

# RCC Pilotage Foundation Atlantic Islands

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**THIS SUPPLEMENT CONTAINS INFORMATION FOR THE AZORES, MADEIRA GROUP AND CAPE VERDES ONLY. PLEASE SEE SUPPLEMENT NO.1 BELOW FOR UPDATES TO BERMUDA AND THE CANARY ISLANDS.**

## Caution

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him or her.

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

## Author's Caution

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

This supplement contains amendments and corrections received since the 6th edition of *Atlantic Islands* was published in May 2016.

## Acknowledgements and thanks

For contributions to this supplement, the author, the RCC Pilotage Foundation and the publisher would particularly like to thank:

*The Azores* Victor Bom, *Mamira Fenna*; José Dias, Velas Marina; Roldão Duarte, Marina d'Angra; Peter Fabricius *Pemandia*; Linda Lane Thornton, *Coromandel*; Tiago Pimentel, Marina Lajes de Flores; Harald Sammer, *Taniwani*; Mervyn Wheatley, *Tamarind*

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*Cape Verdes* Helen Norris, *Island Drifter*; Kai Brossmann, Marina Mindelo

## 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 chart blocks included in the Portuguese Hydrographic Institute's monthly *Avisos aos Navegantes* are often very informative, whether or not one has the Portuguese chart to which they refer.

The website for the UK Hydrographic Office's weekly Notices to Mariners will be found at [www.admiralty.co.uk/maritime-safety-information/admiralty-notices-to-mariners](http://www.admiralty.co.uk/maritime-safety-information/admiralty-notices-to-mariners), and that of the Portuguese Hydrographic Institute's monthly *Avisos aos Navegantes* at <http://anavnet.hidrografico.pt/GruposMensais.aspx>

## Technical input and information

The last input of technical information for the three archipelagos to which this supplement refers was from Admiralty *Notices to Mariners* Week 27 of 2017 and Portuguese *Avisos aos Navegantes* (which appear at the end of each month) for June 2017.

Anne Hammick  
Falmouth, July 2017

## I. THE AZORES

### Page 46 Temporary residency

A stay of three months in the Azores permits one to apply for residency. The first requirement is to obtain a *Número de Contribuinte (Número Fiscal)* from the *Finanças* office (see page 52), after which any *Serviço de Estrangeiros e Fronteiras* (Immigration and Border Control Department) can issue an *Autorização de Residência* (residency document). It is reported to cost a mere €15 per person rather than the €200 stated in the 6th edition.

Residency gives a considerable reduction on berthing charges at Portos dos Açores marinas (currently all except Praia da Vitória, Terceira and Vila Franca do Campo, São Miguel), especially for longer stays. In addition, there is a ticket price ceiling for Azorean residents on SATA Air Açores flights. If the ticket costs more than this ceiling, a refund can be obtained at larger post offices (*correios*) on presentation of the boarding pass and original receipt (*factura*) stating the passenger's name and the flight details.

### Page 55 Berthing fees

For at least the seventh year in succession there has been no increase in berthing charges for Portos dos Açores SA marinas, so those listed in the 6th edition still apply. Neither had there been any increase at Vila Franca do Campo. For charges at Praia da Vitória see page 3 of this supplement.

### Page 55 Portos dos Açores SA website

Having been assured in early 2016 that the website detailing all Portos dos Açores SA marinas was due to be 'reinstated in a much improved format (and at the same address) towards the end of the year', as of June 2017 nothing had actually happened, though it was reported that 'it should be working by the end of the summer'. Watch this space!

## Flores

### Page 61 Porto das Lajes

The lighthouse pictured on page 64 was swept away just before *Atlantic Islands* was published in April 2016 – not an uncommon occurrence in Flores. After a period with 'a light on top of a pipe' a concrete tower has been built, exhibiting the same characteristics as its predecessor.

The marina's northwest mole has developed a crack not far from the starboard hand light and the inner pontoon has lost nearly half its 30m length. The crack is said not to be worsening and the light is unaffected.

### Page 65 Facilities

*Launderette* In June 2017 it was reported that DIY washing machines were due to be installed, though there was no mention of improved showers or toilets.

## Pico

### Page 86 Pico, Anchorage

Baia da Areia (38°27'·8N 28°11'·4W) between Prainha de Baixa and Santo Amaro and identified by a dry stream bed ashore, is reported to offer a pleasant daytime stop in about 8m. It is sheltered from northeast through south to west-northwest, but is fully exposed to northerly or easterly swell.

### Page 89 Madalena

The chart block below was included in Portuguese *Avisos aos Navegantes* for June 2017. As can be seen, the old leading lights have been replaced by a sectored light, Oc.GWR.6s13·5m5M, 141°-G-139·5°-W-142·5°-R-147·5°. It is mounted on a red and white banded post 6m in height.

