities

Marina manager José Dias continues to be praised for his friendliness and efficiency, and speaks good French as well as English, plus some German. The marina can take no more than 16 visiting yachts, however, including two of up to 18m at the reception quay, making prior contact almost essential in busy periods.

Page 75, Facilities & Communications

In 2013 Rudolfo's Yacht Services, *mobile* 967 88476, *email* h.wietreih@we3b.de was mentioned, but no more is known. *Feedback* (to atlantic.island@virgin.net) would be appreciated. *Showers and launderette* Two years after opening these were still praised as 'the best we have ever been to' by a very well-travelled crew.

Internet access Reported to reach all boats in the marina.

Page 77, Calheta, Approach and anchorage

The rocky shoal which runs south from Pta da Ribeira is said to create some 'quite frightening sudden changes in depth' if approaching from the southeast – note the recommended approach bearing of at least 290° stated in the text.

Page 78, Communications

Internet access In early July 2012 there was said to be good (free) Wi-Fi available in the harbour area.

GRACIOSA

Page 81, Vila da Praia, Plans

A chart block of the harbour, showing the sector light, Ro-Ro ramp and extension to the fishing harbour east breakwater, all mentioned below, was included in the November 2013 *Avisos aos Navegantes* published online by the Portuguese Hydrographic Institute and is well worth downloading. See **Updating charts and pilot books from official sources** on page 1 of this Supplement.

Page 81, Lights

2672·3 **Ldg Lts on 307°** Visible when bearing between 293° and 321° only

2672·42 **Fishing harbour breakwater** (note change in number)

Fl.R.3s10m6M Red column, white bands 7m

2672·7 **Praia cables** Fl(2)R.8s5m9M (daylight range 1·7M) 264°-vis-292°

White lantern on harbour wall. Marks submarine cables

buoy **Pillar buoy** Withdrawn

buoys **Red can buoys** Withdrawn

Page 83, Plan

The fishing harbour east breakwater was extended during 2012, but work was finished by October and the light (2672·42) reinstated at greater height.

A Ro-Ro ramp has been added at the root of the main breakwater, doubtless to the relief of the islanders who must have been very tired of lifting everything from cars to cows ashore by crane.

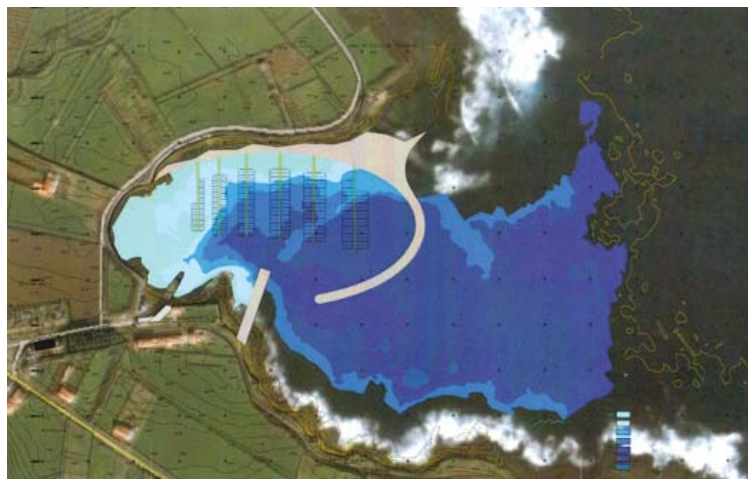
Page 84, Berthing

The situation regarding berthing in the fishing harbour remains unchanged – some yachts are allowed in while some are not, apparently having more to do with who is in charge that day than weather conditions or the size of the yacht. All in all, it remains best not to visit unless the wind is westerly and the anchorage tenable.

Page 85, Cais do Barra

In May 2013 official sources on the island stated that construction of the planned marina was due to be put out to international tender within the next few months.

An artist's impression of how the Marina da Barra will look when complete. If built as shown, protection will be excellent.



Construction had not started by May 2014, but may well begin before the end of the year. The project has been allocated €2.5 M from the regional budget, with more funds coming from the EU.

Page 86, Santa Cruz, Lights

2674 **Santa Cruz** Fl.R.4s6m6M
Red lantern on post 6m

TERCEIRA

Page 92, Approach

According to a note in the November 2012 *Avisos aos Navegantes* published online by the Portuguese Hydrographic Institute: 'Intense volcanic activity is taking place near Ponta da Serreta. Volcanic outcrops and gases release should be expected. Changes in minimum depths, as well as decreased visibility and floating obstacles to navigation are likely to occur.' No further mention has been made, but take particular care if in the area.

Three marine reserves have been created around Terceira, all of which extend some distance offshore – around Monte Brasil (extending from 27°13'W to 27°14·03'W); around Ilhéus das Cabras (extending from 27°08'·27W to 27°09'·24W); and around Pta dos Biscoitos (extending from 27°10'·29W to 27°14'·16W). See also **Page 18, Natural history** on page 3 of this Supplement.

Page 94, Angra do Heroísmo, Lights

2666·2 **Ldg Lts on 341° Front** Fl.R.4s20m7M
Red post near church 2m
Rear, 505m from front, Oc.R.6s61m7M
Yellow metal structure, red top 2m

Page 94, Approach and entrance

The vast hotel and apartment building directly behind the marina office is now finished. Though it no longer looks as ugly as it did while under construction it is still quite dominating.

Page 95, Plan

The main tourist office is now on Rua Direita – the road leading up from the northwest corner of the marina, leaving the blue church to starboard.

Page 96, Berthing

The pontoons immediately west of the fuel and reception pontoon, where visitors are normally berthed, have been replaced by heavier ones with concrete floats and steel (rather than aluminium) framework, able to take a dozen boats of up to 15m (50ft) LOA and 4·6m (15ft) beam. The new pontoons move much less in the almost continuous surge. The reception pontoon and those further east are also due for renewal, but as of May 2013 this had yet to happen.

Depths in the marina are reported to be somewhat greater than shown on the plan.

Page 96, Facilities

Boatyard This received high praise from the owners of boat stored ashore over the winter of 2011/12.

Engineering Most services are said to be available (consult the marina office), including aluminium welding.

Chandlery Pedro Parreira of Flores & Parreira received high



Marina d'Angra seen from the northwest.
Linda Lane Thornton

praise from a cruising couple after obtaining a HonWave inflatable for them at only a fraction more than the UK price, and delivering it to their boat within seven days.

Page 99, Praia da Vitória, Lights

2662 **North breakwater** Fl.5s19m10M
White column, black bands with 'basket' top 9m
buoy **North breakwater obstruction**
Frequently off station, but whether in place or not, allow generous clearance
2662·5 **South breakwater** Fl.R.3s22m8M
White tower, three red bands, red lantern 9m
2661·5 **Marina southeast mole** Fl(3)G.10s6m3M
White post, green bands 3m
2661·5 **Marina southeast pontoon** Fl(2)G.10s1m2M
White post, green bands 2m
2661·5 **Marina northwest mole** Fl.R.2s4m2M
White post, red bands 2m

Page 102, Charges

As of May 2014 the tariffs listed had not changed since 2011, other than by a few pennies due to the increase in IVA (see page 3 of this Supplement), and offered outstanding value for money.

Marina da Praia da Vitória in late July 2013, with the winter lay-up area in use for the city's annual festa and food festival. Linda Lane Thornton



SÃO MIGUEL

Page 106, Approach

Five marine reserves have been created around São Miguel, all of which extend some distance offshore – on the south coast from just west of Vila Franca do Campo to west of Pta da Galera (25°26'·03W to 25°31'·86W); on the east coast around Pta Marquesas and Pta do Arnel; and on the north coast around Porto Formoso and Pta do Cintrão, northwest of Rabo de Peixe, and on the northwest coast around Mosteiros. See also **Page 18, Natural history** on page 3 of this Supplement.

Page 106, Coast Radio Station

VHF Ch 16, 23, 26, 27 (24 hours)

Page 106, Navtex (new heading)

The Azores' only Navtex station has been moved from Horta to Ponta Delgada, but transmission times and frequencies remain unchanged.

Page 108, Ponta Delgada, Harbour communications and Formalities

In June 2012 calls to the marina on both Ch 09 and Ch 16 remained unanswered, despite it being office hours. After clearing in, the yacht concerned was assigned a berth in the west marina, but this proved to be occupied so the owner chose another nearby. A marina official checked later to ensure that they had indeed cleared in, but did not ask them to move.

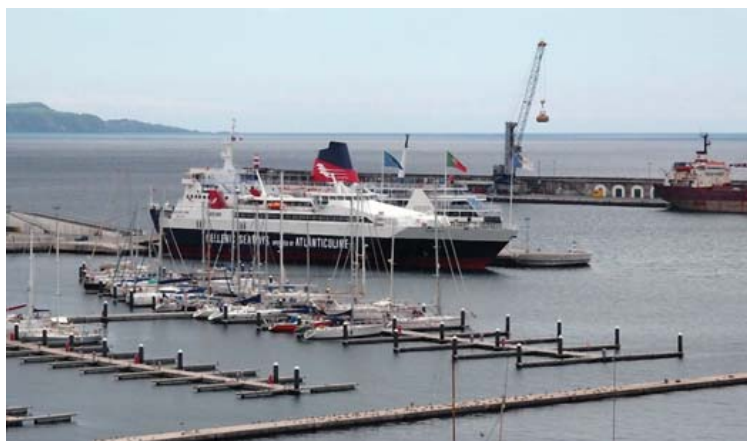
A year later it was said that about half of all VHF calls remained answered, but as the wall at the reception quay is best avoided in a swell this may not be a bad thing. Many skippers prefer to go straight to the west marina on arrival, choose a suitable berth, and then walk over to clear in, a sequence which seems to be accepted by all. After the office closes (1830 weekdays from 1 May to mid-September, otherwise 1730) this is certainly the best course of action, with clearance next morning. A GNR official checks the pontoons every day, however, so clearing-in should not be delayed too long.

It may be necessary to move the boat to the reception quay to check out if a crew change has taken place.

Page 110, Berthing

Many of the west (new) marina's early problems – principally swell and seagulls – are still to be resolved. There is seldom

A Hellenic Seaways ferry berthed on the inside of the western cruise ship hammerhead – and forming an excellent wave-break for the yachts in the west marina. *Harald Sammer*



room for visiting yachts in the east (old) marina.

As of June 2013 the swell problem was as bad as ever, summed up as: 'You get sea-sick on the dock. We are also sprung off to the next finger, but the motion is vivid and you have to park boats so that the masts cannot touch.' And though in August 2013 one correspondent stated that 'they seem to have controlled the bird issue', a month earlier another had reported that 'they just came round with a huge power brush to grind off the thick layer of bird droppings'. Perhaps by August, with the breeding season over, the seagulls have moved elsewhere? The silver lining – again quoting a 2013 visitor – is that 'there will probably never be a problem getting a berth here'.

Page 111, Facilities & Communications

Launderette By 2013 there were still only two washers and two dryers to serve both marinas, so don't leave laundry until the last moment...

Electricity There are said to be too few power sockets, not all of which work – worth taking into account if choosing a berth. The marina office has 'some adapters that fork one big blue connector into two smaller ones, which helps, but each post also has two red 3-phase sockets that nobody uses, and the marina doesn't (yet) have adapters for them'. My correspondent added happily that 'right now we are the only boat that has such a plug. So, red 3x16A is highly recommended...'

Charts Boat & Sail Service have long sold Imray charts and books for nearby waters, and now have an agreement whereby older editions are replaced with new ones so that everything is always fully up-to-date.

Internet access As of August 2013 there was no Wi-Fi signal in either marina, and most people used the cafés around its perimeter. Others had dongles with Portuguese SIM cards. The office computers mentioned in the 5th edition are still operational, one correspondent reporting that 'the office printed documents I had on a memory stick so that I could sign them, and then scanned them and put them back on the memory stick – all for no charge!'

Page 114, Lagoa and Porto da Caloura

There is an error in the longitude given for both harbours – this should read 25°W and not 23°W.

Page 115, Ilhéu da Vila

It appears that even rowing dinghies are now banned from entering the island's tiny lagoon.

Page 114, Vila Franca do Campo, Harbour communications

The marina now has a website, at www.marinadavila.com. Although in Portuguese only it is readily translatable online, and in May 2014 appeared commendably up-to-date.

Page 116, Entrance and berthing

Although the plan featured on the website (confusingly orientated with west at the top) shows pontoons in the outer harbour, close inspection shows that they are greyed out. The fact is that they still do not exist, and are unlikely to in the near future – certainly until the local economy improves. Visitors' moorings are said to have been laid in this area, but nothing is known about their size or holding capacity. Feedback (to atlantic.islands@virgin.net) would be appreciated.

The marina is reported to be noisy on Friday and Saturday evenings, with loud music etc. Though plainly not every weekend, it might be worth checking on this when booking.

Page 117, Charges

By 2014 the overnight fee for a visiting monohull of 10–12m LOA was €17.07 and that for 12–15m was €25.55, which included water, electricity and IVA at 18%, with considerable discounts for longer periods.

Page 118, Povoação, Lights

Work is taking place on the east mole, and in December 2013 a starboard-hand buoy, Fl.G.2s2M, was laid to mark it – but southwest of the end of the west breakwater!

Page 119, Rabo de Peixe, Plans

A chart block of the harbour, showing the new west breakwater and north breakwater spur, was included in the May 2014 *Avisos aos Navegantes* published online by the Portuguese Hydrographic Institute. See **Updating charts and pilot books from official sources** on page 1 of this Supplement, and would be well worth downloading if a visit is possible.

Page 119, Lights

- 2657 **Rabo de Peixe** Iso.WR.5s59m5M
Permanently withdrawn, November 2013
- 2686-9 **North breakwater** Fl.R.5s10m6M
338°-vis-252° White column, red bands 2.6m
North breakwater spur Fl(2)R.5s7m2M
248°-vis-135° White column, red bands 2.5m
West breakwater Fl(2)G.5s7m2M
White column, green bands 2.5m
Note The above two lights are synchronised

Pages 119 & 120, Approach and entrance

Major developments in the harbour are now complete, with a spur jutting south from near the end of the old north breakwater almost meeting a much longer west breakwater running north-northeast from the beach. The gap between the two is about 35m wide.

The main (south) basin contains three pontoons and is clearly intended for small, local fishing craft. The smaller north basin offers nearly as much protection, and though likely to be busy with larger fishing vessels would offer safe sanctuary to a yacht in an emergency. No interior depths are shown on the chart block mentioned above, but there is no obvious reason why the 3–5m previously to be found along the north breakwater should have changed.

Feedback, including photographs, from visitors by sea or land would be particularly welcome. Please send to atlantic_islands@virgin.net.

SANTA MARIA

Page 121, Introduction

My thanks to Linda Lane Thornton for the following information: 'Pico do Alto in the centre of Santa Maria was the site of Portugal's worst airline disaster when, on 8 February 1989, an American Boeing 707 hit the top of the mountain while coming in to land. All 144 passengers and crew were killed. The crash was caused by a combination of pilot error and confusing transmissions from air traffic control. Two memorials mark the site.'

Page 122, Approach

It appears that many charts, both paper and electronic, do not show the breaking Baixa do Maia which lies about 500m (just under 0.3M) off the headland of that name at approximately 36°56'·66N 25°00'·5W. It comprises at least two separate rocks on an east/west alignment, and very possibly others. Take particular care if traversing the southeast coast of the island in poor visibility or at night.

Three marine reserves have been created around Santa Maria, all of which extend some distance offshore. These cover the entire north coast; the Baía de São Lourenço and southwards on the east coast (36°58'·35N to 36°59'·83N); and from Pta do Castelo to west of Baía da Praia on the south coast (25°00'·38W to 25°07'·38W). Although anchoring is understood to be permitted in these areas it would be wise to check with the authorities in Santa Maria before doing so. See also **Page 18, Natural history** on page 3 of this Supplement.

Page 123, Vila do Porto, Harbour communications

The telephone number for Vila do Porto Marina should read 296 882282, not 296 882782.

Page 123, Marina entrance and berthing

The Ro-Ro berth marked on the plan on page 124 is now in use – see photo. The entrance remains of usable width, however, with two small starboard hand buoys (one of which can be seen in the photograph) to encourage yachts to keep clear of outliers off the marina mole. An approach line which allows crew to check for vessels exiting the marina is recommended – not every boat has a mast!



Looking out through the entrance to Vila do Porto Marina, with the *Express Santorini* occupying the Ro-Ro berth – and then some! Even so, sufficient width remains for yachts to enter. *John Walker*

Page 125, Formalities

Passports as well as ship's papers are required when paying *Taxa de Farolagem e Balizagem* (lighthouse tax).

By August 2013 Sr João Alves was reported to have taken over from Sr Armando Soares as marina manager.

Page 126, Facilities

Travel-lift The 82-tonne travel-hoist mentioned in the 2012 supplement is now operational. In early June 2013 there were half-a-dozen boats on the hard, most of which appeared to be there long-term. The travel-lift, which is expected to handle fishing boats as well as pleasure craft, is owned and operated by *Portos dos Açores SA*.



Looking down over Vila do Porto Marina, with six yachts laid up ashore and the travel-lift and new boat repair shed at bottom left. *Mark Scott*

In contrast to most Azorean marinas there is plenty of hardstanding, well sheltered from winds other than southeast to southwest, but the fees are the same whether afloat or ashore, making long-term lay-up expensive. Vessels owned by Azorean residents pay much lower charges, however, particularly long-term – see page 3 of this Supplement.

Boatyard Work on the promised repair shed started in late summer 2012, and by June 2013 the boatyard – known as NautiBotelho – was a going concern. It is run by Ricardo Botelho, *mobile* 965 785477, *email* geral@nautibotelho.pt, *www*.nautibotelho.pt, whose family own a car hire and repair business in the town. Services (not all of which are in place yet) will include engineering and metalwork, GRP repairs, osmosis treatment, painting, sail repairs and general canvaswork.

Fuel Diesel and petrol pumps have been installed next to the travel-lift dock, as promised. The quayside is high and lacks a floating pontoon, however, and at most states of the tide it would be impossible for a crewmember to jump ashore.

The diesel pump is also used by fishing boats, one of which – a large tuna boat – took more than three hours

to bunker. Before this boat (and later another of similar size) could leave the fuel berth the yacht on the outer, somewhat angled, finger of the pontoon close south of the quay had to be moved. It seems that the prevailing westerlies pin vessels to the quayside, and the larger ones cannot get off quickly enough to be sure of clearing an incumbent yacht.

Shops/provisioning There are now three supermarkets, with a small Spar and a new Supermercado Angelo in addition to the SolMar mentioned in the 5th edition.

Produce market The produce market has been renovated and is now on two levels and described as ‘rather nice’.

Sports centre A new sports centre has opened at the top of the village, complete with tennis courts, astro-turf football field, running track, indoor swimming pool, etc. Though not always open during the hours advertised, visitors are welcome and – at least in 2013 – no charge was made.

Page 127, Ponta do Castelo west anchorage (new heading)

A possible anchorage has been suggested immediately west of Ponta do Castelo light (pa 36°55'·7N 25°01'W) at the southeast corner of the island. However it would be tenable only in daylight and perfect weather conditions. (This paragraph was included in the 2010 supplement to *Atlantic Islands*, but had to be omitted from the 5th edition due to pressure of space).

Page 127, Ponta do Castelo northeast anchorage (new heading)

In a west-northwesterly force 7, which was wrapping swell around Pta do Norte and into Baía de São Lourenço, a 12·5m (41ft) yacht found good shelter northeast of the lighthouse (pa 36°55'·95N 25°00'·93W). The owners approached on a westerly course searching for sand in which to drop the anchor, found good holding in 8m over sand and small round boulders, and enjoyed a reasonably comfortable night before continuing to Vila do Porto.

Page 127, Baía de São Lourenço, Lights

2632·3 **Ldg Lts on 273·3°** *Front* Iso.R.6s25m7M
Rear, 64m from front, unchanged



II. THE MADEIRA GROUP

Page 138, Medical

In late 2012 an outbreak of Dengue Fever was reported on Madeira, though by July 2013 it appeared to have died out (like malaria, Dengue Fever is spread by mosquitoes and cannot be transmitted from person to person). Cruisers visiting Quinta do Lorde Marina in December 2012 remarked that: ‘we had our mossie repellent and nets on standby, but most of the time there was plenty of wind and even in the lulls we didn’t see/hear any mosquitoes, day or night’.

By 2014 the few remaining cases were all in recent arrivals from West Africa or the Americas, where the disease is endemic.

Page 139, VAT (IVA)

On 1st January 2012 VAT (IVA) increased from 16% to 22%, putting prices up across the board, though the lower rates covering foodstuffs and other essentials have been retained. Quinta do Lorde and Porto Santo marinas have offset this by increasing the discount available to visiting yachtsmen.

Page 140, Barometric pressure and winds

On 10 December 2013 Madeira was hit by southerly storms which caused severe damage to many harbours. GRIB files for the previous week had given a good indication of what was to come, allowing yachts to be moved from the most vulnerable areas, but over the two days the winds lasted they built up very large and powerful seas which broke over most harbour breakwaters. Lack of funds is reported to have delayed repairs in many places – see individual harbours for details.

Page 141, Charts

New editions of two Portuguese Hydrographic Institute charts – 36201 and 36401 – became available during 2012, but no entirely new charts were published.

PORTO SANTO

Page 142, Introduction

A couple who arrived in late November 2012 described the island as ‘closed’ – but added that ‘apart from not realising we’d not find a café or bar open anywhere on our first expedition outside of the town we liked it that way’.

Page 143, Coast Radio Station

Amend VHF Ch 8, 16, 23 (24 hours) to VHF Ch 16, 23, 28 (24 hours).

Page 143, Approach

A marine nature reserve has been created on the southeast coast, covering an area from 32°59’·5N 16°23’·1W (southwest of Ilhéu de Baixo) to 33°04’N 16°17’W (north of Ilhéu de Cima, which is included in the reserve). For details of exactly what is – and what is not – permitted within its limits, refer to the *Grupo Anual de Avisos aos Navegantes* published online by the Portuguese Hydrographic Institute (see page 2 of this Supplement).

Page 143, Navtex

Porto Santo’s long-promised Navtex station finally came on air early in 2013, with identification letters, frequencies and English transmission times as given in *Atlantic Islands*. Portuguese transmission times are one hour later than anticipated.

Cenomarmadeira ‘P’ transmits storm and gale warnings, synopsis and 24-hour forecast in English for the Madeira archipelago and adjacent African coastline, followed by navigational warnings for the seas within 20 miles of Madeira and Porto Santo, at 0230, 0630, 1030, 1430, 1830, 2230 on 518kHz.

Cenomarmadeira ‘M’ transmits the same information in Portuguese at 0200, 0600, 1000, 1400, 1800, 2200 on 490kHz.

Page 144, Baía de Porto Santo, Lights

The four large yellow and black steel ship’s mooring buoys were officially withdrawn in December 2013 – at least three years after they were actually removed.

In 2012 a spherical yellow buoy, Fl(6)Y.18s, was laid southeast of the harbour at approximately 33°03’·2N 16°18’·5W.

Page 144, Harbour communications

Porto Santo Marina’s e-mail address has changed from marinaportosanto@quintadolorde.pt to geral@marinadoportosanto.com

Page 144, Ferry harbour, marina and moorings

Porto Santo harbour – built to take support ships during the island’s time as a Reserve NATO Air Base – withstood the storms referred to previously, with no damage to the marina which is tucked well inside.

Page 145, Porto Santo Marina, Berthing

By early 2012 virtually all the pontoon berths, other than the hammerheads and the pontoon paralleling the stone pier, were reported to be occupied by small local boats.

By November that year space was available for visiting yachts on the pontoon immediately north of the reception berth, but in strong easterlies they were said to be having ‘a bumpy time – though safe enough’. A couple permitted to remain at the reception pontoon were considerably more comfortable, but took the precaution of running lines across the pontoon to the pier.

Page 146, Harbour moorings

A yacht which anchored in the mooring area in November 2012 found its anchor fouled when attempting to leave the next morning – most probably on mooring chains.

The rules appear to have changed yet again! Two skippers who visited in summer 2013 and spring 2014 respectively both report that anchoring in the harbour is now permitted – even encouraged – with marina staff directing yachts where to drop their hooks (in light of the previous paragraph, a tripline would seem wise). The charge of €9 per day for a 35-footer included showers etc.

Page 146, Formalities

The *Guarda Nacional Republicana (GNR)* are not always open around the clock, in which case a visit next morning is fine. They may also ask to be visited prior to departure. Formalities are said to be ‘quick and courteous’.

Page 146, Facilities

Chandlery A skipper who overwintered his 35-footer in the boatyard in 2013/14 mentions Sonia and Nelson in the marina office as being 'more than helpful, with excellent English', but the cost of antifouling as 'eyewatering'!

Shops/provisioning In November 2012 the Pingo Doce supermarket was reported to remain unaffected despite the ferry from Madeira being port-bound for four days due to strong winds.

Cafés, restaurants & hotels A bar has opened on the quay, but it is reported not to sell hot food (a 'lost opportunity', as my correspondent remarks).

MADEIRA**Page 151, Quinta do Lorde Marina**

After work spanning more than a decade the Quinta do Lorde Resort development is finally nearing completion. The hotel welcomed its first guests in January 2013, though the official opening did not take place until June. All facilities were available other than the spa, which should be operational soon.

The marina was hit by southwesterly storms in March 2013, when a severe swell and high tides combined to create massive waves which broke over the breakwater and onto the long pontoon on its north side. Although the pontoon itself was damaged, losing electric and water fixtures and snapping some securing cables, yachts berthed further into the marina were unaffected. The damage was made good later in the year.

The storms of December 2013 also hit the marina hard, with the breakwater pontoon effectively destroyed and several of the hammerheads damaged. The fuel pontoon was also displaced. A large commercial boat broke loose causing further damage, and for a short while the marina was unable to accept new bookings, but the staff worked tirelessly both to safeguard yachts during the storm and to start repairs as soon as the waves had subsided. By March the fuel pontoon was operational again, and the hammerhead pontoon second in from the entrance repaired and able to berth larger visiting yachts, with water and electricity also restored.

In April it was reported that 'the reception pontoon on the southern breakwater is still missing, but all other pontoons are in place. One or two finger pontoons are awaiting repair, but there is plenty of space'. The crew of a yacht who had not visited before were clearly impressed: 'at 0900 (when the office opened) we were five minutes away and called on VHF. They immediately sent a RIB out to meet us and guided us into a sheltered berth'.

The following month, a singlehander who entered unannounced at 0845 was disconcerted to encounter strong katabatic winds around the entrance and no visitor's pontoon once inside. Once again, however, the staff were commended as being 'most pleasant and helpful'. Another skipper commented that despite its recent problems 'Quinta de Lorde presented itself as the friendly harbour you describe in your book. The harbour office staff were extremely nice and helpful'. The breakwater pontoon was still missing, however, and it was suggested that the breakwater's large overhang could catch out a yacht entering for the first time after dark. Some displaced rubble blocks were also to be seen around the entrance.



Approaching Quinta do Lorde Marina from a little west of south. Paul and Rachel Chandler

Serious damage twice in one year has highlighted the need for many more wave-breaking blocks outside the breakwater, effectively an artificial reef. In mid-May divers were carrying out an inspection, but it would be an expensive undertaking and as of July work had yet to begin.

Page 153, Security

By autumn 2013 pontoon access cards were said to have been discontinued – 'you just come and go'. It would be difficult to imagine a major security problem in such a remote location.

Page 154, Facilities

Shops/provisioning For hypermarket shopping, the marina staff now recommend Continente at the Madeira Shopping Centre west of Funchal.

It was hoped that a small supermarket would open near the harbour by late 2013, but as of May 2014 it was still on the wish list.

Cafés, restaurants & hotels The Captain's Bar hosts a Happy Hour from 1730 to 1830, with a 50% discount on drinks, and food also available – in December 2012 an 'excellent tureen of *Arroz de Polvo*' (octopus rice) received particular praise. They also bake bread rolls to order from 0830. The Lord's Club restaurant remains open, with two more restaurants in the resort hotel.

Page 155, Caniçal, Lights

A spherical yellow buoy, Fl(5)Y.20s, has been laid southeast of the harbour at approximately 33°43'·57N 16°43'W.

Page 156, Anchorage

A provisional ship anchorage, situated southwest of the harbour entrance and extending up to 650m offshore, was announced in early 2013, initially for a trial period from May to September that year. It is not known whether it has remained in use.

Page 156, Machico, Lights

Light 2782, **Machico (São Roque)**, is now listed as 11m rather than 6m. It is unclear whether it has been rebuilt or simply re-measured.

Page 157, Berthing

The smallcraft marina is understood to have been seriously damaged in the December 2013 storms, and by the end of that month all access was forbidden. It is not known whether this is been rescinded, and whether it also applies to yachts berthing on the inside of the east mole. Feedback (to atlantic.islands@virgin.net) would be appreciated.

Page 158, RepMarítima Estaleiro, Água de Pena

The owner of a 15m (49ft) yacht which wintered in the yard reports: ‘Our lay-up at RepMarítima beneath the runway was fine. Much less UV so the deck loved it, but some raw kerosene from the jets gave a WD40-style treat to rig. No problem for the mast and rig, but I had to slide down the headfoils with a rag before putting on the headsails. The only things we couldn’t get the stains off were the scoops of our Dorade vents – it really sticks to the soft plastic. The staff were very helpful and did a good job on polishing and anti-fouling. The travel-lift operator is very skilled and it was no stress in or out. The only real downside is that owners cannot stay aboard overnight.’

The undercover yard at RepMarítima was unaffected by the December 2013 storms, with no reported damage to either the harbour or to yachts laid up ashore.

Page 159, Smallcraft harbours, Lights

The light on the south wall at Santa Cruz (2732) has been withdrawn.

The storms of December 2013 did serious damage to both Santa Cruz and São Pedro, though repair work on the latter had already started two months later.

Page 160, Funchal, Lights

Five yellow buoys have been laid east of the harbour – see chart block – all FL.Y.2s1M with × topmark and radar reflector. These replace the six yellow buoys, all FL.Y.10s, mentioned on page 162, which have now been withdrawn.

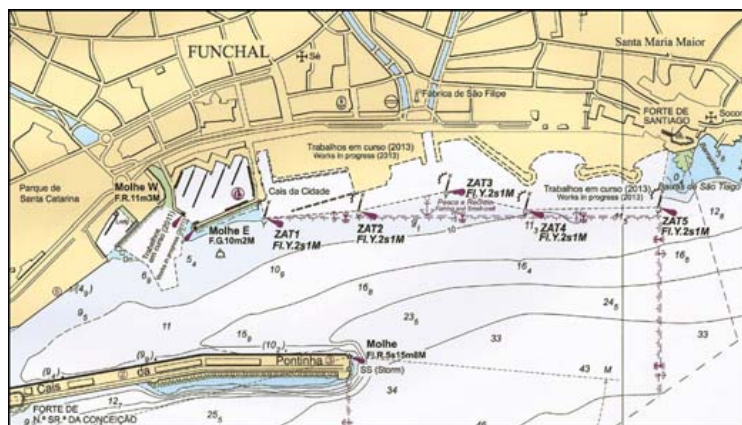
The marina’s west mole and its light have been rebuilt further west (see **Berthing**, right), but the light has retained its previous characteristics. The light on the marina’s south mole has also been rebuilt, and reduced in height from 9m to 6m.

Page 160, Approach and entrance

Somewhat to everyone’s surprise, given the state of the economy, work on the long-discussed plans for developing Funchal harbour started in late 2012. The so-called ‘Beatles Yacht’ (an elderly ketch converted into a restaurant, and left high and dry as the beach was built up) was also removed.

In March 2013 a large poster attached to the perimeter fence showed an ambitious plan to create a cruise terminal backed by public gardens east of the yacht marina, with a smaller basin reserved for day-charter and other small commercial vessels in its shelter. Portuguese *Avisos aos Navegantes* for July 2013 included the chart block in the next column, showing

A poster displayed in March 2013, showing the planned harbour developments. *Harald Sammer*



The chart block of Funchal harbour and developments which appeared in Portuguese *Avisos aos Navegantes*, July 2013

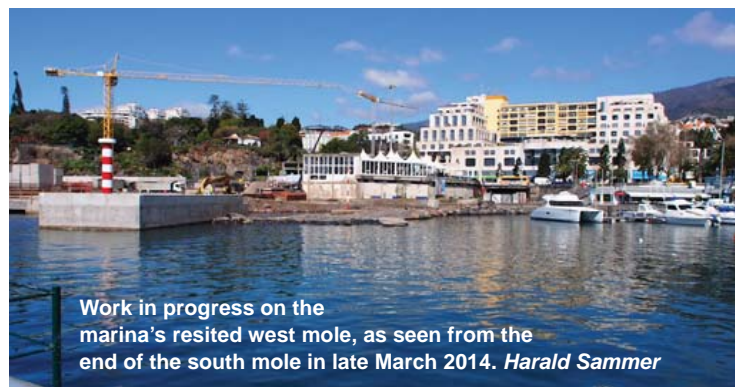
further planned developments to the east. This chart block was repeated in Admiralty *Notices to Mariners* Week 41 of 2013 – identical other than minor translation.

By February 2014 the part of the landfill destined to become a park was nearing completion, and the basin between it and the yet-to-be-built cruise ship pier was being dredged. There was no sign of damage from the storms of two months previously. In May work was still said to be ‘going on apace, with work starting at 0800 and often continuing until dark, and sometimes after’. Dredging was almost continuous. Funchal appeared to be the only place where the local government was spending serious money, however – elsewhere, public buildings were said to be decaying for lack of maintenance.

Page 162, Anchorage

By mid 2013 the development outlined above had already gobbled up much of the former anchorage, leaving only a small area south of the combined river mouths. If it indeed contains a cruise ship terminal it is hard to believe that yachts will be permitted to anchor in the approach. Feedback (to atlantic.islands@virgin.net) would be welcome.

In late March 2014 two yachts were seen at anchor in the harbour basin, apparently with the agreement of the authorities.



Work in progress on the marina's resited west mole, as seen from the end of the south mole in late March 2014. *Harald Sammer*

Page 162, Berthing

As mentioned above, the west mole and its light have been rebuilt further west and the river diverted to enlarge the marina in that direction, achieved largely by digging out the old Varadouro São Lázaro.

Unlike the landfill work further east the marina suffered badly from the December 2013 storms, with one pontoon effectively destroyed and several boats badly damaged, but despite the ongoing work and latterly the storm damage, yachts visiting in August 2013 and May 2014 were found berths alongside the marina wall. The situation would undoubtedly be very different in the busy autumn season, however.

Page 164, Facilities

Bottled gas Gasinsular, at 53 Rua da Ribeira de João Gomes, mobile 291 201450, email gasinsular@netmadeira.com, www.gasinsular.com, are able to refill nearly all varieties of cylinder with propane or butane.

Page 165, Câmara de Lobos

Light 2741-5, Formosa cables, is now listed as 12m rather than 6m.

A yellow oceanographic research buoy buoy, Fl(6)Y.18s, has been placed about 300m east-southeast of the Praia de Vitória cement wharf (2743).

Page 166, Cabo Girão (new heading)

Good anchorage has been reported 'right under the visitor platform at Cabo Girão' – though obviously only viable in settled conditions.

Page 166, Ribeira Brava

Light 2745, Mole, is now listed as 9m rather than 6m.

Page 166, Marina do Lugar de Baixo

Work to repair the breakwater ground to a halt during 2012, and the storms of March 2013 created two further breaches. As if this was not enough, a few weeks later a 7m swell, amplified by the shoal area to the southwest, caused yet more havoc. By the end of March it was reported that even on calm days, at high water the swell spilled through and over the wall into the basin.

The destruction continues. The December 2013 storms created further gaps in the breakwater, and the building near the entrance is beginning to crumble. In March 2014 my correspondent was of the opinion that 'it will not be long before the whole sea wall is gone'. Then, in mid May, he reported that 'news here is that €25,000,000 has been set aside by the government to build the intended outer wall and repair the inner breakwater, so that the whole complex can be sold to a hotel chain'. He is not the only one to express himself as 'still sceptical'.

Page 167, Porto de Recreio da Calheta

Rather surprisingly, the March 2013 storms which affected both Quinta do Lorde Marina and Marina do Lugar de Baixo left Porto de Recreio da Calheta unscathed.

It also sustained much less damage in the December 2013 storms than harbours further east, with the breakwaters apparently unharmed though several pontoons – including the one lying parallel to the west breakwater, plus the westernmost hammerhead – were wrenched from their fixings and severely mangled – see photo. As of mid May repair work had yet to start, despite Calheta being popular with local boat owners and game fishing operators, with the result that space for visitors was in very short supply.

The lack of investment extends to the buildings, which have suffered serious damage from rockfalls in several places. In May the public toilets were reportedly in 'miserable shape', while the office staff had neither a working photocopier nor a printer.



A hammerhead pontoon in Porto de Recreio da Calheta, damaged in the December 2013 storms and still awaiting attention three months later. *Harald Sammer*

Page 168, Berthing

Take care if arriving after dark; and securing to the pontoon inside the west wall. There is a 6" (15cm) gap between the metal edge and the boards in which it would be easy to break an ankle. Fortunately my source for this information arrived in bright moonlight.... (NB: This was the situation prior to the damage reported above – the pontoon is currently out of use.)

Page 169, Communications

Internet access The free Wi-Fi is said to no longer be working.

Page 170, Porto Moniz

As of June 2014 the mole remained unlit.

ILHAS DESERTAS

Page 172, Lights

The 8m hexagonal tower at *Ilhéu Bugio (Ponta da Agulha)* (2722) has been replaced by a 4.5m W white tower with red bands. Other characteristics remain unchanged.

ILHAS SELVAGENS

Page 175, Caution

By May 2012 the latest Navionics charts were reported to position the Ilhas Selvagens correctly as regards WGS84 datum. Other makes may well also be correct, but this has not been verified. Feedback, to atlantic.islands@virgin.net, would be welcome.

Pages 174/5, Introduction

In October 2013 I received a most interesting letter from Dr Frank Zino, who owns the only private house in the Islas

Selvagens and very politely corrected a few errors in the 5th edition:

- his father, the Paul Alexander Zino mentioned in the book, was a businessman – it is he who is the doctor;
- in 2003 the PNM (Madeira Natural Park) carried out a very successful rabbit and mouse eradication project. Subsequent studies have shown that the removal of mice increased the breeding success of many seabirds;
- *Pterodroma Madeira* is generally known in English as Zino's Petrel, having been rediscovered by his father in 1969, when it was considered extinct. It is endemic to Madeira itself and only breeds in the mountains around Pico Areeiro in the southeast of the island;
- the breeding colony of Cory's shearwaters is *Calonectris diomedea borealis*, rather than *Calonectris diomedea diomedea*, which is the Mediterranean variety and somewhat smaller;
- the two wildlife wardens are not stationed permanently in the islands, although they spend long periods there. The Navy patrols regularly and brings in relief wardens every three weeks or so, while Dr Zino himself also spends time there. Neither are the two lighthouse keepers permanent residents. The lighthouses on both Selvagem Grande and Selvagem Pequena are automatic, and the engineers visit once a year to carry out maintenance. Even so, it would be most unwise to arrive without a permit – see page 138 – in the hope that none of the above are currently in residence.