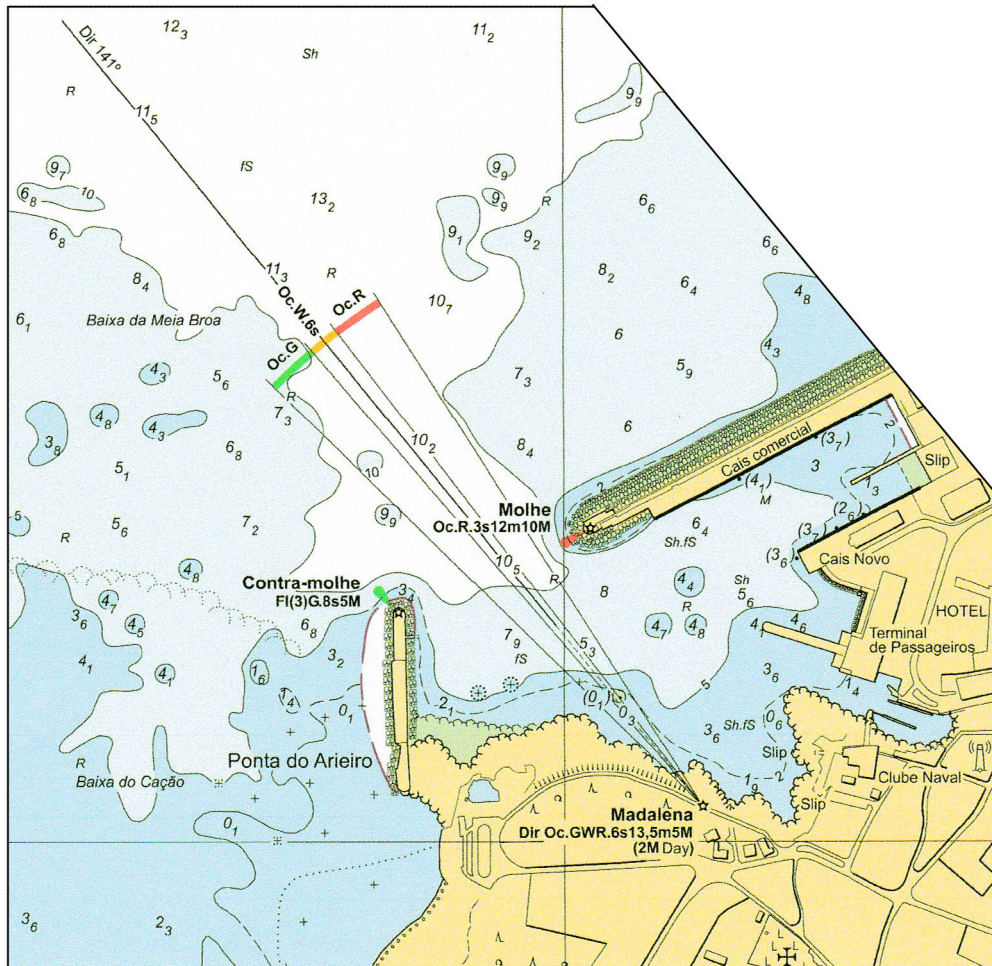
The north cardinal buoy which marked rocks on the south side of the entrance to the small inner harbour appears to have been removed. Take care if anchoring in the spot suggested on page 90.

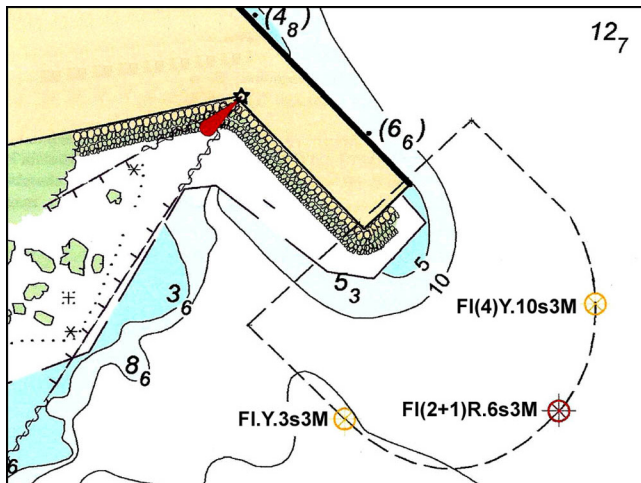
### Page 94 Lajes do Pico

A stone wall, submerged at high tide, is reported to extend from the inner quay towards the north pontoon.