Pages 176/7, Enseada das Cagarras, Anchorage and mooring

Dr Zino states that the buoy in Enseada das Cagarras is naval and yachts are not permitted to use it, and that landing on the slipway at Selvagem Grande is usually best at half tide, especially if the weather is less than perfect.

Page 178, Selvagem Pequena

Following a visit to Selvagem Grande, my correspondent continued to Selvagem Pequena in light winds, but reports that a 3m+ ocean swell rendered the island and its surrounding reefs 'quite scary'. They followed the 340° bearing on Pico do Veado to anchor in about 14m. The anchor caught a ledge and held well, but on diving it appeared that around the 20m contour one might find sand.

The suggested dinghy landing near the east end of the



The recommended dinghy landing spot (and the wardens' own dinghy), right next to the big black rock. *Harald Sammer*

The wardens' house on Selvagem Pequena with the dinghy landing beyond (the pathway linking the two shows up clearly), looking SSW from near Pico do Veado light. *Harald Sammer*



island appeared 'close to impossible even in the most modest conditions'. They were advised to go instead to the island's western end, to an area used for landing wardens and equipment. This required a dinghy ride of about a mile around breaking reefs and little islets. With masterly understatement, this very experienced yachtsman adds: 'The swell builds up high on the shoals, so that even in our 3.6m dinghy it was a rather wet and exciting event'. He continues: 'The landing itself is on a nice sand beach which, when approaching from the sea, appears to be divided into two halves by a big black rock (see photo). We were told to aim to the right of, but very close to, the rock. It seems this spot is free of underwater hazards'.

Dr Zino advises that landing on Selvagem Pequena is best at high tide, especially if using an outboard.



III. THE CANARY ISLANDS

Page 187, Medical

If an accident requiring medical assistance from the local *Centro de Salud* (health centre) occurs on board, it may be better not to mention this or one may be told to go privately and claim against the yacht's insurance.

Page 189, Booking berths in *Puertos de Canarias* harbours

The procedure for booking a berth in a state-run harbour appears to have changed, and is now administered by the Canarian Government (<http://www.gobiernodecanarias.org/city/puertos/>). For harbours in Lanzarote, Fuerteventura or Gran Canaria, *tel* 928 452209, *fax* 928 452383 or *email* avegsan@gobiernodecanarias.org. For harbours in Tenerife, La Gomera, La Palma and El Hierro, *tel* 922 475028, *fax* 922 475010 or *email* itormed@gobiernodecanarias.org.

In addition, both sets of officials are said to access solicitudpuertoscanarios@gmail.com, so it could do no harm at all to copy to this address (making it clear, of course, that it is a copy and not a separate booking).

The harbours in question, many of which are in any case quite unsuitable for cruising yachts, are: **Lanzarote** – Caleta de Sebo, Órzola, Puerto del Carmen and Playa Blanca; **Fuerteventura** – Corralejo, Gran Tarajal and Morro Jable; **Gran Canaria** – Puerto de Las Nieves, Puerto de Arguineguín; **Tenerife** – Playa San Juan, Puerto de Fonsalía (see page 21 of this supplement), Puerto de Garachico (see page 21 of this supplement), and Puerto de la Cruz; **La Gomera** – Puerto de Santiago, Puerto de Vueltas; **El Hierro** – Puerto de la Restinga.

Page 189, Berthing charges in privately-run marinas (new heading)

After five or six years during which prices remained largely static, in early 2013 many privately-run marinas increased their fees significantly, in some cases by 25% or more. Check individual websites or enquire by email – both addresses will be found under the relevant Harbour Communications heading.

Page 190, Long-term visits

See the experience described on page 18 of this supplement (Page 242, Formalities) as evidence that possible infringements of this rule are occasionally followed up.

Page 191, Bottled gas

In July 2012 the situation regarding refills was still unresolved throughout most of the archipelago, though Camping Gaz exchanges were readily available from hardware stores and filling stations. **Sadly, no progress has been reported.**

Propane is not available in the Canaries and there are no plans to introduce it, so although both butane (blue) and propane (orange) Calor Gas cylinders can be refilled in Lanzarote and Fuerteventura, butane will be used. On the same two islands, French 'jumbo' cylinders can be refilled, as can most propane bottles from the US and Scandinavia, many of which have similar left-hand female fittings to Calor Gas propane cylinders – but again, only with butane. Although Disa intends to equip its plants in the other islands

with similar adaptors within the next few years, the company has no obligation to provide this service and the timetable is likely to remain fluid.

The basic options, depending on the intended length of stay, are to refill with butane or propane in Madeira and make it last, to refill with butane in either of the eastern islands, or to convert to Disa's own 6kg cylinders as described in the current edition.

Page 194, Departure towards the Cape Verdes (new heading)

In May 2013 a number of data collection buoys were reported to have been laid in the Atlantic and Indian Oceans by NOAA (the National Oceanic and Atmospheric Administration), which continues the mythological connection by designating them ATLAS buoys – part of its Autonomous Temperature Line Acquisition System. They are described as white and orange toroid (doughnut-shaped) buoys, 2m in height, and unlit though equipped with radar reflectors.

In January 2014 some of the buoys were moved and others added. That positioned at 20°25'·4N 23°10'W lies about 16 miles west of the direct course from La Palma to Mindelo, São Vicente, and could prove hazardous if encountered at night.

Page 194, Charts

A new edition of Admiralty chart 1847, *Santa Cruz de Tenerife*, has been published, now including an inset plan of Puerto Caballo at 1:5,000.

A new edition of Spanish chart 505, *De punta de Tostón a punta Amanay*, has been published, now renumbered as 602. Spanish chart 610, *Del cabo Descojonado a la península de Gando*, now includes plans of Puerto de Sardina, Puerto de las Nieves and Puerto San Nicolas, all at 1:7,500.

LANZAROTE

Page 200, Isla de Montaña Clara (new heading)

Two chart blocks covering the northwest coast of Isla Graciosa and the whole of Isla de Montaña Clara were included in Spanish *Avisos a los Navegantes*, Week 24/13. Although their primary purpose is to show the limits of the area in which diving is prohibited, they would be of considerable interest to anyone considering exploring the area by boat. See **Updating charts and pilot books from official sources** on the first page of this Supplement.

Isla de Montaña Clara, as seen from the northwest coast of Isla Graciosa. *Liz Hammick*



**SOLICITUD DE AUTORIZACIÓN PARA REALIZAR ACTIVIDAD
DE FONDEO Y EXCURSIÓN MARÍTIMA RECREATIVA EN EL
PARQUE NATURAL DEL ARCHIPIÉLAGO CHINIJO**

*(APPLICATION FORM FOR PERMISSION TO ANCHOR OFF
LA GRACIOSA OR ALEGRANZA – see next page)*

1. TIPO DE ACTIVIDAD (marcar lo solicitado)
(DESIRED ANCHORAGE - please tick the correct area)

☐ Fondeo en Playa Francesa, La Graciosa

☐ Fondeo en El Veril, Alegranza

2. FECHA DE LA ACTIVIDAD (máximo 10 días)
(DATES REQUESTED) (maximum 10 days)

3. DATOS DEL SOLICITANTE (APPLICANT'S DETAILS)

Nombre *(name of applicant)* :

Dirección *(address)* :

Teléfono:

Correo electrónico *(email)* :

Tfno. Contacto *(contact telephone number)* :

4. DATOS DE LA EMBARCACIÓN (BOAT DETAILS)

Nombre *(name)* :

Matrícula *(registration number)* :

5. DATOS DEL PATRÓN Y PARTICIPANTES (SKIPPER & CREW DETAILS)

1. La presente solicitud ha de ser cumplimentada en su totalidad. *(Please complete the entire form correctly)*

2. El plazo de presentación en el Cabildo de Lanzarote se establece en diez (10) días laborales con respecto a la fecha prevista de inicio de la actividad. *(The application should be made ten (10) working days prior to the desired arrival date)*

3. Cualquier modificación sobre la actividad deberá ser comunicada por escrito al Servicio de Medio Ambiente, al menos cinco (5) días de antelación al inicio previsto de la actividad. *(Any changes to the application should be confirmed in writing to the Servicio de Medio Ambiente, at least five (5) days before the intended arrival date)*

FECHA Y FIRMA *(date and signature)*

SRA. PRESIDENTA DEL CABILDO DE LANZAROTE

Page 203, Isla Graciosa, Anchorage

As stated in the 5th edition, if wishing to anchor in Playa Francesca, part of the *Parque Natural del Archipiélago Chinijo*, it is necessary to complete and return a form available from the *Servicio de Medio Ambiente* at least 10 working days before the specified arrival date. It was not possible to reproduce this form in the book itself, so it is reproduced on the previous sheet.

Page 204, Caleta del Sebo, Facilities & Communications

Water Now on both pontoons, but still with upward-facing spigots from which one can't even fill a bucket...

Showers One each for ladies and gents in the toilet block. Clean, but no hot water and no lighting (all the wires are broken) so usable in daylight only.

Internet access In early 2013 the Wi-Fi at Rosa's Net was reported to be left on at all times, with no password required.

By June 2014 Rosa's Net appeared to have closed, but free wifi was available at Los Mateos, a bar/restaurant behind the beach with 'an excellent signal and a friendly owner'.

Page 207, Puerto de Naos, Plan

Chart blocks showing the land reclamation outside Puerto de Naos breakwater appeared in Spanish *Avisos a los Navegantes*, Week 48/11, and Admiralty *Notices to Mariners*, Week 01/12. Both are now very out-of-date.

Page 209, Lights

On completion of the reclamation work the two port hand buoys which marked it were withdrawn. The reclaimed area – the Muelle de Cruceros – is lit at its southeast corner, Fl.R.5s5m3M, and at its northeast corner, Fl(2)R.7s5m3M, both lights on 3m red towers. The old breakwater light (2777) has been reinstated, with the same characteristics as previously.

Inside the harbour, three yellow buoys, all Fl.Y.5s1M and with × topmarks, have been laid down the centre of the harbour to mark work on the new marina. The northernmost lies east of light 2778-4 and the southernmost west of light 2778-6 (itself now withdrawn).

Page 210, Anchorage

Anchoring is no longer permitted in the harbour, and in June 2014 it was reported that yachts were being told to leave the northern anchorage near the root of the Puerto de los Mármoles container wharf.

Page 210, Marina Lanzarote (new heading)

Work on a new marina inside Puerto de Naos began in mid July 2012, the third in the Puerto Calero group (the second being Marina La Palma). Within a year twelve pontoons had been installed (though only the five to the southwest were in use) and final completion was planned for February 2014. Demand for long-term berths has been even higher than expected, and by January 2013 more than 55% had already been reserved. Both dredging and major structural work to widen and strengthen the mole had been completed by early 2013.

By June 2014 the marina was still incomplete, though a great deal of progress was to be seen both afloat and ashore with huge building complexes under construction along the very wide main breakwater. It was hoped that these would be finished by the end of the year, but meanwhile they generate the inevitable dust and dirt of building projects everywhere. In addition to the usual shops, bars and restaurants,

apparently a swimming pool will also feature!

Page 210, Marina communications (new heading)

Marina Lanzarote mobile 648 524649, email info@marinalanzarote.com, www.marinalanzarote.com (<http://www.caleromarinass.com/marinass/lanzarote>, in Spanish and English). Hours 0800-2000 weekdays, 0900-1300 Saturday, VHF Ch 09 (24 hours) with yachts requested to call up before arrival.

Page 210, Approach

A yacht entering near high water reports keeping close to the landward side (fairly close to the fishing and rescue boats moored along the harbour wall) and never seeing less than 5m until inside the marina. They left an hour after low water springs, and found a bare 2.5m opposite Pontoon 4 but otherwise 3.5–4m.

In June 2014 dredging was still taking place in the middle of the harbour and around the entrance, sometimes with submerged lines running between the dredger and nearby mooring buoys. One yacht reports these lines as being 'stretched nearly across the entrance' leaving 'a very small gap between the buoys and the opposite quay for us to go through'. Take care!

Page 210, Berthing

The two pontoons in the southern corner have been removed, and all berthing is in the new marina. In August 2013 an official reception pontoon had yet to be installed, and new arrivals – who should previously have made contact on VHF Ch 09 – were normally met at a hammerhead where they could secure until a more suitable berth was allocated. In due course a reception berth will be created near the entrance, with the marina office moved at the same time.

Pontoon security is via a single card-operated gate opposite the office, with staff also patrolling at night. As of August 2013 there had been no reports of intruders from either afloat or ashore.

By May 2014 five pontoons were in use, berths increasing in size from tiny at Pontoon 1 to about 45ft at Pontoon 5. Only Pontoons 3 and 4 had usable hammerheads to provide space for larger craft. Another seven or eight pontoons were in place but not yet in use, most of them still unconnected to the land.

Marina Lanzarote seen from the southwest in early July 2013. The temporary office and services block can just be seen at bottom centre, at the root of the long walkway. *Marina Lanzarote*





Marina Lanzarote in early June 2014, with many of the shoreside buildings nearing completion. *Harald Sammer*

Strong winds out of the north or northeast – which funnel through the gap between the islands' higher areas – are reported to create problems, pushing yachts up against the pontoons and allowing a chop to build up in the long fetch down the length of the harbour. An inside berth to leeward of the pontoon would obviously be the ideal in these conditions.

Page 210, Formalities

As can be seen from the photograph, access is currently via a single walkway with the marina office at its head, though the new marina office may be ready for use before the end of 2014.

In 2013 berthing charges were much lower than in either of the island's other marinas, at €0.35 per m² (ie. length x beam) + 7% tax – about €18 per night for a 12m monohull compared to nearly €32 in Puerto Calero. Discounts for stays of three or six months were available, if booked and paid for on arrival. As of mid 2013 water and electricity were included in the berthing fee. Consult the marina's website at www.marinalanzarote.com for current rates.

Marina manager Tania Waschkowitz was praised by every single person who sent in feedback – something of a record! Of Dutch origin, she also speaks fluent Spanish, English and German, and clearly goes out of her way to assist visitors and make them feel welcome. Some of the *marineros* have more limited linguistics skills, but all are reported to be friendly and helpful.

Page 210, Facilities & Communications

A full range of services are planned, including a boatyard and travel-lift – consult the marina website or e-mail the address above to check on progress. The following are, of course, in addition to the wide range of facilities and services listed on page 208 of *Atlantic Islands*.

Travel-lift Both 820-tonne and 100-tonne capacity hoists are scheduled for the boatyard, the larger able to take up to 14.5m beam.

Boatyard Due to open shortly – meanwhile, a very wide range of services are available at Puerto Calero.

Water & electricity On all pontoons.

Showers In the blue reception block opposite the access pontoon. In due course these will be replaced by permanent showers and toilets, probably more than one block.

Fuel Not yet operational as of August 2014 – check the marina website for current status.

Mailing address Puerto Naos s/n (Darsena Marina Lanzarote), 35500 Arrecife, Lanzarote, Islas Canarias, Spain.

Internet access As of August 2013, free wifi was available at the marina office, and was left on 24/7. It will eventually cover the entire marina.

Page 212, Puerto de Arrecife, Anchorage

Rumour has it that the anchorage at Arrecife is to be closed in 2015. Feedback (to atlantic.islands@virgin.net) would be appreciated.

Page 212, Puerto del Carmen, Lights

The angled breakwater head is now lit Fl(2)G.7s5M on a green tower, and the elbow Q(6)+LFl.10s3M on a south cardinal post. A chart block appeared in Spanish *Avisos a los Navegantes*, Week 23/12.

Page 212, Marine farm

The marine farm previous sited southwest of Puerto del Carmen was removed in March 2013.

Page 212, Berthing

Following enlargement of the harbour there are now reported to be a few places for visiting yachts. A berth will need to be booked in advance – see **Booking berths in Puertos de Canarias harbours**, page 189, and also page 13 of this supplement. Alternatively Juan Pedro Hernández, *Oficial de Puerto* at Caleta del Sebo, Isla Graciosa, may be willing to assist. Water and electricity are provided on the pontoons, but there are no showers.

Page 213, Puerto Calero

Puerto Calero continues to receive almost universal praise – except possibly for its berthing fees! – with such comments as 'superb marina, can't fault it', and 'best boatyard we've ever hauled out in' (and that from a cruiser of 40 years' experience).

Page 214, Facilities

Boatyard Open 0800–1800 weekdays, 0800–1300 Saturday, and described as 'clean and well organised, with state-of-the-art equipment and very skilled staff'. Outside these times the gate is locked, so if you live aboard while on the hard one person has to remain inside after 1800 to let you back in. In 2013 prices at the boatyard were described as 'reasonable', though antifouling was said to be expensive. If help is needed with sanding or painting the charge is €25 per hour 'and these guys work fast'.

Engineers Wes Lunday received particular praise from the owner of a 15m yacht which (after some 60,000 miles) developed a crack in her boom close to the boom vang (kicking strap) attachment point. After a short delay until the island's only suitable hydraulic press became available – Wes wanted to not only weld the cracks, but add serious reinforcement – 'this Monday we finally got our parts bent and, after some welding and painting, could mount a very strong boom again on Wednesday'.

Showers If living in the boatyard, the small shower block on the outer wall is closer than the main one. Turn right out of the gate and follow round towards the fuel dock, and it's at the curved corner.

Launderette The machines accept only €2 coins, which are often in very short supply, and marina staff are not able to open the machines to retrieve coins for re-use.

Page 218, Marina Rubicón, Facilities

During the winter of 2011/12 the owner of a 14m x 8m catamaran chose the boatyard for a refit which included shot-blasting, Coppercoat antifouling, Awlgriping the topsides, woodwork repairs and replacing windows. Much of the work was done by a German boatbuilder and local resident named Gunner Sass, *mobile* 646 318344, *email* g.sass@hotmail.es, who speaks good English, Spanish and German, and is 'a capable technical laminator, spray painter, woodworker and general boat builder who can turn his hand to most boat issues'. In November 2011 he charged €30 per hour and took advance bookings, with the full approval of the boatyard. It is the second time my correspondent has worked with him, and he recommends his services.

Freelance mechanic Jean-Michel Alliot, *mobile* 616 286 574, *email* jmamarinalanza@gmail.com, received praise for his work on the engine. Said to speak English, French and Spanish, he too operates with yard approval.

Finally, the boatyard itself met all expectations, with good words for manager Augusto Escolar Escuder, multi-lingual Cecilia and for the MarineStore Rubicón chandlery.

FUERTEVENTURA**Aerial photographs**

Aerial photographs of Puerto del Castillo (page 227), Gran Tarajal (page 229) and Morro Jable (page 232) were included in Spanish *Avisos a los Navegantes*, Week 13/12.

Page 223, Corralejo, Approach

A 0.5m shoal has been reported at 28°44'·61N 13°51'·63W, reinforcing the need to remain either on or east of the recommended approach bearing.

Page 224, Isla de Lobos

The marine farm previous sited east of Isla de Lobos was removed in October 2011.

Page 225, Puerto del Rosario, Lights

In February 2014 work was started to extend the west mole / cruise ship berth. Light 1794-1 was replaced by a red buoy with a green band, with the same light characteristics. A 3m red post, Fl.R.5m1M, indicated the southern limit of berthing. A 3m yellow buoy, Fl.Y.5s1M, marked the limit of the extension work.

A somewhat more appealing photograph of the anchorage southwest of Puerto del Rosario than that on page 226 of *Atlantic Islands*. Birgit van Schaik and Daan Sol

**Page 225, Approach and anchorage**

The anchorage south of the Fishermen's Quay has been confirmed as excellent in northerly winds. By summer 2013 the large float visible on page 226 had been removed and a few moorings laid for local smallcraft.

Page 227, Puerto Del Castillo, Approach and entrance

In late December it was reported that none of the buoys marking the entrance were in position.

Page 229, Gran Tarajal

The marine farm previous sited east of the harbour was removed in March 2012.

Page 229, Plan

The anchor symbol placed between the marina and the fishing harbour is an error – anchoring is prohibited inside the harbour. Apologies!

Page 231, Facilities

Showers Shut for repainting in February 2013 but reported to be open (and very smart) by late July, albeit with no hot water.

Shops/provisioning The bakery outside the harbour gates has closed, but good bread can be bought in EuroSpar or HiperDino.

Sports complex There is a 'fantastic sports complex', open to the public as well as those staying at the hotel, at Las Playitas, 15 minutes from the marina by No 12 bus. In 2013 an hour on a 'really good' tennis court cost €8, and there was also a large swimming pool, a cycle track, golf course, etc. Equipment – including bicycles of all types – could be rented if required.

Page 232, Morro Jable, Lights

The characteristics of many of the harbour's lights have been changed, and several new ones added.

2797 Breakwater

Fl(4)G.11s9m5M Green metal tower 5m

Breakwater angle Q(6)+LFl.15s

South cardinal post 6m

Note Not yet included in the Spanish light list, but reliable information

2797-2 Northwest mole, angle Fl(4)R.11s5m3M

Red metal column 3m

Note This international light number previously referred to the light on the north inner quay

Northwest mole, head Fl.R.5s6m1M

Red metal column 4m

Ferry quay, NW corner Fl.G.3s5m1M

Angular green column 3m

North inner quay Fl(2+1)R.10s7m1M

Red column, green band 4m

Tourist boat pontoon Fl(2+1)G.10s3m1M

Angular green column, red band 3m

Page 232, Marine farms

In April 2013 it was confirmed that the marine farm centred on 28°06'·6N 14°27'·5W had been permanently withdrawn. The one centred on 28°03'·5N 14°29'·3W had been reinstated, however, again marked by four yellow pillar buoys with × topmarks, all Fl(4)Y.15s3M.



Morro Jable in July 2013, with several of the new light structures mentioned on the previous page clearly visible. *Birgit van Schaik and Daan Sol*

Page 233, Berthing

In July 2013 it was reported that all the ‘visitors berths’ in the east part of the harbour were occupied by local boats, and a visiting 14m yacht was told to secure to the tip of the north inner quay.

In March 2013 the Calero Marinas group announced a project to create a new marina in the southern part of the harbour – see below – to be called Marina Jandía. Estimated to cost around €8.5 million, construction will start as soon as Marina Lanzarote is completed. It is expected to provide 290 berths as well as shoreside premises for at least 20 shops, restaurants and other businesses.

An artist’s impression of how Marina Jandía should look on completion



GRAN CANARIA

Aerial photographs

Aerial photographs of Puerto de Pasito Blanco (page 247) and Puerto Cementero (page 250) were included in Spanish *Avisos a los Navegantes*, Week 06/12. Photographs of Puerto de Salinetas (page 245), Castillo del Romeral (page 246), Puerto Anfi del Mar (page 252), Puerto Rico (page 254), Puerto de Mogán (page 257) and Puerto de las Nieves (page 261), were included in Week 13/12.

Page 238, Las Palmas de Gran Canaria, Lights and Approach plan

The new breakwater east of Roque del Palo (see plan page 238) is now lit. A chart block showing the extent of the work appeared in Spanish *Avisos a los Navegantes*, Week 45/11, prior to the lights being placed.

New Breakwater elbow Q(3)10s11m6M

East cardinal post, ♦ topmark 6m

New breakwater, south head Q(4)G.10s5M

Green tower 4m 180°-vis-045°

Synchronised with the light below

Submerged caisson Q(4)G.10s3M

Green pillar buoy, ▲ topmark, situated close southwest of the above

In June 2013 a submerged caisson was reported to be positioned south of the Dique de León y Castillo, centred on 28°07′.7N 15°24′.9W. It is lit at its southeast and southwest corners, both Fl.Y.5s1M.

Page 240, Marina plan

An error has crept into the longitude labelling – 25°15′.5W should of course read 15°25′.5W, and 15′.7W should read 25′.7W. Apologies!

Page 240, Approach and entrance

Spanish *Avisos a los Navegantes*, Week 28/12, stated that all vessels entering the port should make contact with Las Palmas Port Control on VHF Ch 16 at least an hour prior to arrival, following this up on VHF Ch 12 when three miles from the head of Dique Reina Sofia. Port Control should also be contacted when preparing to leave the harbour. VHF Ch 12 is reserved for use by Port Control and must not be used for other purposes, whether ship-to-shore or inter-ship.

It is not clear whether this applies to yachts as well as ships, though a yacht arriving from Lanzarote recently reports being hailed by Port Control at 0400. It is also worth stressing how busy the approaches to this major port can be. As one skipper relates: ‘Arriving at 0100 in late January, after an unpleasant sail from La Gomera, we met four ships leaving the port. I slowed for the first, a cruise ship which we only saw as we approached the outer breakwater. He came straight out, then seemed to slow, so I headed in between him and the breakwater end ... only to meet the ARMAS ferry travelling at speed and also aiming to cut between the cruise ship and the wall. That left me about 50m to squeeze through – which I did, fast. I then saw another vessel travelling rapidly towards the same spot, a pilot boat which cut across us at maybe 20 knots. Finally I realised that the freighter up ahead was not stationary as I’d thought but moving towards us. I was glad when we could finally drop anchor and pour ourselves large whiskies!’

Local sailors recommend giving the end of the Dique Reina Sofia a wide berth and being ready to take evasive action in light of the ‘numerous fast-moving pilot boats and attending tugs etc in the harbour’. They also point out that **venturing north of the Real Club Náutico (ie. light 2802) is an offence and will result in a heavy fine** – apparently it is a naval base. Ignorance of this by-law – which has never been mentioned to me previously during more than two decades of research – is unlikely to be accepted as a defence.

Page 241, Anchorage

In July 2012 the Port Authority published a by-law forbidding

anchoring north of the marina in daylight hours between 15 March and 15 September, and by mid month the anchorage had been cleared other than for a few (uninhabited?) boats close to the marina wall. It is understood that the intention is to keep the bay clear for other recreational users – kayaks, windsurfers etc. The ruling was still in force a year later.

Page 241, Berthing

Pontoon T has been extended, and in October 2012 hammerheads were added to pontoons Q to S. At the same time both the reception and fuel pontoons were enlarged and a new pontoon (Z19) added parallel to the reception pontoon. The photograph available on Google satellite images in July 2013 (which cannot be reproduced here for copyright reasons) appeared to have been taken after these changes were made.

The *Club Marítimo Varadero* (see page 244) has once again taken over pontoon N. Visiting yachts not taking part in the ARC are normally asked to leave the marina at that time, but in 2012 the club permitted them to berth on pontoon N.

A card entry system to the pontoons was finally introduced mid September 2012, but immediately developed teething troubles, not least due to a heavy rainstorm in November which brought everything to a halt. By February 2013 the cards were reported to be working well, though as each pontoon has a card programmed to open only that gate, if you want to visit friends on another pontoon they have to open their gate to let you in – and out again.

Page 242, Formalities

In December 2012 a British yacht which had been in the Canaries for some months was boarded by Customs (*aduana*) while at anchor prior to departure for the Cape Verde islands. They departed after the owner had completed the usual forms, but returned shortly afterwards to ask how long both boat and crew had been in the Canaries. This resulted in a further form, which the owner was told had to be completed and presented at the Customs Office within four days, together with proof that all those aboard had been out of Spain in the last six months, or the boat would be seized. Fortunately they had kept their flight boarding cards from their last visit to the UK, and these were accepted without question.

It seems likely that Customs were checking for a possible infringement of the rules governing long-term stays in the islands, described on page 190 of the current edition.

Page 242/3, Facilities

Boatyard After being closed for nearly a year, in September 2012 the boatyard was taken over by Rolnautic (see under Chandlery for details) with a subsidiary company, Rodritol, handling the actual work. Bookings and payments are made through the Rolnautic chandlery shop. Most work can be handled, including bead/sand blasting, osmosis treatment, etc. Prices are said to be similar to those at Pasito Blanco in the south of the island.

Prior to reopening in mid October the whole yard area was improved, with services installed and new concrete laid. It was reported that Rolnautic hoped to expand onto the adjoining area to the north (long a dumping ground for old pontoons etc) and build premises on it to house various related trades. They hauled their first yacht in early November, and by February the yard was said to be ‘fully

functional’, with several apparently abandoned boats being worked on. By late June 2013 it was full – plainly this facility has been much missed!

Owners are permitted to do their own work while in the yard, and can live aboard while their boat is ashore. Security is excellent with the yard gates kept locked day and night.

Travel-lift A new 70-tonne capacity hoist has been installed in the boatyard, the previous machine having been sold to Marina San Miguel in Tenerife.

Diving services In September 2012 a new dive shop called Lavisub opened next to the Sailor’s Bar.

Engineers Jon Crouch, of Jon Crouch Yacht Services (see *Engineers*, page 242), is now main dealer for Schenker Watermakers and Merlin Equipment UK.

Yanmar dealer Navales Cazorla SL, already listed on page 243 of the current edition, has taken over the premises previously occupied by Alisios Sailing Centre SL (see also below).

Inoxidables Maípez SL, tel 928 461383, email ventas@inoxidablesmaipez.com, www.inoxidablesmaipez.com, at 48 Calle Sao Paulo in the industrial zone, is recommended as doing good stainless steel work.

Electronic & radio repairs See *Internet access* on the next page.

Sail repairs Alisios Sailing Centre SL have a new shop twice the size of their previous one, which has now been taken over by Navales Cazorla SL (see above). In addition to sail repairs Alisios have taken over the dealerships for Beneteau, Brookes & Gatehouse, North Sails, Seldén Mast Ltd, Simrad Yachting and Suzuki outboards.

Showers By February 2013 many of the hooks in the ladies’ showers were broken and the water was not always hot.

Produce market The central market on Calle Nestor de la Torre is now open 0700–2000 weekdays and 0700–1400 Saturday, and is described as ‘wonderful, with great products at low prices’.

Cafés, restaurants & hotels By September 2012 two more restaurants had opened in the marina.

Medical services In early 2012 it was reported that for medical accidents and emergencies it was best to go to the *Centro de Salud* (on Calle Mesa y Lopez, one block west of Plaza Espana on the left) where waiting is minimal. It is only open 0900–1700 weekdays, however – at other times it is necessary to go to the *Centro de Salud* in Guanarteme (at the west end of the beach, one block back). Consultations in clinics in the Canary Islands are expensive and not reimbursed, but should an emergency occur when one is passing through, the *Centros de Salud* recognise the European Health Insurance Card (EHIC). See also page 13 of this supplement.

Page 244, Communications

Internet access A yachtsman who ‘got fed up with poor marina Wi-Fi and drinking unwanted coffee’ invested in an ALFA booster kit (external aerial and chipset) purchased from Viratel Comunicaciones, tel 828 011284, www.viratel.es, at Calle Juan Rejon 49, near Isleta. The vendor, described as ‘Indian with good English and technical knowledge’ was very helpful, the results a big improvement, and the purchaser considered it €100 well spent.

Viratel also handles phones and cameras, and is suggested

as ‘a good contact for a range of consumer electronics, though not specialist yachtie stuff.

Page 245, Taliarte

An area of unspecified ‘oceanographic activity’ – presumably research of some kind – lies close northeast of the marine farm, centred on 27°59’N 15°22’W. It is marked by two conical and two cylindrical yellow buoys, all with × topmarks and all Fl.Y.3s3M.

Page 245, Bahía de Gando, Lights

The light (2810-5) marking the Peninsula de Gando was withdrawn in May 2014 and replaced by ‘red lights on a mast’.

Page 245, Marine farm

The marine farm previously sited in the Bahía de Gando was removed in March 2012.

Page 246, Puerto de Arinaga, Lights

Sector light Oc.WR.4s6m3M

034°-W-042°-R-050° White post, red bands

Note Appears to be situated *inside* the harbour, about halfway along the breakwater on its south face. It is said to mark a shoal in the approach

Page 250, Puerto Cementero, Punta Taozo, Lights

An east cardinal buoy Q(3)10s5M with ⬥ topmark has been positioned about 200m south of the outer mole.

Page 247, Puerto de Pasito Blanco

The local wind direction is reported often to be at variance with the local Navtex forecast, probably due to the topography.

Page 252, Puerto Anfi del Mar

The light structures have been repainted. Those on the southwest moles are now red with white bands 4m, that on the artificial island is green with white bands.

Page 250, Puerto de Arguineguín

The water is said often to be clear enough to identify sand patches in the anchorage. The good variety (and prices) to be found in nearby shops is also confirmed.

Page 257, Puerto de Mogán, Lights

The lighthouse at **Punta del Castilleje**, overlooking Mogán, has been repainted white with blue bands. The outfall buoy a short distance southeast of the entrance has been withdrawn.

Page 257, Approach

Identifying the harbour from a distance is reported to have been made easier by the erection of large new apartment buildings on the east side of the bay. At night they are brightly lit.

Page 259, Facilities

Showers & toilets Criticised in the 5th edition as ‘not up to the standard of the rest of the complex’, by February 2014 those beneath the marina office as well as the block on the breakwater were reported to have been renovated and to be ‘a lot better looking and kept clean’.

Page 261, Puerto de las Nieves (Puerto Agaete)

The range of the breakwater light (2815-99) has been decreased from 12M to 7M. The lights on Roque Partido and the breakwater spur (2815-995) both have intervals of 9s but otherwise remain unchanged.

TENERIFE

Aerial photographs

Aerial photographs of both the fishing harbour and the small Club Náutico marina at Puerto de Güimar (page 277) were included in Spanish *Avisos a los Navegantes*, Week 06/12. Photographs of Dársena de los Llanos, Santa Cruz de Tenerife (page 271), Puerto de San Miguel de Tajao (page 278), Las Galletas (Marina del Sur) (page 281) and Puerto de San Juan (page 288), were included in Week 13/12.

Page 264, Marine farms

By April 2013 all three marine farms off the northeast coast of Tenerife had been abandoned. *It appears that some of the fish cages and the surrounding buoys may still be in place, however, the latter probably unlit. Take particular care.*

Page 266, Playa de las Teresitas (San Andrés)

The east cardinal buoy marking the southeast end of the San Andrés mole has been withdrawn and replaced by a yellow buoy with × topmark, Fl.Y.5s3M.

Page 268, Sta Cruz de Tenerife, Facilities

Showers In February 2013 the Marina Santa Cruz showers were said to have plenty of hot water at about 5pm.

Page 270, Marina Tenerife (Dársena Pesquera), Berthing

Space may sometimes be found for short-term visitors, such as the 11-6m yacht which was allocated a ‘very comfortable berth’ just inside the hammerhead for a few days in December 2013.

Page 271, Puerto Chico

Puerto Chico is owned by the same company as Varaderos Anaga, and smaller yachts waiting to haul may be able to berth there in the meantime.

Page 271, Dársena de los Llanos

A detached floating pontoon, about 210m in length, has been installed inside the Dársena de los Llanos. It parallels the northwest side of the basin from near the entrance to just short of the Ro-Ro berth and is situated about two-thirds of the way across as measured from the end of the breakwater head spur. It is marked by green buoys at its southwest and northeast ends, both Q.G.1m3M.

Both buoys were removed in September 2013 but replaced in January 2014, then removed again in August. It is unclear whether the pontoon is also removed is simply left unlit.

The entrance to the Dársena de los Llanos at Santa Cruz de Tenerife seen from east-southeast, clearly marked by the opera house and its flanking tower blocks. *Paul and Rachel Chandler*



Page 271, Marina Santa Cruz (Dársena de los Llanos), Plan

There is some confusion regarding the depth of water in the entrance to the marina (not to the entrance to the basin as a whole). The 20m shown was based on Admiralty charts, but recent reports suggest that 6m is more likely, and a 2-9m patch is reported about halfway along the north side of the marina's south mole. Depths elsewhere in the marina are at least 5m.

Page 272, Berthing and surroundings

The marina is still described as 'rather scruffy', with broken pontoons and perished black rubber which messes up fenders. The staff were praised for answering the VHF promptly, however, as were the young men who came out by launch to show a 15m yacht to a suitable berth.

The nearby cruise ships can make the marina noisy at times, and at Carnival earplugs are essential in order to get any sleep. Although convenient for the city, construction work has been taking place and in early 2013 one could only leave the marina by walking to the ferry terminal and using the bridge there. The former underpass is no longer in use. Several visitors have commented on the lack of security, with every gate open so that 'anyone from the city can walk in'. No thefts or other problems have been reported, but locking up securely is strongly recommended even if the boat is left for just a few minutes.

Page 275, Puerto Deportivo La Galera, Marine farm

In January 2013 a marine farm was established northeast of Puerto Deportivo La Galera, only to be removed again three months later. It was permanently abandoned in late 2013.

Page 278, Punta del Camello (new heading)

Work has started on a new harbour close south of Central Termica de Granadilla. As of September 2012 it was marked by four cardinal buoys – two east cardinals, both Q(3)5s3M with ♦ topmarks; and two south cardinals, both Q(6)+LFl.10s3M with ▼ topmarks. They spanned an area from 28°04'·8N to 28°03'·7N and the outermost of lay at 16°29'·1W. The area should be given generous clearance while work continues.

In December 2013 a south cardinal buoy with × topmark, Fl.Y.5s3M, was added at 28°05'N 16°29'·3W. It is said to mark underwater emissions.

Page 278, Anchorages around Punta Montaña Roja – Lights

Both pairs of leading lights mentioned in the text – two Q.R.1s, the others Iso.R.4s and Iso.R.3s – are now understood to be lit throughout the night.

Punta Montaña Roja looking east-northeast – and living up to its name. *Paul and Rachel Chandler*

**Page 280, Marina San Miguel, Berthing**

By April 2012 the reception pontoon was reported to be taken over much of the time by the tourist submarine and its guard boat, and given the recharging arrangements for the former's batteries this appears unlikely to change soon. Yachts moored alongside the breakwater were said often to experience movement, possibly due to scend reflecting off the breakwater wall, though this did not appear to affect boats moored bow or stern-to. The staff continued to be very pleasant and helpful.

In January 2013 the first of these statements was challenged: 'It's nearly always possible to get alongside the reception berth as the tourist submarine only takes up part of it'. Be sure to use the inner part, however, as the half nearest the entrance is fitted with protruding metal plates used to secure the submarine.

Berthing stern-to the breakwater is by means of pick-up lines, which are said to be 'rather frayed and tangled'. It was reported to be 'tricky going astern in a crosswind in a boat with a long keel or long fin and skeg' (and no bow-thruster, of course), but the assistance from marina staff was praised as 'excellent'. By June 2013 there was still no increase in the number of pontoons.

Page 280, Facilities

Boatyard Still sited on the breakwater, and unlikely to move away from the travel-hoist dock.

Sailmaker/repairs Thomas Studer, previously based in San Sebastián de la Gomera, has moved to Marina San Miguel where he lives on his yacht *Butterfly* on the outermost pontoon. His workshop is situated in a row of portacabins on the newly infilled patch of land near the harbour entrance. His mobile number and website address – 626 386463 and www.butterfly-service.com – remain unchanged. Both the quality of his work and his ability to meet a promised deadline have praised by a number of yachtsmen.

Chandlery The marina now has a small stock of frequently needed items and can order most other parts. Currently housed in the marina office, but see below.

Shops/provisioning A supermarket is planned for the building described below.

Cafés & restaurants By June 2013 the foundations had been laid for a large building on the breakwater north of the boatyard, to house a restaurant, café, supermarket and chandlery. The café/bar above the marina office is expected to remain, and now has a lift for disabled access.