At low tide the rocks in the harbour block the incoming waves and swell, but at high tide there is said to be a good deal of movement – sufficient to induce seasickness.

## Madalena, Pico





Vila das Velas, São Jorge

## São Jorge

### Page 101 Vila das Velas, Lights and buoyage

Work to extend the breakwater continues – see photograph – and the light previously on its tip is no longer in use. The chart block above was included in Portuguese *Avisos aos Navegantes* for April 2016. (It has been modified slightly – in particular, the light details do not appear on the chart block as downloaded.) The buoys were still in place in June 2017 and are moved southeast as work progresses. It is hoped that the extension will be finished February or March 2018, at which time a new light structure will presumably be built.

### Page 103 Formalities

Marina manager José Dias continues to be praised as ‘incredibly helpful. He watches out for approaching yachts on AIS and then plans which berth to offer according to size. He also gives useful advice about car hire, restaurants and shops’.

Work in progress to extend the breakwater at Vila das Velas. The two yellow buoys shown on the chart block above can just be seen *José Dias*



## Graciosa

### Page 111 Vila da Praia, Plan

In June 2016 the southeastern of the two red buoys was removed. It is unclear whether this is permanent or not.

## Terceira

### Page 126 Angra do Heroísmo, Facilities

In July 2016 Pedro Parreira, founder of ParreiraAzor, was reported to be seriously ill. A year later he was said to be recovering, though it is clearly a slow process. In the meantime the company is being run by Deliou, *mobile* 919 201 873, who, like Pedro, speaks very good English. The company now has a website at [www.parreiraazor.com](http://www.parreiraazor.com).

*Liferaft servicing* Contact António Carlos Oliveira (who speaks excellent English and some French), Zodporte Lda, Canada da Ribeirinha 102, 9700-166 Angra do Heroísmo, ☎ 221 384499, *mobile* 969 370540, [ac\\_oliveira@mail.telepac.pt](mailto:ac_oliveira@mail.telepac.pt), [www.zodport.pt](http://www.zodport.pt).

In July 2016 Zodporte collected an Avon liferaft from a British yacht and returned it a week later certificated for a further three years, for €475. They even returned the out-of-date flares!

In addition to selling and servicing liferafts, Zodport supplies safety equipment such as flares and fire-fighting equipment, and is also local distributor for several major brands in the communications and navigation sector, including Garmin, Furuno, JCR, Simrad and Navico.

*Cafés, restaurants & hotels* The burgers at A Minha Casa next to the tourist office in Rua Direita are said to be outstanding, and Rota das Índias at Rua da Rocha 14 (the second road up from the harbour), ☎ 295 215 075, [narotadasindias@gmail.com](mailto:narotadasindias@gmail.com), has also been recommended.

### Page 132 Praia da Vitória, Charges

In 2017 charges were a very reasonable €10.50 per day for monohulls of 10–12m LOA, and €12.41 for 12–15m €11.93, including water, electricity and all taxes. For further details visit their website at [www.cmpv.pt/marina/](http://www.cmpv.pt/marina/)

## São Miguel

### Pages 134 & 137 Lights

The light at Ponta do Cintrão on the north coast is now Fl(4)10s rather than Fl(2)10s. All other characteristics remain unchanged. The light at Ponta Garça, about 3 miles east of Vila da Praia, is now Oc.WR.5s rather than LFl.WR.5s. Again, other characteristics remain unchanged.

### Page 142 Ponta Delgada, Facilities

**Boatyard** When a Malo 40 suffered a hairline crack in her hull in 2016, insurers Pantaenius engaged Duncan Sweet from Mid Atlantic Yacht Services in Horta as an intermediary and advisor. He recommended Emanuel Olivera of Tecninática, who proved helpful and efficient and did excellent work. *Mobile* 962 563 233 in addition to the contact details in the 6th edition.

**Travel-lift** The operator normally works alone, so organise plenty of crew or other helpers to steady the boat in the dock during lift-out.

### Page 144 Vila Franca do Campo (Marina da Vila)

The marina's website is no longer functioning, the URL [www.marinadavila.com](http://www.marinadavila.com) having been taken over by a woman named Marina Catherine Davila. As of June 2017 the marina had a page on Facebook ([www.facebook.com/marinavfc/](http://www.facebook.com/marinavfc/)) and also responded promptly to emails.

### Page 148 Povoação

In August 2016 the light on the east mole was reported to be Fl.G.1-5s. Somewhat academic, as the harbour should certainly not be entered in darkness.