Sports complex The nearby golf club also has one tennis court, said to have 'weeds down the centreline but fabulous views', which can be hired for €6 per hour. Players must provide their own racquets and balls.

Page 281, Marina del Sur (Las Galletas), Harbour Communications

The marina's website address has changed and is now www.marinadelsur.es.

Page 282, Berthing and surroundings

A cruising couple who visited in late 2012 were unimpressed, describing the office staff as 'decidedly unwelcoming at first' and the marina as 'in a poor state of repair despite charging top dollar'. Among other things, the showers were 'poorly maintained and suffered from overuse by customers of the diving and jet-ski operations' and the tap water 'tasted horrible'.

On the plus side, they enjoyed ‘being in an operational fishing harbour, close to a town with good restaurants (local as well as tourist)’.

Confirmed in February 2014 by a previous visitor as having ‘taken a turn for the worse’. Several charter now use it as a base – doubtless its proximity to the international airport is useful – leaving little space for visitors. The pontoons are said to be overcrowded and larger yachts often allocated moorings. Perhaps most worrying is that ‘even prior booking with a confirmation does not guarantee a space’.

Page 283, Facilities & Communications

Showers & toilets The poor state of the showers and toilets (for both sexes) was again remarked on in February 2014.

Shops/provisioning There is an Iceland store not far away in Las Chafiras, full of British favourites including bacon.

Fish market Not a great choice, but really fresh and at sensible prices.

Car hire Tenerife Rent a Car, based at Las Chafiras have been recommended. Their cars are said to be good, and they make no extra charge for delivery/collection at the marina.

Page 283, Los Cristianos, Lights

The Inner mole is now Fl(2+1)G.10s5m2M rather than 21s. All other details remain unchanged.

Page 283, Marine farms

The three marine farms southeast of Los Cristianos are now centred on 28°01'3N 16°42'6W, 28°01'8N 16°42'6W and 28°02'N 16°42'8W respectively. The first two are marked by four yellow pillar buoys and the latter by six yellow pillar buoys, all Fl.Y.5s and with × topmarks.

Page 284, Anchoring

The authorities are reported to remain absolutely inflexible regarding anchoring, even when a yacht is experiencing serious problems.

Page 286, Puerto Colón, Marine farms

The marine farm centred on 28°05'N 16°45'6W is now marked by four yellow pillar buoys with × topmarks, all Fl.Y.5s.

Page 287, Berthing

It may sometimes be possible to stay the night alongside the fuel berth ‘if the port policeman happens to be friendly’ (some Spanish would obviously be helpful). One needs to arrive after the marina office has closed and leave before it opens in the morning (1800 and 0900 respectively). There is usually some swell.

Page 288, Puerto de San Juan, Marine farms

By April 2013 both marine farms previously sited southeast of Puerto de San Juan had been removed.

Page 288, Berthing

In November 2012 a yacht which went alongside the breakwater was promptly ‘shooed away’ by the port policeman. They moved outside to anchor, which was safe but a bit rolly, but next morning there was still space alongside and there had been very few fishing boats movements.

Page 288, Puerto de Fonsalia (Puerto Guía de Isora) (new heading)

Plans have been drawn up for a large new ferry and fishing

harbour, with marina attached, less than a mile northwest of Puerto de San Juan. However work is unlikely to start prior to an economic recovery, and possibly not then if conservation groups prevail.

Page 289, Puerto de Los Gigantes, Marine farms

By April 2013 both marine farms previously sited northwest of Puerto de Los Gigantes – one of which appears in the photograph on page 194 – had been abandoned and presumably removed.

Page 289, Puerto de Los Gigantes, Harbour Communications

The harbour’s telephone number is now 922 199 996.

Page 291, Puerto de Garachico, Lights

2832.2 **Breakwater exterior** Fl(2)G.7s14m6M

Green column 4m

Synchronised with the light below

Breakwater interior Fl(2)G.7s14m6M

Green column 4m

Note The sculpture on the end of the breakwater lies between the two lights, though from some angles it is possible to see both

buoy **Port hand buoy** Q.R.3M

Red pillar buoy, ■ topmark

South mole Fl(2)R.7s3m3M

Red post 3m

Ro-Ro ramp Fl(3)G.9s3m1M

Green post 3m

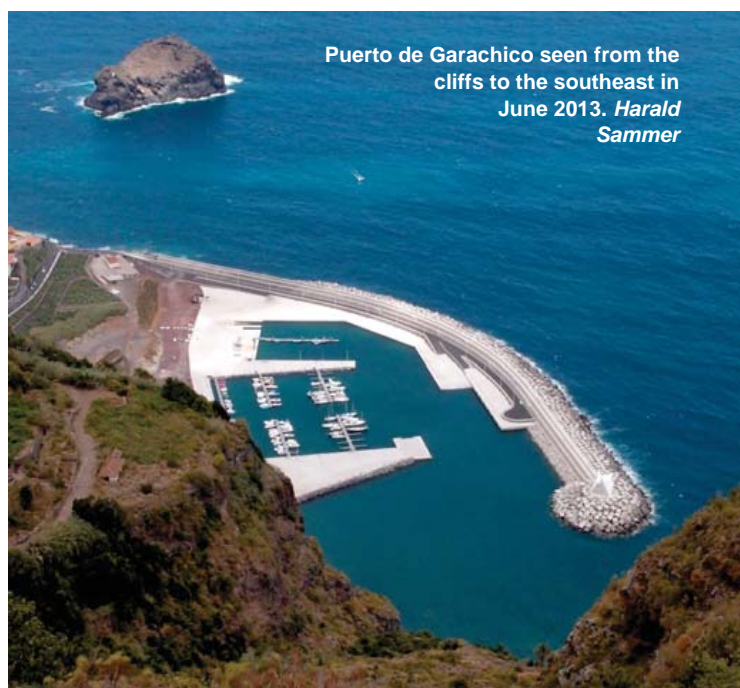
Inner mole Fl(3)R.9s3m1M

Red post 3m

The Spanish light list makes no mention of the north cardinal buoy observed in late 2010, so it can be assumed to have been removed.

Page 292, General description

Puerto de Garachico officially opened on 12 May 2012, though the marina section was not yet finished. The harbour



Puerto de Garachico seen from the cliffs to the southeast in June 2013. Harald Sammer



The marina basin at Puerto de Garachico in November 2012, six months after the harbour opened. *Rita Furman*

contains a total of 233 berths, 69 in the fishing harbour and 154 – for boats of between 8m and 15m – in the leisure craft area (see plan), and is said to have cost more than €31 million to build. A new harbour has been demanded by local people ever since the ‘old’ harbour was destroyed by volcanic activity more than 300 years ago, and plans have apparently been in the pipeline for more than 30 years.

The harbour opens to the southeast into the bay of Playa las Aguas, but the northeasterly trend of the coastline beyond may funnel swell towards the entrance, exacerbated by the shelving seabed. The massive 630m breakwater stands 14m high and is claimed to contain around 1700 concrete blocks weighing 60 tonnes each, and protects the nearby coast road as well as sheltering the harbour and its occupants. Its end is marked by an enormous, white, angular structure.

In July 2013 a particularly clear photograph of the harbour could be found on Google satellite images, apparently taken just before the harbour opened and looking so perfect that it could almost be an artist’s impression! (As mentioned elsewhere, Google images cannot be reproduced here for copyright reasons).

Page 292, Approach and entrance

A dangerous rocky shoal is said to lie about 110m from the breakwater head on 146°, with further shoals 370m away on 016° and 480m away on 022°.

Regarding the entrance, my correspondent (who visited by land though a highly experienced yachtsman) writes: ‘it must

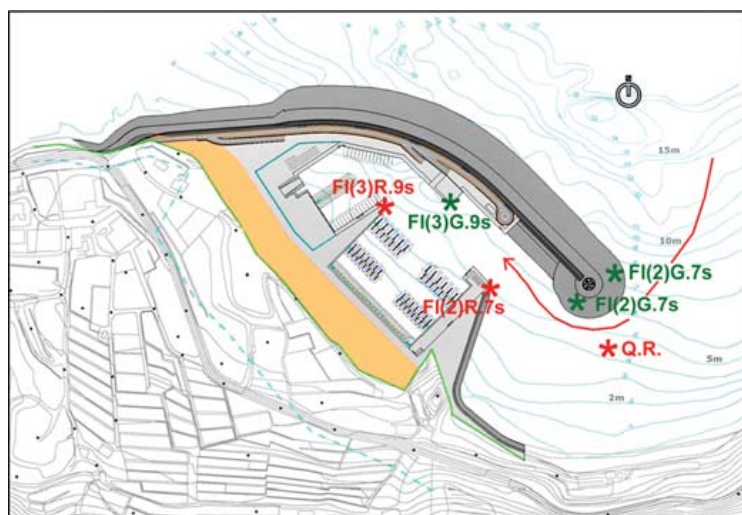
The entrance to Puerto de Garachico showing the port hand buoy mentioned in the light list and text. *Harald Sammer*



be scary with a big surge going, and probably impossible in northwesterly storms. It is also relatively narrow. Depths shoal from 10m to 7.5m to 5m as you approach from the north, and as you can generally assume that seas break at a depth of 1.6 times wave height, 3m waves would start to break just behind the port hand buoy. There’s not much room for error, and I would certainly only enter in daylight and moderate conditions.’

The port hand buoy referred to lies about 25m from the end of the breakwater and astride the 5m contour, which then sweeps across close southwest of the outlying foundations. Depths shoal rapidly beyond the buoy. Marina officials advise keeping as close to the end of the breakwater as safely permits and rounding it tightly (the red line on the plan on the previous page). In June 2013 a row of ‘barely visible water bottles’ marked the recommended route.

My correspondent was told that they hoped to widen the entrance channel by means of blasting and dredging, but that no date had been set. As he remarked: ‘There are plans for everything, but delayed or on hold’.



Puerto de Garachico from the official *Puertos de Canarias* website, with some additional contour labels and light details added

Page 292, Approach and entrance – further comment

The skipper of a 45ft charter boat who took her yacht into Puerto de Garachico in November 2013 is the first to offer a ‘view from afloat’. Thank you Deike Schütte of *Santa Maria*! She comments:

‘The description your correspondents gave is highly accurate. Upon approaching the harbour from offshore the first thing one notices is the big white piece of artwork, or whatever it is, which marks the entrance. At first you think there is not a single sailing yacht in the harbour as you cannot see any masts. That impression is not correct, however, it’s just that the breakwater is so high. It really is the most massive thing I have ever seen!’

Depending on the state of the tide, the shoals you describe are hardly visible. They are nasty rocks, one could maybe even call it a partially submerged reef. Anyone who has seen Las Galletas from seaward at low tide will know what I mean.

It is advisable to head for the white structure, even though it is not at the end of the mole, and round the molehead as close as safely possible. I estimate the width of the entrance channel at about 15m. The red buoy is only visible just

before entering the harbour and suggests that there are no other dangers on the port side – another two along the reef would be wonderful but are, I guess, unlikely to happen.

We entered the harbour in very moderate conditions, but even so the surge carried us in. I agree with your correspondent that in higher waves it would be dangerous to attempt the entrance, as there is no manoeuvring space in the final stages. Once inside, calm prevails and there is plenty of space to turn.

The same applies to night entrance – not something I would attempt under any circumstances. Although lights are provided, the reef is invisible at night and one cannot gauge where it might be, and the single port hand buoy would be misleading.'



Puerto de Garachico in January 2014, on a day when a heavy swell was running, though 'not particularly windy'. The harbour was closed from the land, and 'no skipper in his right mind would have attempted entrance from the sea'..... Thomas Duehren

Page 292, Berthing

The yachtsman quoted previously says that: 'I was sceptical about the swell that was likely to enter any harbour on the north coast, but had to revise my thinking. In the usual northeasterly trades, albeit on the light side, and a swell of about 2m, it was perfectly calm in the marina.'

The 'leisure craft' area contains six pontoons, the outer ones – those intended for larger boats, including visitors – equipped with fingers. By June 2013 the inner four were already colonised by small local boats. The longest fingers are naturally to be found on the outside of the outermost pontoon, and my correspondent (himself the owner of a 15m yacht) estimated that perhaps 20 of them were long enough to take a yacht of that size. At the time of his visit about half the larger berths were occupied. He adds that: 'the concrete finger that separates the marina from the fishing basin has a smooth wall towards the fishing basin and a number of electricity and water points along its length. Larger yachts might be permitted to lie alongside, unless the fishermen claim the area as theirs.'

Opposite the marina area lies a Ro-Ro ferry ramp, as yet unused.

Page 292, Formalities

As of 2013 the *Capitanía Marítima* (harbour office) occupied a portacabin in the northwest of the harbour. The harbour master is reported to be pleasant and helpful, but with little English.

The harbour features on the list for which a berth may be booked through the Canarian Government (see page 13 of this supplement) and, as such, berthing charges are low.

Page 292, Facilities

Travel-lift A travel-lift dock is located next to the wide slipway in the northwest of the harbour, but as of July 2013 it remained unoccupied. An 8-tonne crane is in operation.

Water At all marina berths.

Showers In June 2013 there were two portacabins containing toilets and showers. The gents were said to be in 'just okay' condition, while the ladies were normally kept locked, so possibly rather better. (Confirmed in February 2014).

Electricity At all marina berths.

Shops/provisioning A good range of shops will be found in Garachico town, about half a mile west of the harbour.

Cafés, restaurants & hotels In the town, many overlooking the old waterfront, and doubtless planned for the new harbour area.

Page 292, Communications

Taxis In Garachico town. The harbour officials might well be willing to phone for one.

Buses From Garachico town eastwards to Puerto de la Cruz and Santa Cruz de Tenerife.

LA GOMERA

Page 296, San Sebastián de la Gomera, Lights

2844·7 **Breakwater** Fl.G.5s15m6M Green tower 7m
Temporarily removed in August 2014 while work takes place. Replaced by a **Green pillar buoy**, Fl.G.5s5M, green ▲ topmark

buoy **Port hand No.1** Fl.R.5s3M
Red pillar buoy, ■ topmark
Moved about 200m southwest of the position shown in the 5th edition

buoy **Port hand** Fl(2)R.7s
Red pillar buoy, ■ topmark
This appears to be the port hand buoy at the south end of the marina entrance channel, now lit

buoy **Port hand No.2** Fl(3)R.9s3M
Large red can buoy, ■ topmark

2844·65 **Marina west mole** Fl(4)R.12s6m3M
Slim red pyramid 3m

2844·6 **Marina east mole** Fl(2)G.7s6m3M
Slim green pyramid 3m

Note the changes in the light characteristics of Buoy No.2 and both marina moles

Page 297, Harbour approach and entrance

In July 2014 work was taking place around the end of the breakwater (see **Lights**, above). It would plainly be wise to give the area generous clearance, particularly in darkness.

Page 296, Marina La Gomera

Marina La Gomera continues to get a thumbs up from all who visit, a situation which will doubtless continue despite long-term manager José Navarro Fernandez moving to Lanzarote to work for the Puerto Calero group. Among the comments have been: 'La Gomera is a joy to visit, and even this autumn when they were full of boats waiting to cross the Atlantic they

found us a berth', and 'Marina La Gomera sets the standard, helped by being on such a charming island, and was a bargain compared with many others'.

Page 298, Formalities

Despite not being an official frontier port, the marina continues to issue 'clearance' for those departing the Canaries. One crew report: 'When we left La Gomera the marina office stamped our passports and assured us that that, along with our receipted marina bill, would be sufficient'. On arrival at Mindelo in the Cape Verdes this was indeed the case.

Page 299, Facilities & Communications

Sailmaker/repairs Thomas Studer has moved to Tenerife, and is now based in Marina San Miguel – see page 27 of this supplement. A company called Canarysails, which also runs charter yachts, is reported to have taken over his old premises.

Shops/provisioning The Saturday morning market is reported to be a good place to stock up for a forthcoming passage. A good variety of fresh fruit and vegetables, plus butcher and baker, will all be found under one roof, with a handy supermarket adjoining.

Ferries The *Benchi Express* ferry continues to run from Los Cristianos to San Sebastian, but as of March 2013 no longer continued to Puerto de Santiago and Valle Gran Rey.

Page 301, Puerto de Santiago, Communications

Ferries As mentioned above, as of March 2013 the *Benchi Express* no longer called at Puerto de Santiago.

Page 302, Puerto de Vuelatas (Valle Gran Rey)

In April 2013 it was reported that there were 'constant rumours that a new marina would soon be built in the old harbour, but nothing is certain yet' – so no change since November 2010! Now that the *Benchi Express* ferry no longer visits the harbour (see below) the former ferry berth appears a possible candidate for redevelopment, but the outer breakwater would need the addition of a longish spur (built in relatively deep water) to provide all-weather protection for yachts.

Page 303, Berthing

A German yachtsman who wintered in Puerto de Vuelatas aboard his classic 23m gaffer tells me: 'The wall of the old (inner) harbour is the worst choice one could make for a berth in this bay. On the other hand, it is quite often the only one. The surface of the wall is of such sharp stones that you can actually watch your fenders getting thinner if there is any swell – you are better off with a set of car tyres, and with short chains as extensions to protect your ropes. None of the locals leave their boats on the wall longer than a couple of hours, except in really calm conditions.'

Far better protection will be found lying bow or stern-to in the northwest corner of the harbour, if you are lucky enough to find an empty space – there is only room for five yachts, and once there most stay for months. Be sure to drop your anchor well out, in order to remain clear of those of the other boats. There is reported to be 4m or more throughout the harbour, shoaling to 2m near the slipway.

Finally, yachts of less than 10m may be found a mooring on the northeast side of the old harbour – consult the harbour master in his office near the root of the inner breakwater.

In February 2014 a 45ft yacht was allowed to lie alongside

the outer breakwater, just fitting between the two large black fenders previously used by the *Benchi Express* ferry. The wall is smoother than in the inner harbour, but even so chains are still advisable to avoid chafe on shorelines. There is only one ladder.

Page 303, Anchorage

Best anchorage will be found off Playa de Argaya, as recommended in Atlantic Islands. Closer to the harbour there are rocks, as well as foul ground resulting from vessels anchoring in the bay over many centuries. Holding is good, but watch for fierce squalls funnelling down the Barranco de Argaya if a strong northerly is blowing.

If the usual northwesterly swell makes the bay too uncomfortable yachts may be allowed to anchor in the outer harbour, close to the inner wall (but not impeding those approaching/departing the inner harbour). Protection is excellent in the prevailing northerlies, but the holding variable over rock with patches of sand.

Dinghies are best left on the slipway in the inner harbour.

Page 304, Facilities & Communications

Water & fuel Both available on the inner breakwater when the tourist boat *Tina* is absent. Arrange in advance with Señora Fatima at the office of the *Cofradía de Pescadores*. *Showers* Still no showers, though it might be worth trying one of the seafront hotels.

Electricity There is reported to be a power socket near the blue crane which can occasionally be used. Arrange via Señora Fatima at the office of the *Cofradía de Pescadores*.

Mobile (cell) phone coverage There is reported to be no service in the harbour, the anchorage or most of the town.

Internet access Wifi is available at the bar near the harbour. The owner of a particularly powerful mobile wifi rig also found a signal near the head of the outer breakwater.

Ferries As stated in the previous column, as of March 2013 the *Benchi Express* no longer called at Valle Gran Rey.

LA PALMA

Page 305, Introduction

The Roque des los Muchachos observatory offers visits to the public, but two weeks' notice is generally required and one may have to wait until a party of at least 15 people has been formed. There is no charge. See <http://www.iac.es/> for further information, in Spanish or English.

Page 307, Santa Cruz de la Palma, Lights

Both arms of the north mole described below and overleaf is now lit, but it appears that the south mole (about 600m further south) it not. It would be wise to keep at least 500m offshore if approaching from the north in darkness.

Santa Cruz beach, new mole, N head

Q(3)5s7m3M Yellow tower, × topmark 4m

Santa Cruz beach, new mole, S head

Q(3)5s7m3M East cardinal tower, ♦ topmark 4m

Page 308, Approach

Work has been taking place north of the harbour, as can clearly be seen on the Google satellite image (which cannot be reproduced here for copyright reasons). A pair of 'crab-claw' moles have been built out from the beach, the northern with a rather more angular projection northwards. It



An unusual view of Santa Cruz de la Palma from the northeast, taken in March 2013, with the two moles described in the text clearly visible. *Liz Hammick*

seems that the curved moles are intended to protect a beach area, presumably using imported sand, while the northern projection has all the marks of an intended smallcraft harbour, albeit for summer use only.

A chart block showing the new moles, albeit on a fairly small scale, was included in Spanish *Avisos a los Navegantes*, Week 51/12.

Page 308, Santa Cruz de la Palma, Marina La Palma

The marina continues to be praised for its friendly staff and excellent location, but criticised for its almost incessant surge – possibly because it lies behind a substantial ‘bridge’ rather than a solid mole, so swell can pass underneath. A very experienced yachtsman describes how, despite being near the head of the harbour where they had a double berth to themselves and could spring their boat off the finger pontoon, ‘One day when the express ferry came in, a shock wave went through the marina and we stretched our lines enough to run the bow into the pontoon. It didn’t hurt our boat with her hefty



The ARMAS ferry positioned across the marina entrance as a ‘trial’ barrage (see next column)

s/s stem fitting, but it carved a bit of wood from the pontoon’. To show that all things are relative, however, he adds that, ‘We were here in 2003/2004, before the marina was built, and even though it wasn’t particularly rough we had to put out a kedge anchor to keep us off the wall’.

Another experienced skipper, albeit in a somewhat smaller boat, states that: ‘When last in Marina La Palma, in mild weather, we broke two mooring lines being chugged to-and-fro by water movements that seemed to come from nowhere, and one of our guests felt sick – in the marina’.

By early 2013 the marina had received permission to fit a removable steel barrage to counter the swell. The idea was apparently tested by persuading the captain of the ARMAS ferry to position his vessel across the entrance – see photo – which is said to have stopped the movement almost completely. The ferry drew 4.5m, so it was concluded that a 4.5m barrage would work and would be simple to operate – it would not need to reach from the surface all the way to the seabed. A vertical barrage, supported either side by metal and concrete pillars, was installed in late 2013 but had to be removed as the supports did not prove strong enough.

By March 2014 plans had been drawn up for a new barrage to run in tracks on either side of the entrance, which would be strengthened to allow for wind and water pressure on the barrier. The fact that this will not reach all the way to the seabed should also mean that there will be less pressure generated.

Normally, and certainly in bad weather, the barrage will be kept closed, with one metre extending above the water and 4.5m below. Sensors will control the height on an on-going basis to account for tidal rise and fall, and staff in the marina office (which is manned 24/7) will be able to open it when required. In the ‘open’ position the barrage will drop onto a cill on the seabed, leaving a minimum of 5m of water over it.

It was hoped that the barrage would be functioning by October 2014 – check the marina’s website for the current situation. Once operational, feedback (to atlantic.islands@virgin.net) as to the result would be appreciated.

Page 310, Formalities

It is still possible to get an exit stamp from the Canaries from the *Comisaría de Policía*, with permission to stop at El Hierro before finally departure. Not all officers are aware of this, however, and non-Spanish speakers might be wise to ask the marina office to phone ahead to explain their requirements.

Page 310, Facilities

Cafés, restaurants & hotels The large parking area behind the marina has been tidied up, and now hosts a drive-through MacDonalds.

Page 311, Puerto Tazacorte, Lights & Approach

Work on the outer breakwater appeared effectively finished by June 2014, though the end remained unlit other than by a red can (not pillar) buoy which lies somewhat further south. The west cardinal light (2853) has long been replaced by a buoy with X topmark, the characteristics – Q(9)15s3M – remaining unchanged.

A particularly clear photograph of the harbour will be found via Google satellite images, which unfortunately cannot be reproduced here for copyright reasons.

The (somewhat bent) west cardinal post on the old harbour mole now has a X topmark.

The marine farm mentioned in the 5th edition has been moved just over a mile to the northwest, from 28°38'3N 17°56'6W to 28°39'4N 17°57'9W.

Page 311, General description

I have been taken to task for describing Puerto de Tazacorte as 'somewhat remote'. To précis my correspondent: 'Puerto de Tazacorte is a nice little place, with a good beach, a couple of decent restaurants in the port, and a small but well-stocked supermarket. It was the original landing place of the Conquistadors who took the island for Spain in 1492. We sat in the marina the other day as a 5m westerly swell crashed against the breakwater, with no effect inside other than some noise in the otherwise quiet night.'

There is a very pleasant stroll up to Tazacorte town, which is well provided with supermarkets, cafés and bars. It is home to the small but seriously informative banana museum – a must visit – and a church dating from the early 16th century. A bus runs into town from just outside the marina. Stay aboard and you reach Los Llanos de Aridane, a town of 21,000 people (larger than Santa Cruz) with a beautiful old centre and a large selection of modern shops. It is one of the island's main bus hubs – change there Santa Cruz, which it takes about 1½ to 2 hours from the marina to the city, a very pleasant day out.

Los Llanos is also the gateway to the Caldera de Taburiente, a €10 taxi fare. We can also recommend Sigi at Magic-Bike in Calle Fernandez Tano, who will offer local advice along with hire bikes and guided bike tours.

In March 2013 the banana museum 'Museo Historia del Plátano' was open 1000–1330, 1600–1830 weekdays and 1100–1330 Saturdays, and was said to be fascinating. Entry cost €2, with various concessions.

After being closed for some months during the winter, apparently on safety grounds, by August 2013 the 'great, if energetic, walk up the impossible-looking cliff immediately north of the harbour' described in the 2012 supplement was open again – and the Mirador de Time at the top continued to 'provide excellent coffee and what many consider to be the best cakes on the island'.

Page 312, Approach

If approaching from the north, beware the marine farms mentioned on page 311. In addition to the 12 yellow pillar buoys, in March 2013 a round blue buoy with X topmark was also reported. It is believed to be unlit.

Page 312, Berthing

Tazacorte Marina was commended as being 'absolutely fine in severe weather – gusting up to 35 knots from the southwest with a big westerly swell' by a crew who sat out a gale there. The pontoons were also said to be 'in great shape'.

Page 313, Formalities

I'm told that Janet was born in London after her parents emigrated – my apologies! My comments regarding her perfect English and the friendly and helpful attitude of all the staff were endorsed, however.

If departing the Canaries, Janet is able to put exit stamps in passports and on other paperwork, with no need to visit the local *Policía Nacional*. That, together with a receipted marina bill, should be acceptable at one's next landfall.



Puerto de Tazacorte in June 2014, with work on the outer breakwater almost complete. *Harald Sammer*

The friendliness and general ambience of the marina continues to be praised and, though many of the *marineros* speak no English, all are very helpful. If directed straight to a berth over the VHF, several are likely to be waiting on the pontoon to take lines.

Page 313, Facilities & communications

Boatyard Two cruising yachts laid up shore fell over during the winter of 2013/4 – apparently the high cliffs and strong winds caused a williwaw to form, which lifted one boat nearly a foot in the air. When it came down its props were no longer in place so it went over onto another boat. Both were seriously damaged.

Since then all yachts have been secured with multiple wires running to rings set in the concrete apron, making this type of accident most unlikely to recur.

Chandlery A small chandlery is reported to have opened in the harbour area, though it is not mentioned on the marina's website. Feedback (to atlantic.islands@virgin.net) would be appreciated.

Showers Praised as 'the most luxurious in the Canaries – effectively your own private bathroom!'

Laundry Brand new washing machines in the services/office block, which 'did a great job at €8 for a big load'.

Fuel Reported in June 2014 to be 14 cents per litre more expensive than in Santa Cruz.

Shops/provisioning No supermarket at the harbour as of early 2013, but a vendor of fruit, vegetables and cakes brings his van to the marina office pier every Saturday. On the first Saturday afternoon of the month there is also a produce and craft market near the waterside bar.

Internet access No longer free, but not expensive either! A vending machine provides 24 hours' use for €2 – but 24 hours usable for seven days, not 24 hours from time of purchase.

EL HIERRO

Page 316, Puerto de la Estaca, Approach

A chart block included in the Spanish *Avisos a los Navegantes*, Week 29/14, shows a shoal, the Bajo de Roca Anegada, carrying only 1.7m at low water, close northeast of the harbour

at 27°47'·2N 17°53'·6W. Remain at least 0.25 miles offshore if approaching Puerto de la Estaca from the northeast.

Page 319, Puerto de la Restinga, Lights

Inner mole Fl(3)R.7s1M

Red post 1.5m

Page 319, Approach and entrance

Many yachtsmen will have been aware of the undersea volcanic activity south of El Hierro during 2012, but thankfully this now seems to have ended and all the restrictions detailed in the 2012 Supplement have been withdrawn. If entering at night, the bright yellow street lamps are said to be visible for miles.

A rock has been reported at 27°38'·31N 17°58'·67W (about 130m south-southeast of the root of the breakwater) but unfortunately no details regarding clearance depth were given.

In mid July 2012 a surprisingly upbeat notice appeared in the Spanish *Avisos a los Navegantes*, in which no mention was made of volcanic activity. Much of the information it contains appears in the 5th edition of *Atlantic Islands*, with a few additional facts and figures:

- five wind turbines located behind the port at about 400m above the sea level are suggested as 'conspicuous points for landfall', while the lights of the town's power plant are visible for many miles at night;
- the entrance to the inner harbour, between the breakwater and the inner mole, is some 34m wide;
- the harbour now has a mobile ro-ro ramp, but it is not clear where this is normally located;
- the pontoons contain more than 100 berths for smaller vessels, those on the north/south pontoons in 10m or more, with 6m to be found on the Muelle de Ribera which joins them. (NB: this may be an overestimate)

As of March 2014 there was still no sign of the planned spur running north from the breakwater head, and during a long period of strong northeasterly winds there was said to be 'substantial' surge in the harbour. A yacht lying against the breakwater (all the pontoon berths were occupied) broke a line and burst several fenders.

Page 320, Berthing

In March 2013 the pontoons were reported to be 'breaking up and lashed together', but a year later were said to be 'in very good shape with the finger pontoons securely fastened, it all looks reliable' – and this from the skipper of a 45-footer.

Page 320, Formalities

The harbour master is still commended for being friendly and helpful, but his English is said not to have improved much in the past five years! His office is now situated in the lower of the two yellow and blue buildings, with the entrance on the left as you approach. When he is off duty at the weekend Al-Cor



La Restinga from the northwest, with the newly lit inner mole in clear view. Liz Hammick

security take over, and are again reported to be pleasant and relaxed. The usual ship's papers and passports will be checked, along with clearance papers from Tenerife or La Palma if relevant, after which the *Guardia Civil* may call by – in April 2014 using a mobile phone to photograph passports.

A €10 deposit is required for the key to the pontoon gate, for which a receipt is issued.

Page 320, Facilities

Water By October 2013 water was sometimes available on the pontoons, though the tap in the boatyard was more reliable. Water on the pontoons was included in the berthing fee, though a charge was made to fill tanks at the breakwater.

Toilets There are still no plans to build showers, but there is now a toilet on the left of the slipway as seen from the pontoons. Though in poor repair with paper seldom provided it is at least kept clean, and as it was built for disabled use is very spacious.

Launderette In a 'large yellow building' in the town, and reported to be quite expensive.

Electricity Available on the pontoons by March 2013, and understood to be included in the berthing fee.

And finally....

An interesting museum devoted to the undersea volcanic activity in 2012 has been created by the local council. It is run by a gentleman called Ignacio, who has lived in the UK so speaks good English (and German), and who is described as 'very enthusiastic'. The museum is said to be 'about 50m up the hill from the entrance to the marina and on the left'. It is closed on Monday and Tuesday, but otherwise open 0800-1400. Ignacio is also said to be a good source of bus timetables and local information generally.



IV. THE CAPE VERDES

Page 328, Money

Visa has become by far the most useful ‘plastic’, with MasterCard or Amex rarely accepted. [Payment by credit card for goods and services often attracts a high commission, however, generally making cash a better choice.](#)

Page 329, Telephones

For international calls, *telefono publico* shops (which use the internet) offer the best rates. Most towns have at least one.

Page 329, Internet access

3G roving dongles which provide on board internet access in most larger harbours are reported to cost around CVE 800\$ (€7). Credit can be added in many shops.

Page 330, Further information

Jill Dickin Schinas, a long-term cruiser with her family aboard their steel ketch *Mollimawk*, has visited the Cape Verdes several times in the past two decades and contributed to previous editions of *Atlantic Islands*. Her highly professional website at <http://www.yachtmollymawk.com/cruising-notes/> should be required reading for anyone thinking of cruising the Cape Verdes, and will also be enjoyed by those who have visited in the past. Currently it covers only Ilha do Sal, Boavista and São Vicente, but hopefully this is just the beginning.

More general blogs featuring recent visits to the islands are those created by Paul and Rachel Chandler at <http://blog.mailasail.com/lynnrival>, and Sylvain and Anne Le Gouguec at jojotouva.blogspot.com, the latter in French though readily translatable. Both are illustrated by excellent photographs.

[Particular thanks to Uwe Sander for information about Maio, Fogo and Brava. His blog at http://sailcapeverde.wordpress.com features some excellent photos and is well worth visiting, even by those who do not speak German \(an English version is promised soon\).](#)

Street's Guide to the Cape Verde Islands by American author Don Street Jr (Seaworthy Publications, Florida, distributed in the UK by Imray Laurie Norie & Wilson Ltd), was published in 2010 following visits over a number of years. Don suggests more than two dozen possible anchorages, many of which are not mentioned in *Atlantic Islands* – often because they are open to the northeast trades. Others, such as those on the south coast of São Nicolau and southwest coast of Santiago, appear far more viable. Most are illustrated with sketch plans, though these often lack confirmed soundings. Unfortunately the book also contains some misleading errors, both in the stated positions and in the text – see page 90 regarding ‘Puerto de São Pedro’ for an example of the latter.

Page 332, Medical

Dengue Fever is now said to be endemic, but the last three winters have produced only a few cases, all in the southern islands and among local people. Yachtsmen concerned about catching the disease – and considering omitting the archipelago from their itinerary for this reason – should be aware that Dengue Fever occurs throughout Central and South America, including many of the larger Caribbean islands.

Page 333, Entry and regulations

By late 2011 harbour dues, payable on departure, appeared to be standardised at CVE 700\$ (€6.35). One may be asked to show the receipt from the previous harbour on arrival at the next.

Although officials at Mindelo appear to be well versed in the changed regulations regarding visits to Fogo and Brava, as of February 2013 some of those at Praia still appeared to be unaware of them. See page 30 of this supplement.

Page 334, Passage from La Palma, Canary Islands

In May 2013 a number of data collection buoys were reported to have been laid in the Atlantic and Indian Oceans by NOAA (the National Oceanic and Atmospheric Administration), which continues the mythological connection by designating them ATLAS buoys – part of its Autonomous Temperature Line Acquisition System. They are described as white and orange toroid (doughnut-shaped) buoys, 2m in height, and unlit though equipped with radar reflectors.

[In January 2014 some were moved and more added. That positioned at 20°25'·4N 23°10'W lies about 16 miles west of the direct course from La Palma to Mindelo, São Vicente, while those at 20°00'·5N 37°50'·4W, 14°59'·1N 38°01'·4W and 11°30'·3N 37°58'·7W could prove hazardous on the transatlantic passage.](#)

Page 334, Satellite images

The whole run of Google satellite images of the Cape Verde islands has been updated during the past year, either in late 2012 or in early 2013 (disregard the date at bottom right, which always shows the current year). Images of particular interest are referred to throughout the text, though unfortunately copyright restrictions prevent them being reproduced. Taking an ‘aerial tour’ of the whole archipelago would be both interesting and instructive if planning more than a quick stopover.

Page 334, Buoys and lights

In August 2014 official sources admitted that only 39 of the Cape Verdes’ 74 lighthouses and other light structures were operational – barely more than half – and this was clearly not an unusual situation. Those around Porto da Palmeira (Isla do Sal), Mindelo (São Vicente) and Porto da Praia (Santiago) were among the most reliable; those on Boavista the least with only one of the island’s eight lights working.

By far the most common reason for a light being unlit was said to be theft of batteries, solar panels or other electrical equipment, though simple breakdowns also accounted for a significant number. **BE WARNED!**

Page 336, Charts

Portuguese charts 265, *Porto do Maio*; 268, *Porto do Tarrafal, Santiago*; and 272, *Vale de Cavaleiros, Fogo* were all withdrawn in March 2012 and replaced by 67502, *Portos das Ilhas Brava, Fogo, Santiago e Maio*, with plans of Tarrafal at 1:5,000, Furna at 1:7,500 and Porto Inglês, Maio and Vale de Cavaleiros both at 1:10,000. An electronic chart, *PT56602B, Porto de Vale de Cavaleiros* has also been produced.

Admiralty chart 369, *Plans in the Arquipélago de Cabo Verde*, was finally withdrawn in November 2012 – and not before time. Several of the plans (all non-metric) which

featured up to the 1980s were deleted from recent editions, leaving almost half the area totally blank, and those which remained were all based on very old surveys, several of them misleadingly inaccurate.

ILHA DO SAL

Page 339, Websites

Jill Dickin Schinas kicks off her Cape Verde cruising notes (see previous column) with sections headed *Ilha do Sal: its history*, *Porto do Palmeira* and *What to do in Sal* (<http://www.yachtmollymawk.com/2012/01/cape-verde-sal-history/>, ... [/cape-verde-sal-palmeira/](http://www.yachtmollymawk.com/2012/01/cape-verde-sal-palmeira/), and ... [/cape-verde-sal-what-to-do/](http://www.yachtmollymawk.com/2012/01/cape-verde-sal-what-to-do/) respectively), all posted in January 2012. All three are well worth reading, though a few of her opinions seem somewhat harsh and were perhaps based on a single bad experience. Having said that, of all the islands, Sal is also my least favourite....

Page 340, Porto da Palmeira, Lights

In November 2011 the breakwater light was said to be Fl(2)R.5s, though this has not been confirmed in any official publication. buoys **Tanker berths Nos 1 & 2**

Both Fl.6s3M on white metal ships' mooring buoys
The *Note* referring to the Oil pipeline, Lts in line on 044° should be in the singular – ie. *Note* The above pair of lights in line ... etc.

A buoyed channel – which must be left clear for ships approaching and leaving the breakwater – has been created, marked as follows:

Starboard hand No.1

Fl.G.5s Green conical buoy, ▲ topmark

Fairway buoy No.2

Q+LFl.5s Red and white pillar buoy, ● topmark

Starboard hand No.3

Fl(2)G.5s Green conical buoy, ▲ topmark

Port hand No.4

FlR.4s Red can buoy, ■ topmark

Starboard hand No.5

Fl(3)G.5s Green conical buoy, ▲ topmark

Starboard hand No.7

Fl(4)G.10s Green conical buoy, ▲ topmark

Page 340, Plan

A chart block showing the extended breakwater (though incomplete) was included in Admiralty *Notices to Mariners*, Week 45/11, by which time it was already seriously out of date. Work on the outer breakwater indicated on the plan had not started as of October 2013. Feedback (to atlantic.islands@virgin.net) would be appreciated.