## Santa Maria

### Page 153 Vila do Porto

The marina is highly recommended by the owners of a 35ft yacht who wintered in Vila do Porto from October 2015 to March 2016. They particularly praised the marina maintenance and the attitude of the staff: "Pontoons and fingers were checked regularly, including the attachment to the pillars and the water/electricity outlets, and any repairs carried out immediately. The buildings, boatyard, travel-lift and other lifting equipment are all in perfect condition.

We experienced two major periods of bad weather – in December 2015 a deep depression created southwesterly winds of 50 knots with 70 knot gusts and 9m waves, and two weeks later Tropical Storm Alex brought 30 knot winds with 50 knot gusts from the southeast. The marina staff checked all the boats' mooring lines regularly, adding extra lines when necessary. There was no damage, whereas we heard that in Ponta Delgada boats had sunk, a catamaran had capsized and part of the outer mole had been damaged. Vila do Porto seems to be a very safe marina."

### Page 157 Facilities

**Boatyard** Ricardo Botelho of NautiBotelho has had a tent-shaped metal framework constructed in two halves, over which a cover is stretched to shelter yachts while being spray painted etc. – see photograph.

**Shops/provisioning** In addition to the supermarkets there is the inevitable 'Chinese shop' selling everything from hardware to baby clothes. Further up the central road there is a computer shop and a very well-stocked hardware shop, Lidio. Further inland, a 5 minute walk out of São Antão (best reached by bus) is Os Melos, with a home appliances and hardware/tools division.



NautiBotelho's new 'shed' – or rather one half of it!  
Harald Sammer

**Cafés, restaurants & hotels** Garouchada is recommended for lunch (particularly the *prato de dia*), and the Central Pub – the only place in town with any nightlife – for the evening meal.

## II. THE MADEIRA GROUP

### Page 174 Chandlery

Loja do Mar has premises in the Marina Shopping centre (see page 198), but Imersão is reported to have closed. Feedback on both would be appreciated.

## Porto Santo

### Page 177 Introduction

From July to September the Columbus House is open until 1900 Tuesday to Saturday.

### Page 179 Marina do Porto Santo, Berthing

There are four larger berths with longer pontoons, but the majority of the pontoons are only 5m long, quite thin, and with little buoyancy – take care when stepping off the boat. There can be some movement if the wind or swell is from the south, making good mooring lines and compensators (such as rubber 'dog-bones' or powerful springs) necessary.

The low monthly rates have made the marina very attractive to longer-term visitors, and in July 2016 – well outside the usual 'busy' season – it was reported to be almost full. This may change after the review and likely increase mentioned under **Charges** below.

### Page 180 Formalities

The marina office is now in the same building as the *Polícia Marítima* and *Serviço de Estrangeiros e Fronteiras* (Immigration), near the root of the mole.

### Page 181 Charges

As of April 2017 the prices quoted were still correct, but a review – and probably an increase – was anticipated within the following few months. Payment can be made by credit card at no extra charge.

### Page 181 Facilities

**Boatyard** The boatyard remained operational, with very competitive prices.

**Showers** Dated but clean, with plenty of hot water, four each for men and women.

*Laundry* One (very clean) washer and dryer available free of charge during office hours, weekdays only.

*Fuel* Although the fuel point still exists – mainly for the benefit of local fishermen – the system appears less organised than previously. Arrange via the marina office for the ‘man with van’ to come... then hope he appears, as yachts are often let down. Both patience and luck are said to be necessary!

*Medical services* There is also said to be an excellent dentist.

#### **Page 181 Communications**

*WiFi* At the Café da Marina. There is a MEO store in town where you can buy data SIM cards – a little English is spoken, which is helpful.

## **Madeira**

#### **Page 185 Quinta do Lorde**

The entire Quinta do Lorde group – including the marina village development, the marinas at Quinta do Lorde and Porto Santo, and the Repmaritima Estaleiro at Água de Pena – went into receivership in 2016. All continue to function, however, and in November Quinta do Lorde Marina was said to be busy, with many visitors passing through.

As of June 2017 the website [www.quintadolorde.pt](http://www.quintadolorde.pt) continued to work, but berthing tariffs had not been updated since the previous year.

#### **Page 188 Facilities**

*Chandlery* A small chandlery opened early in 2016. In November it was said to be doing well, as was the nearby dive shop.

#### **Page 190 Machico**

A 2m green structure now supports the light on the east mole, replacing the 3.5m green and white banded column.

#### **Page 192 Água de Pena**

By the time the Quinta do Lorde consortium went into receivership in 2016, the considerable monthly rental for the travel-lift and hardstanding at Água de Pena, under the runway of Madeira’s airport, had not been paid for some time.