Page 341, Anchorage

Holding in the middle of the harbour is reported to be good in thick mud, but it is crowded with local 'yachts', some semi-derelict. Two day-charter catamarans cater for the tourist market.

In October 2013 the channel marker buoys detailed above were all said to be working (by no means a 'given' in the Cape Verdes), with the sunken motor-sailer mentioned in the text lying about 20m east of the inner green buoy. There is now said to be at least 2.5m over it, but it remains a hazard to anchor and chain.

Page 341, Formalities

In November 2011, when arriving crew required entry visas (because they would be leaving by air), the local police telephoned the airport-based *Policia de Fronteira*, who drove to the harbour to handle the paperwork. To the surprise of those involved, no charge was made.

BOAVISTA

Page 346, Websites

Jill Dickin Schinas (see previous page) has visited Boavista three or four times over the past 18 years, and at <http://www.yachtmollymawk.com/2012/08/cape-verde-boa-vista/> writes with insight about the many changes which have taken place, not all for the good (I first visited in 1993 and agree with her completely). In addition to photographs, the essay is illustrated with three of her own watercolour paintings – beautiful!

Page 346, Approach

A yacht approaching Porto de Sal Rei in October 2011 encountered two large, unlit, red buoys, said to mark cables, at about 16°11'·78N 22°55'·78W and 16°11'·17N 22°55'·66W (about 1.5M and 1M north of Sal Rei and about 0.5M offshore).

Page 347, Approach and anchorage – southern

Jill Dickin Schinas reports in her cruising notes (see above) that, since her first visit in the mid 1990s, much of the sand which used to cover the otherwise rocky bottom in this area has disappeared, as have the dunes which used to fringe the shoreline. It seems there is now only one patch of sand deep enough for an anchor to dig in. Make certain you have located it, preferably by diving to check.



Construction work on the outer breakwater at Sal Rei, Boavista, October 2011. Terry O'Brien

Page 349, Approach and anchorage – northern

By August 2014 work on the outer breakwater (see plan page 348) was almost complete, as can be seen from the current Google satellite image, though parts of the interior quayside had yet to be finished. A light structure stands on its western tip, but no details were forthcoming and – in common with most of Boavista's lights – it may well not be lit. **DO NOT EVEN CONSIDER APPROACHING IN DARKNESS**, though entry in daylight is still feasible.

As can be seen from the Google image, the new breakwater provides little shelter from the swell which continues to hook round into the northern anchorage – or what remains of it, as fishing boats and two abandoned yachts are said to take up most of the available space. Feedback (to atlantic.islands@virgin.net) would be particularly appreciated.

Page 349, Formalities

The *Delegação Marítima* (harbour office) has moved from the old fishing quay to the commercial port (not the new port, which is still under construction) and will be found near the customs office.

Page 350, Facilities & Communications

Produce market Vegetables are much more expensive in Boavista than most of the other islands as they have to be imported.

Taxis It may not be easy to visit all parts of the islands by *aluguer*. It seems that one can get to Rabil easily enough, and then walk to the beach, but that it's more difficult to find an *aluguer* going to the northern part of the island.

SÃO NICOLAU

Page 353, Tarrafal, Approach and anchorage

Two crews, both visiting during the winter of 2012/2013, remark that they felt security was good and had no worries regarding either the boat or dinghy.



Looking northeast from the orange house anchorage, about 1½ miles northwest of Tarrafal. *Paul & Rachel Chandler*

Page 353, Anchorages north and south of Tarrafal (new heading)

North of Tarrafal: Good anchorage in 7m over sand is reported about 1½ miles northwest of the harbour at 16°35'1N, 24°23'4W, opposite the mouth of a river with a small beach and a single orange and white-painted house ashore – a very peaceful setting. The water is clear, but the tidal stream can be strong so weak swimmers should take particular care.

The tidal stream here is not as stated on page 352 – my correspondents experienced it running east-southeast on the flood and west-northwest on the ebb, turning about an hour before high or low water.

South of Tarrafal: Another crew anchored at Baía Baixo de Rocha, about 2½ miles south-southeast of Tarrafal, where they found 9m of crystal clear water over sand at 16°31'4N 24°20'1W. They describe a white sand beach backed by dunes and a cliff formed of vertical tubes of basalt rock which is, not surprisingly, 'considered one of the most beautiful of the archipelago'.

Page 354, Facilities

Shops/provisioning Fruit and vegetable auctions are sometimes held on the quay by the fish market – presumably following arrival of the ship carrying them. Otherwise the supermarket in the Edifício Mira Mar (in the big square where the taxis congregate) is reported to be surprisingly well stocked.

Restaurants & hotels The Restaurant Evora, also in the main square, was recommended in early 2013 as being very good and reasonably priced.

Medical services There is now a hospital in Tarrafal. In 2012 a consultation with a doctor (not a specialist) cost CVE 100\$.

Page 354, Communications

Internet access There are several cybercafés, including one in a street leading up from the beach which offers Wi-Fi at CVE 100\$ per hour.

Ferries In addition to links with Santiago and São Vicente there is also a weekly ferry to Ilha do Sal.

Page 355, Porto da Preguiça, Depth

A rock carrying 2·3m or less has been reported as lying 50m from Porto Velho light (2936) on a bearing of 255°.

SANTA LUZIA

Page 357, Praia do Palmo a Tostão

The quality of the holding has been questioned, described as 'basically a thin layer of sand over rock', though 100m of 13mm chain eventually helped the anchor take hold. The snorkelling around Ilhéu Zinho is confirmed as good.

In contrast, other cruisers state: 'we dropped anchor in 7m inshore of Ilheu Zinho. It held well in winds gusting 30 knots or more and shifting around'.

Approaching Praia do Palmo a Tostão from the west – this very attractive anchorage is in the dip between the hills at the south end. *David Caukill*



SÃO VICENTE

Page 359, Websites

Jill Dickin Schinas (see page 26 of this supplement) includes two interesting articles about Mindelo at <http://www.yachtmollymawk.com/2012/05/cape-verde-sao-vicente-mindelo-history/> and [.../cape-verde-sao-vicente-mindelo-facilities/](http://www.yachtmollymawk.com/2012/05/cape-verde-sao-vicente-mindelo-facilities/), both posted in May 2012. The first outlines the history of the town and harbour, illustrated by numerous photographs; the second is more opinion-based, and sometimes at odds with feedback from most other visiting cruisers. Always good to have both points to view!

Page 361, Mindelo, Harbour communications

Both Marina Mindelo and boatCV now operate on VHF Ch 72, not Ch 9.

Page 363, Entrance

In October 2013 Portuguese *Avisos* stated that dredging was taking place in Mindelo (Porto Grande), marked by three unlit buoys, the westernmost at 16°53'·04N 25°00'·31W (about 500m SW of the end of the outer breakwater). It should have been finished long ago and the buoys removed, but in the Cape Verdes you never know.....

Hosting cruise ships is a growing part of the economy, and the quayside west of the ferry terminal is due to be redeveloped as a cruise ship berth, with the fishing boats which currently use the area moved north to the northern end of Baía de Laginha. It seems that the quay may also be extended, which would help protect both marina and anchorage from the swell which sometimes rolls in during January and February.

As harbours developments in the Cape Verdes frequently remain unlit until completion – and sometimes well beyond that – take particular care if entering in darkness.

Page 364, Anchorage

Avoid anchoring close to the ferry terminal (see plan), as all the ferries need to turn round on either arrival or departure – not easy with so much windage and (often) so much wind! At least one anchored yacht is reported to have been seriously damaged by a manoeuvring ferry, and it is doubtful whether claims for compensation would be met with much sympathy.

Page 364, Formalities

Mindelo is now said to attract at least 60 cruise ships visits each year – one can't help wondering what some of the passengers make of the island! – causing inevitable delays for yachtsmen wishing to clear in or out. Both the *Polícia de Fronteira* (Immigration) and the *Polícia Marítima* in the dock area (who represent the harbourmaster) are efficient and courteous, but it would obviously be wise not to leave outward clearance until the last moment. Both offices open at 0800 and, as usual, queues are shortest early in the day.

Page 365, Facilities

Boatyards/travel-lift In July 2012 Marina Mindelo was awaiting delivery of a 50-tonne capacity travel-lift, complete with integrated mast crane, and able to lift multihulls with up to 6.5m beam.

In August 2014 – more than two years later – they were *still* waiting for the government to decide where the dock could be situated. The lift itself was bought and paid for but still in France, to everyone (except perhaps the government)'s frustration....

Owners of a 9.2m French yacht craned ashore at Onave describe the procedure as 'rather complicated'. Permission must first be sought from site manager Zeca, who speaks English, and then the craning scheduled with Adriano Delgado Lima, manager of Bento Ferrador SA. They were unimpressed by the skills of the crane operator, who had trouble positioning the boat centrally in the slings, causing damage to the bulwarks on one side, exacerbated by the lack of a proper crosspiece to spread the lateral load. It is also possible to lift the boat on a carriage, but it takes much longer and is more expensive (craning cost 100 euros each way).

An overnight guard is advisable in the boatyard following a killing there a few years ago (the going rate is about CVE 1000\$ (€9) per night), but otherwise the atmosphere is said to be good. There is no water on site, however, so if you want to wash the boat down before relaunching it will be necessary to organise a tanker truck.

Shops/provisioning Philip, a Belgian who runs two shops in the Ponte D'Água complex including 'Delicious Food and Drinks', sells locally smoked salmon and wahoo. It's a good store item as a little goes a long way – and another small example of how Mindelo is becoming more sophisticated.

Cafés, restaurants & hotels In early 2013 a local person recommended the Santo André Bar-Bistro at Santo André, five minutes from the airport. A couple who dined there to celebrate their wedding anniversary report that: 'The food is really great and not expensive. It's run by a Swedish couple who have been on the island for 35 years.' It has since been a finalist in *Atlantico Weekly's* 'Best Restaurant of Cape Verde 2013' poll (<http://atlantico-weekly.com/cape-verde-features/best-restaurant-of-cape-verde-2013/>).

Page 367, Communications

Air services Mindelo Airport – renamed Cesária Évora Airport in March 2012 – now offers direct international flights to Paris, Amsterdam, Boston, Dakar (Senegal) and Fortaleza (Brazil) as well as Lisbon.

Page 368, Baía das Gatas

A new road has been built, running south along the coast to Calhau, which is said to have opened up a whole new area. Well worth including in a day out by hire car or taxi.

SANTO ANTÃO**Page 371, Porto Novo, Light**

In November 2011 Admiralty *Notices to Mariners* reported that this light had been withdrawn. It is now back in place (see below) and it is reasonable to assume the characteristics – Iso.G.4s13m6M – remain unchanged. Academic, however, as the harbour is unsuitable for a yacht, let alone at night.



A ferry emerging from behind the extended breakwater at Porto Novo. Paul & Rachel Chandler

Page 371, Harbour developments

Work to reinforce the breakwater is now complete. Though much wider and more substantial it appears to be no longer than before – there is a particularly clear image available on Google

(see page 26 of this supplement). Shoreside infrastructure includes a new terminal building, complete with escalator!

Page 373, Porto do Paúl

Several editions, though not the most recent, included brief descriptions of Porto do Paúl on the northeast coast. This photograph makes it clear why it was dropped....

Looking down onto the quay at Porto do Paúl. Paul & Rachel Chandler

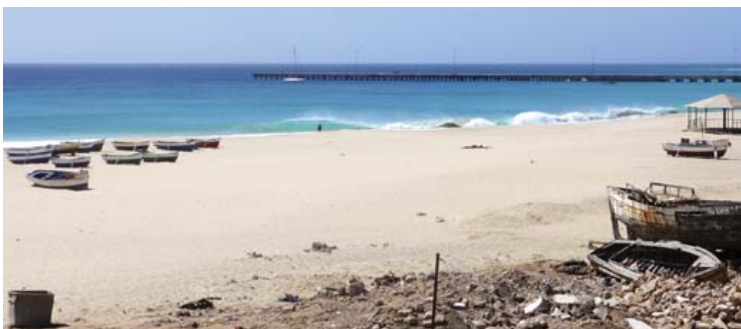


ILHA DO MAIO

Page 375, Anchorage

Good anchorage has been reported near the jetty, in 6-8m over fine sand. In February 2014 a yacht held well on two anchors despite some strong gusts. The jetty now has several iron ladders, but take care if approaching by dinghy as there are some sharp concrete and iron projections. If the dinghy is to be left unattended, bear in mind that tidal streams and wind may drag it under the structure and a rising tide – even with a range of less than 1m – could cause damage.

Anchored near the jetty at Porto do Maio. Uwe Sander



Page 376, Facilities

Engineers There is a mechanical workshop in the town (even if it does look more like a scrapyard!) where outboards etc can be repaired.

Cafés, restaurants & hotels The Café Barro Pigal on the beach is owned by British circumnavigators. My particular thanks to anyone who can provide me with their e-mail address!

SANTIAGO

Page 377, Introduction

Well-travelled cruisers who spent a day exploring by car (see *Car Hire*, overleaf) report that: ‘We started off with the principle that we should stick to tarmac roads. We had a wonderful time, helped by having a clear day – though a day is not long enough. In particular we missed the Botanical Gardens, and would have liked to spend time walking in the Serra Malagueta Natural Park and exploring the villages on the east coast. We were impressed by the industrious, happy people and the many schoolchildren we saw along the way.’

In his *Guide to the Cape Verde Islands* (see page 26 of this supplement), Don Street suggests five possible anchorages in addition to those described in *Atlantic Islands*. If sending him feedback about them, please copy to atlantic.islands@virgin.net. Many thanks.

Page 379, Porto da Praia, Lights

A decimal point has been omitted from the details of the light structure on the west end of the Cais Novo (2881·5). This should read: Yellow metal column 2·5m.

In November 2013 Portuguese *Avisos* carried a notice that new lights and buoys had been established in the harbour but without, unfortunately, stating their characteristics! Feedback (to atlantic.islands@virgin.net) would be very much appreciated.

- **Cais Novo, east end** has been replaced by a light on a the end of the new breakwater, Fl.G.4s10m5M, Green tower;
- A new **sector light** has been built at 14°54'·92N 23°30'·19W – see amended overleaf. It has green, white and red sectors, the central presumably indicating safe water (though night entry is not recommended);
- Three buoys have also been laid, as shown on the plan. Again, no details of light characteristics or size and shape were given.

Page 380, Plan

In addition to the breakwater extension shown on the plan, much of the port area is said to have been dredged to between 10m and 12m (exact co-ordinates are not available).

Page 380, Approach

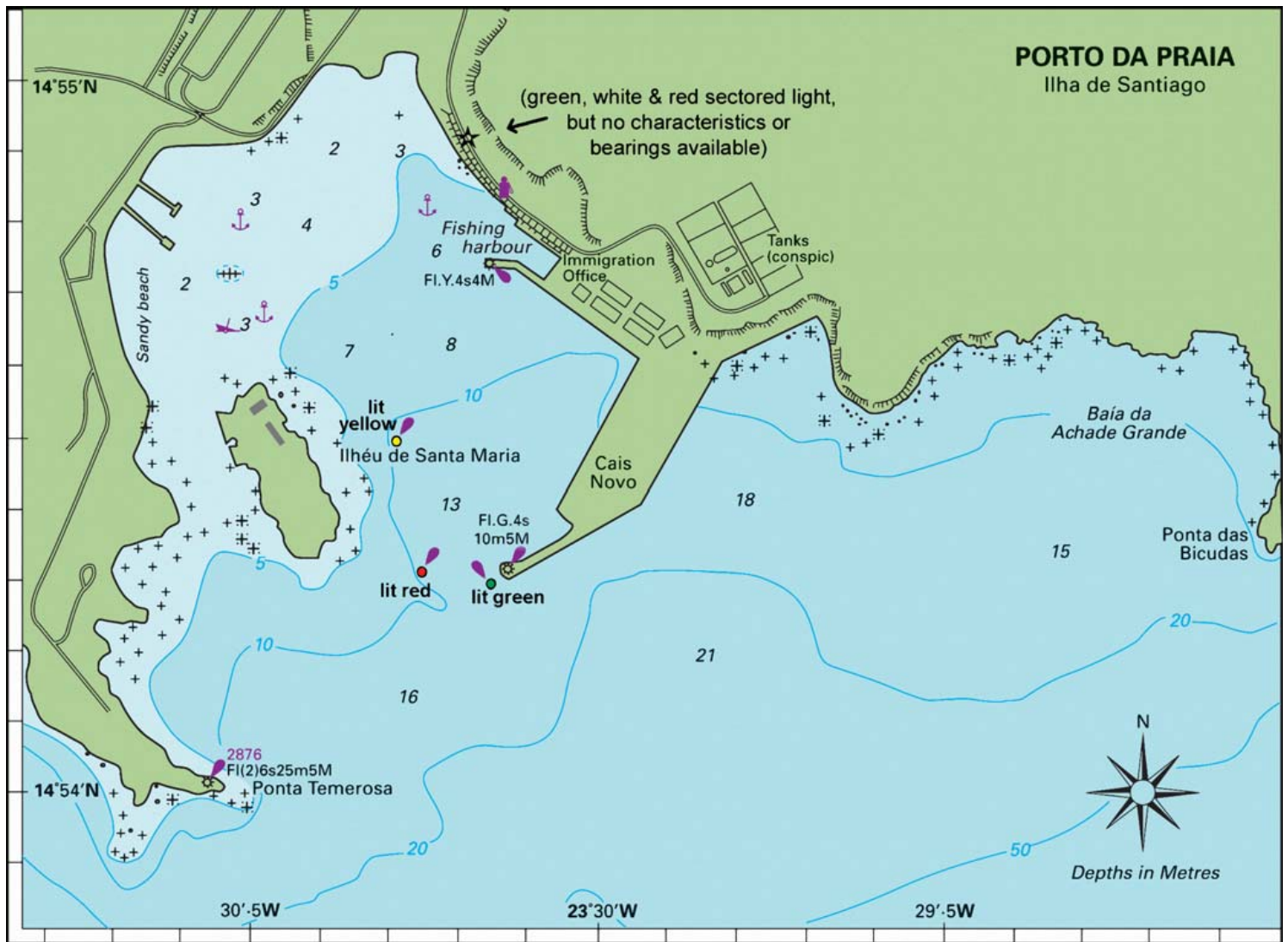
As of late May 2012, all vessels were required to contact the Port Authority before entering, though cruisers who called up on VHF Ch 16 when approaching on a Monday afternoon got no answer.

In April 2013 five unlit spherical yellow buoys with × topmarks were reported to have been laid in a rough arc around Ponta Temerosa, the southeasternmost at 14°53'·8N 23°30'·3W. Their purpose is not obvious, and though it appears that a yacht could safely cut inside them this is not recommended.

Page 380, Harbour developments

Work to lengthen and reinforce the breakwater is now complete, with a particularly clear image available via Google (see page 26 of this supplement). The official plan published in August 2011 (on which the outer boundary shown in magenta on the chartlet was based) appears to have been followed almost exactly.

Visitors in early 2013 stated: ‘We were told in Mindelo that Praia’s mayor has been very active in improving



security. We didn't feel that security was a big problem, though locking up and being careful makes sense, especially near the port area'.

Marina Mindelo's project for a 'Marina Praia', mentioned in the previous Supplement, has now been shelved, though there are rumours that a Chinese investor from Macao may be interested in continuing it. Feedback (to atlantic.islands@virgin.net) would be very much appreciated.

Page 380, Anchorage

An 18m (59ft) yacht found good holding in 8m off the fuel pontoon (see next page), about 350m northwest of the fishing harbour and slightly west of the anchor shown on the chartlet. She remained secure in gusts of 30 knots or more.