The future of the excellent RepMarítima Estaleiro (boatyard) was in doubt, but no-one wanted the facility to close and agreement was eventually reached with the island’s government for it to remain open, at least until the lease expires in 2020. The staff remain largely unchanged, but as of June 2017 the boatyard’s website [www.repmaritima.com](http://www.repmaritima.com) was no longer functioning.

#### **Page 194 Funchal, Lights**

The height of the light structure on the marina’s west mole has been decreased from 10m to 7m.

#### **Page 196 Approach and entrance**

It appears that two of the three yellow buoys marked *PNM* (*Parque Natural da Madeira*) and formerly positioned west of Ponta do Garajau to mark the limits of the marine reserve have been removed, but the reserve remains in place with no changes to the restrictions listed.

At least two large, unlit, ships’ mooring buoys lie close east of the harbour, just south of the swimming area overlooked by the easternmost green light on the plan on page 195. See [www.madeira-web.com/camera/cam-live.html](http://www.madeira-web.com/camera/cam-live.html) for an excellent view!

#### **Page 197 Berthing**

As anticipated, most of the new eastern basin – including all the 14m berths – is occupied by tour boats, but a few visiting yachts may be allowed to berth on the shorter pontoons. Most still berth in the marina, however, where four or five stern-to slots have been freed up on the south wall, identifiable by the cleats which stick outwards. About 20m remains available alongside.

The developments to the east are said to have increased the motion in the harbour, and even in southwesterly conditions the reflected swell can create a nasty surge.

#### **Page 197 Anchorage**

The mooring buoys south of the marina, previously occupied by day-charter catamarans, are reported to be vacant and are sometimes used by yachts – though seldom for more than one night, due to the almost constant movement.

#### **Page 198 Facilities**

*Chandlery* As noted previously, Imersão is reported to have closed. Feedback would be appreciated.

*Shops/provisioning* A large Pingo Doce has opened in the basement of the La Vie shopping centre, about 500m from the marina.

#### **Page 201 Porto de Recreio da Calheta**

In March 2016, with a 2m swell running outside the harbour, the crew of a yacht berthed on the outer end of B pontoon (A being the westernmost) report watching as their log regularly measured over a knot of boat speed, despite being securely moored! Movement on board was reminiscent of a washing machine, so they left in haste before either they or the boat sustained damage.

By November 2016 the western pontoon, damaged in the storms of December 2013 had been partially repaired, but was still missing proper claws around the pillars and was not back in full use. On the undamaged pontoons, problems with surge mean that only one yacht is berthed between each pair of finger pontoons, leaving little space for visitors.

## **Ilhas Selvagens**

#### **Page 210 Selvagem Grande**

There is now a permanent Naval Police presence on Selvagem Grande. A boathouse with adjoining slipway has been built for their 3.5 ton semi-rigid inflatable (see photograph below) though it has been questioned how well the structure will withstand southwesterly storms.



The complex of buildings on Selvagem Grande built for the Naval Police and their large RIB *Dr Frank Zino*

## IV. THE CAPE VERDES

### Page 363 Transportation

#### International and inter-island flights

It is reliably reported that TACV ([www.flytacv.com](http://www.flytacv.com)) will cease to provide inter-island services as from 1 August 2017, with Binter CV ([www.binter.cv](http://www.binter.cv)) flying local routes. In June 2017 the latter were said to be reliable and offer good value.

### Page 366 Ships' stores

A variety of gas refilling adapters may be useful in the Cape Verdes and beyond. Though mainly catering for LPG-fuelled road vehicles on the European mainland, LPG GLP ([www.lpgglp.co.uk](http://www.lpgglp.co.uk)) supplies a wide range of adaptors for both butane and propane, and ships worldwide.

### Page 368 Buoys and lights

The US National Oceanographic and Atmospheric Administration (NOAA) maintains various data buoys around the world. All are orange and white, doughnut-shaped, 2m in height and carry radar reflectors. They are NOT lit.

Two pose potential hazards to yachts on passage to or from the Cape Verdes. That at  $20^{\circ}26'.8N$   $23^{\circ}08'.4W$  lies just over 12 miles west of rhumbline course from El Hierro to Mindelo, while that at  $14^{\circ}59'.7N$   $37^{\circ}59'.8W$  is about 29 miles north of the great circle course from Ilha Brava to Grenada.

## Ilha do Sal

### Page 371 Porto da Palmeira

The chart block below, showing the new west breakwater, was included in Portuguese *Avisos aos Navegantes* for May 2017. Note that all the starboard hand buoys are now pillars, and all Fl.G.5s3.6M. Further details, including buoy P7, have been added from information contained in *Avisos* for May and June 2017 and do not appear on the chart block as downloaded.

In addition, a cluster of five unlit buoys (not on the chart block) have been laid between the tip of the inner breakwater and the south cardinal buoy about 100m to its southwest.



Porto da Palmeira, Ilha do Sal

## São Vicente

### Page 391 Mindelo

A chart block of the harbour and marina was included in Portuguese *Avisos aos Navegantes* for December 2016. The Comando Naval Lts in line on 076° have been withdrawn, and an additional wreck is shown at 16°52'·9N 25°00'·08W, but otherwise it resembles the plan on page 392 in pretty well every detail.

### Page 396 Facilities

*Travel-lift* Still not in place as of June 2017, though talks were taking place with the Cabnavé shipyard with a view to installing it there.

*Engineers boatCV* now has a fully-equipped engine shop (lathe, milling machine, parts etc.) and can do pretty well all jobs on yacht engines. (The engine service at Cabnavé concentrates on larger vessels.) There are also a few freelance mechanics in Mindelo.

*Sail repairs* The boatCV sail repair business, together with its two professional-grade sewing machines, is now owned and run by José Augusto Monteiro (generally known as Tuga). It continues to do sail repairs and general canvaswork, but does not make new sails from scratch.

## Santo Antão

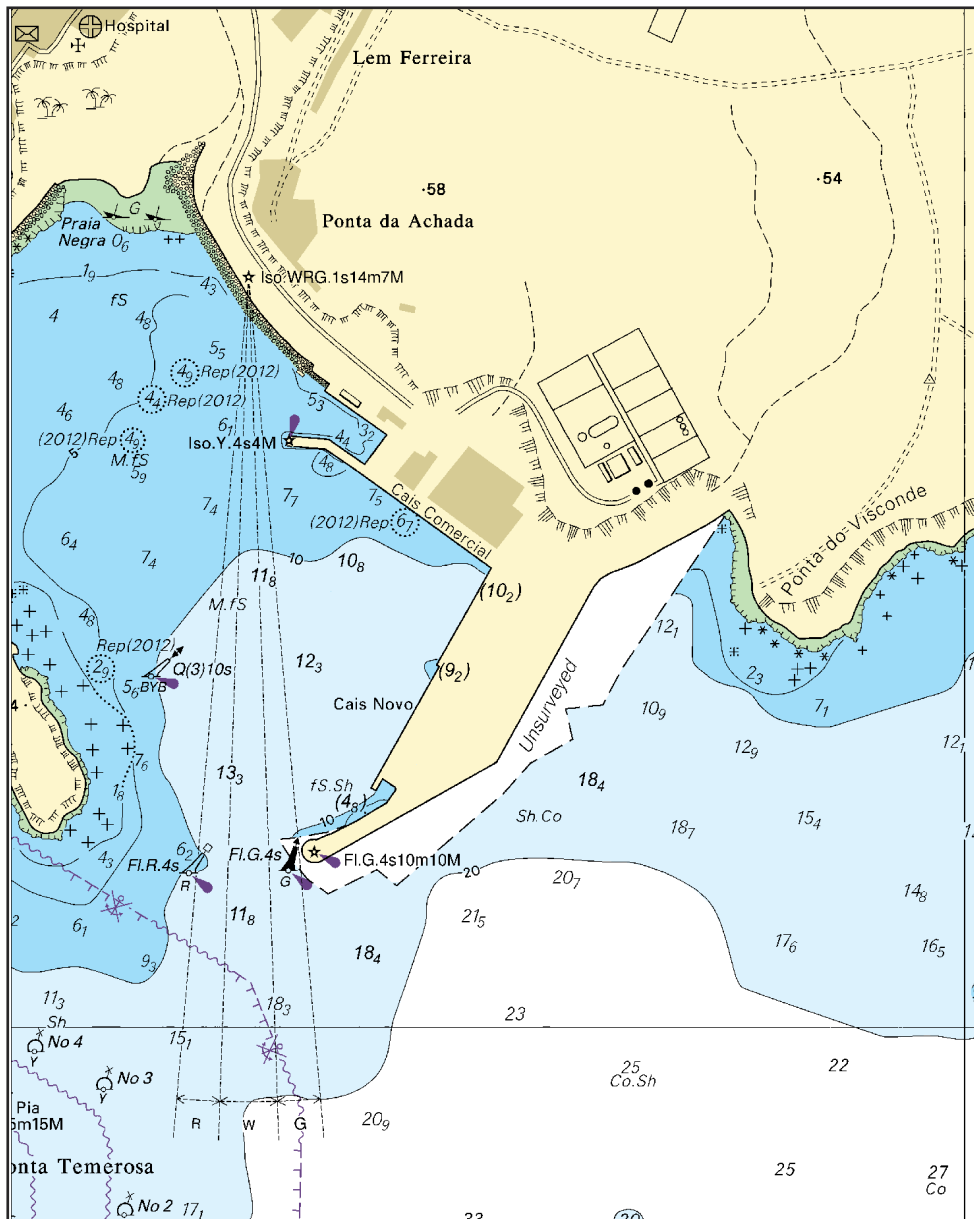
### Page 401 Porto Novo

A chart block of the breakwater was included in Portuguese *Avisos aos Navegantes* for March 2017. Other than positioning the light at the southeast end of the breakwater rather than the southwest it is identical to the plan on page 401.