Dinghies can be left at the fuel pontoon, where a self-appointed dockmaster watches them for a small fee (not so small by 2013, when 'a dodgy-looking character took charge of our dinghy. On our return we were 'charged' CVE 1000\$ (€9)'. The arrangement appears to be accepted by the filling station above, provided one buys fuel or other goods on a fairly regular basis. **As of October 2013 dinghies could also be left with TinTin in the fishing harbour – see *Water*, overleaf.**

A yacht which anchored south of the fuel pontoon in early 2013 was requested to move further west by the *Polícia Marítima*, apparently for 'security reasons'. They found good holding in about 5m at 14°54'·8N 23°30'·5W – though a later

attempt to move further in was frustrated by weed – and had two 'comfortable nights, lying to the (moderate) wind gusting across the bay'.

Interestingly, they remark that when landing by dinghy on the beach near the jetty surf was NOT a problem – a marked contrast to nearly all previous reports. Could this be due to the newly extended breakwater blocking the northeasterly swell, which hooks around the south coast of the island? (Feedback on this topic, sent to atlantic.islands@virgin.net, would be particularly appreciated). They locked their dinghy to one of the columns, but did not employ a watchman.

Page 381, Formalities

On arrival: In November 2011 the skipper of a British yacht was directed to visit the *Polícia Marítima* in their office on the roof of the northern of the two western jetties, rather than the *Capitão do Porto* in his office at the *Instituto Marítimo e Portuário*. It would seem that the regulations still change from time to time, but the *Polícia de Fronteira* (Immigration police) should be able to advise on current requirements.

By 2103 the *Polícia de Fronteira* were to be found in the new passenger terminal located between the fuel station and the port gates. The other required visit was to the *Polícia Marítima* office on the western beach. The latter normally retain the ship's papers (but not crew passports) until departure.

On departure: despite the new rules being verified with senior

officials of the *Instituto Marítimo e Portuário* in Mindelo in August 2011, when a yacht clearing out of Porto da Praia in November that year requested permission to call at Furna en route to the Caribbean this was initially refused. After some discussion, permission for a two-day stopover was granted by the *Polícia de Fronteira*, after which the *Polícia Marítima* officers seemed quite amenable.

On arrival in Furna, the single Delegação Marítima official was equally taken aback – it appears he had not been told about the changes either. Telephone calls to officials in Mindelo persuaded him that all was okay, however, after which he cleared the crew in and out in a single operation.

Eighteen months later, some officials in Praia still appeared unaware of the new regulations. When permission was requested from the *Polícia de Fronteira* to visit Fogo and Brava en route to Brazil this was at first refused, though after some discussion the officer relented and suggested they could call in at Fogo and/or Brava, but ‘on no account should we tell them we were heading on to Brazil, but should say we were going back to Mindelo’. The important thing is to get exit stamps in all passports, for which CVE 1500\$ (€15.50) is charged.

The *Polícia Marítima* seemed far more relaxed, and were happy to issue clearance for Fogo. When specifically asked to confirm that it would be okay to go to Fogo, then Brava, and then onward to Brazil, the officer in charge stated that it would be fine.

Page 382, Facilities & Communications

Fuel The fuel pontoon is now back in place just north of the fishing harbour, opposite the roadside filling station. Buying fuel duty free requires the garage to arrange for a *Polícia Marítima* representative to oversee the sale (to ensure it is indeed for a yacht), which may take anything between 30 minutes and three hours. The filling station shop also sells basic foodstuffs.

Water Can be delivered to the diesel pontoon by tanker, organised by a local man named TinTin who lives on his small trawler in the fishing harbour. In October 2013 a yacht was charged only €10 for 400 litres – a real bargain, though it might be wise to taste it before filling the tank.

Laundry There is no launderette in the city, and apparently only one laundry – Levanderia Super Limpo in the newly-built Palmarejo district some distance west of the city, best reached by taxi. Washing/drying normally takes three days and is described as ‘expensive’, with an express wash considerably more so.

Car hire Cruisers who hired from Alucar (a short walk southwest beside the beach, right at the first roundabout, and just beyond the big Shell station) in early 2013 paid €44 per day for a small hatchback, in good condition but with no extras – and no map. The manager, Kevin, *mobile* 972 2202, spoke good English.

Cafés, restaurants & hotels Hotel Pérola, in the Fazenda district northwest of the plateau, been recommended by a crew who rented a room for a few days as having ‘very clean, good showers’ as well as internet access, albeit rather slow. The manager speaks English.

Page 383, Calheta de São Martinho (new heading)

A crew armed with a copy of *Street’s Guide to the Cape Verde Islands* (see page 26 of this supplement) write: ‘We

took a look at this intriguing place, eyeballing our way in, and concluded that you could indeed find good shelter there, dropping anchor in the middle of the bay at about 14°54’·5N 23°34’·2W in 6m or so, and if necessary taking a line ashore. There are rocks either side of the entrance, so it would be prudent to stay well off until it’s possible to steer straight for the middle of the cove. Unfortunately we didn’t have time to stop.’

Page 383, Cidade Velha

A crew who anchored overnight almost exactly where recommended in the book reported good holding in 6-5m over sand with some rock, in very clear water. They add: ‘It’s a beautiful place, and on Sunday evening the town was pulsating with the sound of a steel band’.



Approaching Cidade Velha from the southwest.
Paul & Rachel Chandler

Cidade Velha, looking into the southeast bay from the recommended anchorage in the northwest bay.
Paul & Rachel Chandler



Page 383, Baía de Inferno (new heading)

Cruisers who swung into the bay but didn’t stop, report: ‘It looks possible to anchor in 6m at about 15°02’N 23°44’·5W, but the scenery isn’t appealing’.

Page 383, Porto Rincao (new heading)

In conditions with no groundswell, anchorage off the beach at 15°03’·5N 23°45’·9W is said to be ‘good and only a bit rolly’.

Page 383, Ribeira da Barca

The cargo-unloading float mentioned in the text (and visible in the photograph) is no longer in place.

Page 384, Tarrafal

In November 2011 a line of yellow buoys marked an underwater cable which provided power to the Ponte Pretá

light. Yachts were expected to anchor inshore of this cable but outside the local boat moorings. The buoys were still in place in 2013.

Rocks, which cover at high water, lie close to the end of the mole, while the path leading up from it is said to have severe subsidence and be verging on the unsafe – watch your step!

Page 385, Formalities

The *Polícia Marítima* office near the mole has closed. Instead it is necessary to visit the *Polícia* beyond the post office, near the vegetable and clothing market.

Page 385, Facilities

Produce market If wanting a better range than is available in Tarrafal, catch an *aluguer* to Assomada in the centre of the island (an interesting excursion in itself). Small farmers in the fertile uplands come to Assomada to sell their produce, and the market is bustling.

ILHA DO FOGO

Page 387, Vale de Cavaleiros, Lights

A great deal of harbour development has taken place over the past two years, including the installation of three new lights – see plan. That on the main breakwater is said to be Iso.R.4s6M, with red and green lights of unknown characteristics marking either side of the new fishing harbour to the north. All are stand on white columns banded with the appropriate colour. Details have yet to appear in any official light list, and feedback (to atlantic.islands@virgin.net) would be very much appreciated.

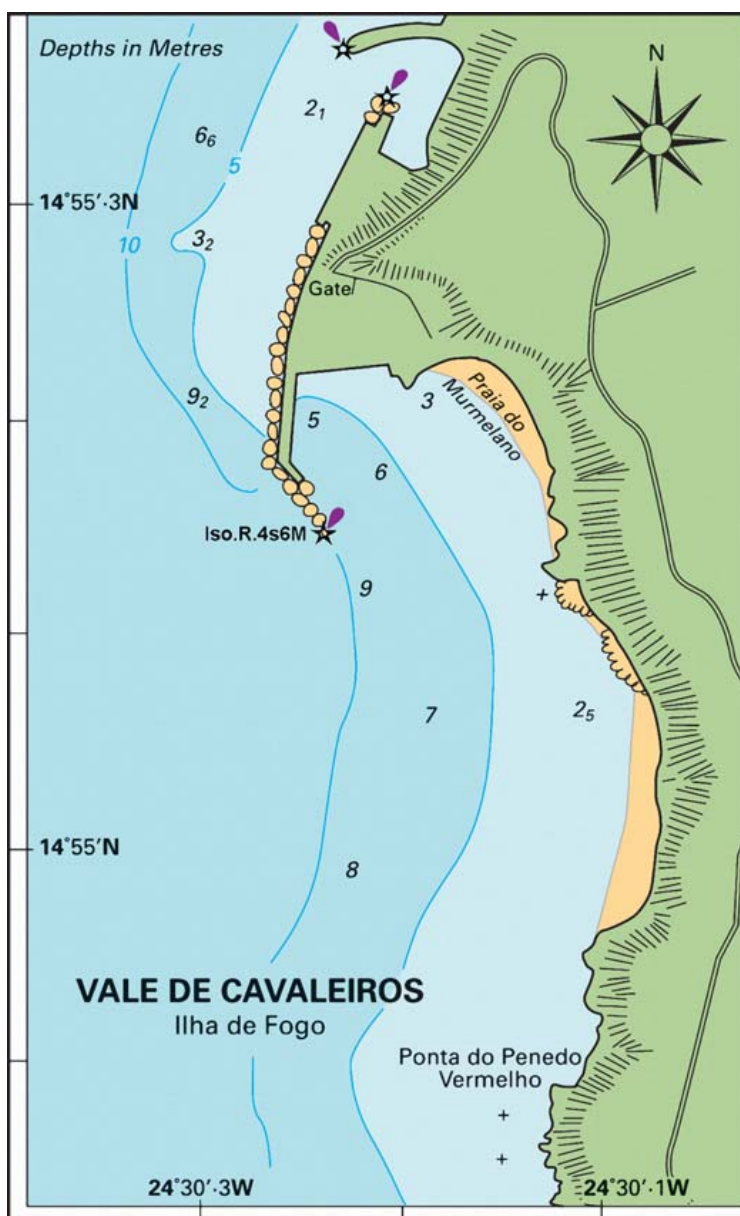
Despite the above it would be most unwise to enter in darkness, lights or no lights!

Page 387, Caution (new heading)

A report has been received of a yacht being attacked in the harbour at Vale de Cavaleiros, its crew tied up and threatened with a knife. Others have been approached with aggressive demands for money and/or alcohol in return for very minor services. The harbour is isolated and some may see yachts as easy prey – be warned.

In early 2014 theft was still said to be a serious problem, and visitors are warned not to allow strangers aboard and to leave at least one person on the yacht at all times.

The southern (old) harbour at Vale de Cavaleiros in February 2013, photographed from very close to the spot from which the photo on page 388 was taken. *Paul & Rachel Chandler*



Page 387, Approach and entrance

Major changes have taken place since the 5th edition of *Atlantic Islands* was researched, and though still unfinished when the Google satellite image (see page 26 of this supplement) was taken, it nevertheless provides a very clear view. Slightly more recent are the two excellent photos contributed by Paul and Rachel Chandler, which show the harbour almost complete.

As can be seen, the small bay in the north of the harbour has been entirely filled in, and the somewhat irregular edging visible in the photograph on page 388 replaced with a length of straight concrete quay. Hopefully yachts will still be allowed to moor off the beach, dropping a bow (or stern) anchor and taking a line ashore into the northeast corner of the harbour.

In a recent *Imray Correction Notice*, Don Street states: 'Ferry, fishing boats and yachts use the north harbour'. This is incorrect – the ferry and occasional freighters still use the southern (old) harbour, as do visiting yachts. The northern harbour is small, and the protected part smaller still, and its main purpose appears to be to provide shelter for a slipway used by small local fishing craft.

Page 387, Anchorage and berthing

The previous system of dropping a bower anchor and then taking a stern line ashore remains prevalent – though in early 2014 a stern line to a large fishing boat moored to ‘a very big concrete block’ proved equally effective. Yachts occasionally anchor without employing a stern line, but even in 4–5m swinging room could prove a problem. For once, construction work appears to have been completed without the seabed being scattered with concrete debris and other anchor-snagging debris.



Looking north into the almost completed southern (old) harbour at Vale de Cavaleiros, February 2013. *Paul & Rachel Chandler*

Although the extended breakwater should provide improved protection, yachts should always be ready to leave at short notice. A southerly swell is particularly dangerous, and should one start to form it is wise to leave immediately. Porto da Furna on neighbouring Ilha Brava is a much better bet in these conditions.

Page 388, Formalities

See the notes on pages 26 and 30 of this supplement if wishing to visit Ilha do Fogo after clearing out of one of the larger islands.

In early 2014 two young guards were stationed at the harbour to control access (mainly from the land). They were unenthusiastic about visiting yachts because of the extra paperwork generated, but were otherwise reasonably friendly.

Page 389, São Filipe

There is a Visitor Information Centre in the town, where a helpful English-speaking lady has information about walks on the island. A new visitors' centre is being built on the road leading into town from the harbour.

Page 389, Facilities & Communications

Banks There are now at least three banks in São Filipe, all with cash dispensers. But as they all rely on the same system, if that goes down they all cease to operate...

Taxis In February 2013 a taxi tour of the island for two people, including the crater and the north coast, cost CVE 10,000\$ (€91) and was said to be ‘worth every penny’.

ILHA BRAVA

Page 392, Porto da Furna, Lights

A light has once again been installed on Ponta Badejo on the north side of the entrance. The substantial column, which looks to be about 5m tall, is green with white bands and presumably flashes green. Details have yet to appear in any official light list, however, and feedback (to atlantic.islands@virgin.net) would be appreciated.

Page 392, Harbour

Security in the harbour is reported to be excellent, and by late 2011 thieving, begging and even pushy children were

Looking northeast across the bay at Porto da Furna in February 2013, showing the new freighter wharf, ferry quay and light structure. *Paul & Rachel Chandler*



notable by their absence – a refreshing change from some of the other islands. This encouraged evening meals ashore and an island tour by *aluguer*, so putting money into the island's economy. My correspondent added that, 'The community has expressly set itself against corruption and everyone went out of their way to make us feel very welcome'. He and his crew clearly considered Ilha Brava to be the highlight of their Cape Verdean experience.

Porto da Furna – and Brava in general – continues to get a thumbs up from visiting yachtsmen (and women), who comment that: 'We found a warm welcome at Furna, and the locals all very friendly and helpful', and 'Security is not a problem in Brava. The welcome is one of the best we have had'.

Page 392, Approach

In late 2011 some electronic charts were reported to have the harbour incorrectly positioned, putting it about 750m further south than it actually is – not north, as stated in the 2012 Supplement. Apologies!

Page 392, Anchorage (2012)

The quay inside Ponta Badejo is used primarily by the high-speed inter-island ferry and also by the occasional freighter. It is operated by ENAPOR and is fenced off with a locked gate. The shoreline has been reinforced with large boulders and a sea wall, but the latter has holes in it to secure chains etc. By late 2011 the large motorboat and 18m yacht mentioned in the text were no longer in evidence.

A few fishermen moor stern to the shore west of the pier and the only tenable anchorage is beyond them (though watch for rocky shoals further west). This position is only partially sheltered from the swell, and though the harbour is sheltered from the prevailing winds gusts may clock the compass, making a second bow anchor laid well to the south a necessity. The bay is sandy, 15m deep in the centre shoaling to 4m about 30m from the shore, and holding is good. There is room for up to six yachts, but if each set two bow anchors departure could become interesting.

To get a line ashore it is necessary either to seek help or to swim, followed by a scramble over boulders. In November 2011 an English-speaking local known as Berto volunteered his services and, to quote my correspondent, 'his approach was refreshing – he could not have been more helpful and his strategy was to refuse money! He took our line ashore, secured it, tied anti-chafe protection on it (because it lay over about 5m of boulders before reaching the sea-wall) and then checked it several times each day. He also suggested we relay our second bower anchor because it was not oriented far enough south for the conditions, and he proved to be right. We naturally paid Berto well, even though he made a big show of trying to refuse – it was wonderful marketing!

Because the sea wall has been reinforced with boulders the only landing is on the pier in the north of the bay. However, during our stay there was significant swell, particularly at high tide, which made landing difficult and dropping an anchor to hold the dinghy off almost impossible – at least if you wanted to get ashore afterwards. Fortunately Berto was more nimble than we were, which enabled us to leave the dinghy and go ashore for dinner.'

Page 392, Approach and anchorage (2013)

By early 2013 the ferry quay had been enlarged, and the shoreline between the slipway and the quay built up to provide a new wharf for freighters. Even so, the seafront was still said to be 'a building site'. When my correspondents (a couple sailing a Rival 38) entered in February 2013: 'There was already one yacht anchored just west of the slipway and landing steps, with lines ashore. We dropped anchor and backed in to the west of her, bow to the south-southeast. Her skipper helped us take a line ashore and a local, Berto, secured two lines to the rocks for us, using the lengths of chain we keep for such occasions. We didn't lay a second bow anchor.

Another yacht came in later and did the same to the west of us. There's room for about six monohulls so long as they drop their anchors carefully and are able to reverse park (we can't – we just have to manoeuvre as best we can and start with a very long line) while getting lines ashore. Our anchor held well and we were very comfortable for the four days we were there. Berto kept an eye on the lines every day. We only saw one mooring, used by a medium-sized fishing boat, in front of the slipway.

The slipway is covered in seaweed, making it difficult to land from a dinghy, but getting ashore at the steps wasn't a problem. When staying ashore for any length of time we lifted the dinghy (which is small and lightish) out of the water and left it on the quay. In theory Berto was keeping an eye on it, but even when he wasn't around security didn't seem to be an issue. Everyone knows everyone else's business in Furna.'

Page 392, Formalities

See the note on pages 26 and 30 of this supplement if wishing to visit Ilha Brava after clearing out of one of the larger islands.

It appears that the officials in Brava are up to speed with the new rules. The couple mentioned above plainly had a positive experience: 'Berto and John-John, another local who speaks good (American) English, took us to the *Delegação Marítima* (harbour office) where a nice young man called José simply asked to see our ship's papers and passports. He asked us what our next port would be and issued us with a clearance certificate, making the usual charge of CVE 700\$. He took a photocopy of our passport details for his file, but didn't ask how long we'd be staying and didn't give us a deadline for leaving.'

Page 392/3, Facilities & Communications

Bottled gas Camping Gaz cylinders can be exchanged (though no refills, of course).

Shops/provisioning In early 2013 the shops were said to be surprisingly well stocked. In 2012 bread was reported to be delivered from Nova Sintra at about 1500.

Cafés & restaurants Alice's Bar and Restaurant (in the street one back from the seafront) was mentioned as providing a good meal at a very reasonable price.

Ferries The stern-loading catamaran normally crosses to Fogo four times a week, though the schedule is sometimes disrupted by swell in the harbour at Vale de Cavaleiros. In December 2012 it was said to cost CVE 3000\$ (€27) return.

Page 393, Fajã d'Água (Porto da Fajã)

It has been pointed out that, at 24°44'W, Fajã d'Água is a long way from being 'The westernmost anchorage in the Cape



Fishing boats drawn up on the beach at Baía dos Ferreiros. *Paul & Rachel Chandler*

Verdes'. That distinction goes to Baía do Monte Trigo on the southwest coast of Santo Antão, at 25°20'W – for which I see that I used exactly the same heading. How careless of me....!

In early 2013 there were said to be 'at least two bars and a number of hotels', with more being built.

Page 394, Baía dos Ferreiros

South or southeast winds would obviously pose a problem if anchored in Baía dos Ferreiros, but these are said to be rare and an increasing number of yachts now visit. Neither the rocks nor the reef referred to in the text could be seen by cruisers who visited by road (so viewed the bay from above) before sailing round from Porto da Furna for their final Cabo Verdean anchorage before departing across the Atlantic. Further feedback (to atlantic.islands@virgin.net) would be welcome.