## Santiago

### Page 409 Porto da Praia

The chart block below for BA Chart 367 gives light details for both the sectored light and the two buoys near the breakwater end. It was included in *BA Notices to Mariners* Week 7 of 2017.



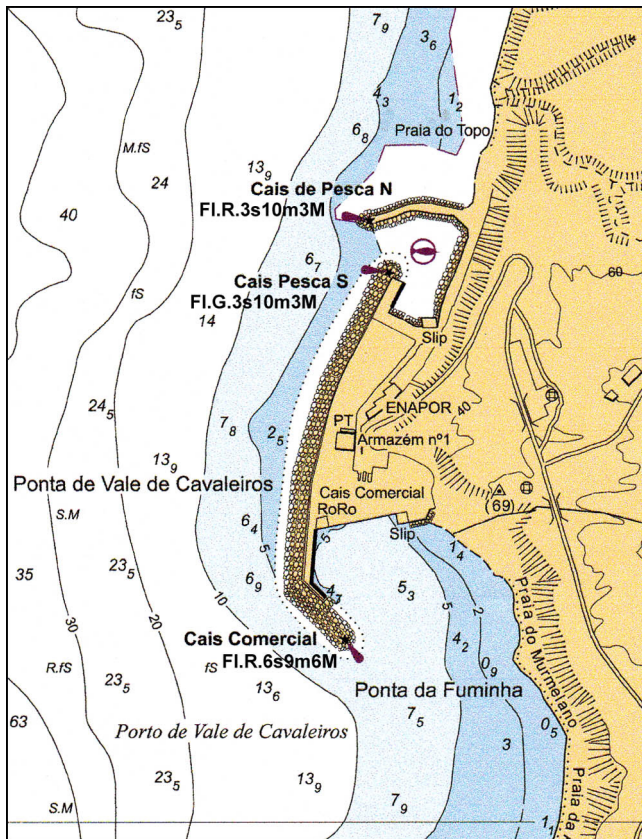
Porto da Praia, Santiago

## Ilha do Fogo & Ilha Brava

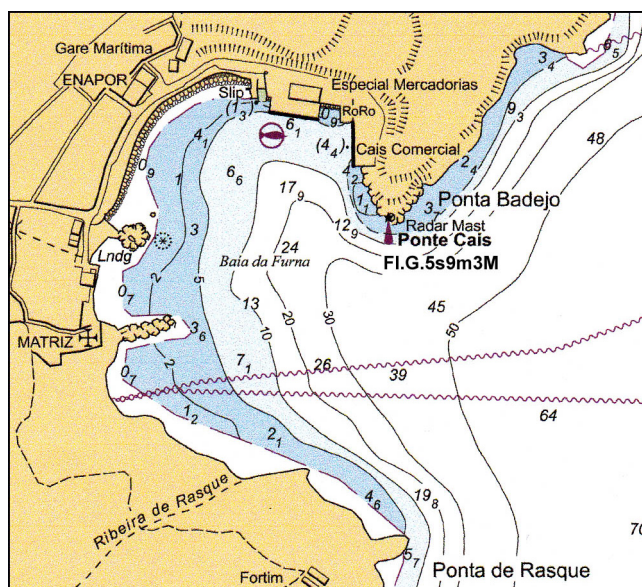
Page 421 Vale de Cavaleiros, Fogo

Page 425 Porto da Furna, Ilha Brava

The chart blocks below were both included in Portuguese *Avisos aos Navegantes* for February 2017. They closely resemble the plans on pages 421 and 425, though with more detail regarding depths. The light details have been added from an *Aviso* for May 2017 and do not appear on the chart blocks as downloaded.

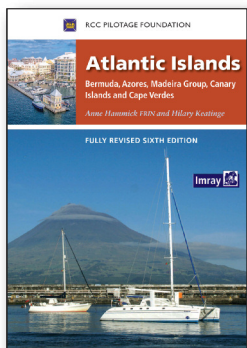


Vale de Cavaleiros, Fogo



Porto da Furna, Ilha Brava





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Updates are gratefully received, especially regarding the information within this supplement marked with an asterisk (\*). Please send any information to [info@rccpf.org.uk](mailto:info@rccpf.org.uk)

## I. BERMUDA

### General updates

In October 2016 Hurricane Nicole, downgraded to level 3, passed directly over the island. Everyone was well prepared and neither the buildings nor the boating industry were too badly effected.

South Basin development – this has been developed initially to house the America's Cup boats, teams and organisation (see below). Its future post-June 2017 is not yet known.

Caroline Bay Marina– new development on Morgan's Point, Great Sound. The marina is due to open in March 2017 and the Ritz Carlton apartment and hotel project should follow in 2018. The marina is geared to superyachts of over 200 feet with berths for small craft as well.



Architect's impression of the Morgan's Point development, looking NE SB Architects

### America's Cup

Preparations are building for the America's Cup.

#### Timetable:

Louis Vuitton Qualifiers & Challenger Playoffs	26 May – 12 June 2017 Great Sound
Red Bull Youth America's Cup finals	21–22 June 2017 Little Sound
America's Cup Match	17–18 June, 24–27 June 2017 Great Sound

Most marinas are already full in the run up to the event. A huge influx of private yachts is expected. Anchoring possibilities close to the course in Great Sound will be at a premium.

## IV. CANARY ISLANDS

In general there are no known changes to the rules for visiting yachts.

### Lanzarote

#### Page 241 Marina Lanzarote

Excellent website in Spanish and English:  
[www.caleromarinhas.com/marinhas/lanzarote](http://www.caleromarinhas.com/marinhas/lanzarote)

Tanja in the office speaks Spanish, English, German and Dutch. There is still no reception pontoon or fuelling station at the marina.

#### Facilities

An ATM is now operational behind G pontoon. The Tourist Office is useful for general travel enquiries.

### Boatyard

The multihull community is making good use of the large travel hoist that can take a width of up to 14.5m.

### Page 249 Puerto Deportivo Marina Rubicón

Check the marina website [www.marinarubicon.com](http://www.marinarubicon.com) for the full list of berths available.

## Fuerteventura

### Page 257 Puerto del Rosario

If going ashore with a dinghy, leave it well secured (report of stolen dinghy).

### Page 260 Puerto del Castillo

Fuel is still not available at the marina.

**Page 261** Gran Tarajal is off the beaten tourist track. It is a useful marina, though with few facilities.

### Page 264 Morro Jable

Still no development. We believe there is power on the pontoons\*.

## Gran Canaria

### Page 272-276 Muelle Deportivo de Las Palmas

The pedestrian ramp is reported to be open 0700–2359.

**Formalities** Note that the ship's papers should include proof of third party insurance.

### Facilities

**Bottled gas** Camping gas is available at the petrol station and at Rolnautic in the marina. Gas bottle refilling is no longer available on Gran Canaria. If needed, it is best to do this in Lanzarote prior to arrival in GC.

**Banks** There is no ATM on the marina site.

**Produce market** The market on c/ Albareda is now closed but is home to a vibrant tapas and drinks venue.

### Boatyard

**Engineers** 20. Jean-Marie has retired. Contact Rolnautic.

### Page 288 Puerto Rico

**Boatyard** The Seilas couple left owing money to several boat owners and the chandlery has been empty for six months.\*

## Tenerife

### Page 312 Marina San Miguel

**Berthing** Note the photograph from Richard French, showing the new Reception pontoon.



New Reception pontoon, Marina San Miguel *Richard French*

### Page 314 Marina del Sur, Las Galletas

Essential to call up before arrival as there is little space.

**Facilities** *Showers* In need of renovation.

### Page 316 Los Cristianos

**Marina and Boatyard** To clarify – boat owners must apply to the *autoridad portuaria* to take their boat out onto the hard. Use of the travel-lift must be arranged with the *Cofradia de Pescadores*.

## La Gomera

### Page 330 San Sebastian de la Gomera

**Facilities** *Showers* Renovations & wheelchair access completed October 2016.

### Page 334 Puerto de Vueltas (Valle Gran Rey)

We understand that the outer harbour has been made ready to take small cruise ships\*. No further development for cruising yachts.

## La Palma

### Page 340 Marina La Palma

There is another plan for a barrage gate on the port authority's drawing board.

**Facilities** *Shops/provisioning* The Spar outlet has relocated.

### Page 343 Puerto Tazacorte

There are now two lights on the end of the outer breakwater, both Fl(2)R.5M.

## El Hierro

### Page 348 Puerto de la Estaca

It is understood that the new facilities are now fully operational.\*

Hilary Keatinge  
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