



RCC Pilotage Foundation South Biscay

7th Edition 2012
ISBN 978 184623 375 3

Supplement No.6
March 2018

This replaces all previous supplements



Caution

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

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

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

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

Author's Caution

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

Planning Guides It has been noted that some of the planning guide distance tables are inaccurate. They should be used with caution.

This supplement is cumulative and the latest information is printed in blue.

For 2013 thanks are due to:

Christian Redlich, *Plancton*, Jim Peto, *Aquayla*, Jane Russell, *Tinfish II*, Mike Redfern, *Dafony*, David Ridout, *Kelpie*, Nigel Wollen, *Wishbound II*, James Pickford, *Kalabash* and Marc Labaume.

For 2014 thanks are due to:

John Lancaster-Smith, Henry Buchanan, Jane Russell

For 2015 thanks are due to:

Gavin McClaren, Richard Salkeld, Martin Walford

For 2016 thanks are due to:

Arend Jan Klinkhamer, *Rosa*, Ian Powolny, William Maltby, Jake Backus

For 2017 thanks are due to:

Miranda Delmar-Morgan, Nigel Southward, Peter Hansen

For 2018 thanks are due to:

Mike and Hilde Gill, Ton van der Meulen, Geraldine Hennigan & Norman Kean, Philip Leith, Martin Walford, Jake Backus

Page 3 Winds

On the N coast the sea breeze reinforces the moderate to fresh northerly gradient winds commonly experienced. This leads to strong winds in mid-afternoon in most anchorages and in their approaches, sometimes reaching 30kn. Conversely, the overnight land breeze moderates the north wind and sometimes overcomes it completely. The result is anchorages that are decidedly breezy from early afternoon until mid-evening and then give way to peaceful nights.

Page 5 Gas

A standard Spanish bottle (12.5 kg butane) fits most boats - dimensions are 300mm dia by 595mm high with the regulator on and costs €15 for 12.5 kg. The regulator is the push-on type which is standard also in Ireland, and costs €12 in the *ferreterias*.

Page 6 Formalities

The majority of boats are never visited by officials but at most marinas it is sometimes necessary to produce ship's papers and passports for all on board. These were often photocopied.

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

Page 7 Yacht Clubs

In Galicia attitudes are more straightforward, the yacht clubs are collectively gathered into ASNAUGA whose intention is to encourage visiting yachtsmen.

There is a lot to be said for the yacht club versus the commercial marina. We are all familiar with the large commercial marinas, like hotels they vary little from one continent to the other but here in Galicia each YC is different from the next; the product of its history and membership.

There are two principal reasons to try a yacht club rather than a marina, the first is the intriguing variety already mentioned and the second is cost, in most cases the YC's daily rates are less than those of the commercial marinas, up to 25% it is claimed, although I have no direct evidence of this. Where there are both commercial and YC marinas in the same port the prices tend to be similar but the differences lie elsewhere. Take as an example A Coruña. The daily rate for a 12m boat is around €32 in both marinas and mundane facilities such as showers, laundry etc. are much the same but in the RCNC basin you have not just the town at your feet but the use of the magnificent and elaborate Club building complete with liveried attendants.

There are other benefits, for example clubs do not charge for short stays, eg refueling and lunching in the clubhouse. If any Club marina disputes this, refer them to Javier Ruiz de Cortazar Diaz, president of the clubs' association, ASNAUGA. In most, if not all clubs, marina staff do not mind if departure is delayed until 1900 or so, a useful feature if a night passage is on the cards. Another characteristic of the clubs are the strange stainless steel boxes one sees, usually near the office. These are 24 hour info points (*Punta de informaciones*) and one day they may actually work...

There tend to be several preconceptions about the YCs, which I will try to address. The first is that they are more expensive and this we have already covered. The second is that they have no space for visitors or that they do not welcome them. All YC marinas in Galicia keep 10% of their berths free for visitors and if any *marinero* should be less than effusive in his welcome I should report him to his manager. It is perfectly possible for the marina to be full in the high season or when running events in line with their sporting charter. However, because the 29 YCs in Galicia are united into a group called ASNAUGA, it is possible to book your next port of call from the one you are in, no matter how many days hence. The ASNAUGA app makes the booking process even easier.

Another preconception is that the Spanish YCs, especially those with the appellation '*Real*' (royal) and thus blessed by the King or his antecedents are snooty. There is no doubt that certain members of these clubs were hoping to hobnob with folk higher up the food chain than your average cruiser but this is certainly not the view or attitude of the management.

Page 11 Weather

Santander MRSC forecast. 1455 should read 1445.

Page 14 La Gironde - Chartlet Grande Passe del l'Ouest

The channel is reported to have moved south in May 2014. The BXA SWB has moved about 1.5M S to the position indicated on the chartlet. Buoy No 6 remains where it was, and Buoys 1-5 run in a straight line from BXA to No 6.

Page 34 Paulliac - Berthing

There is a brand new visitors' pontoon to port as you enter, orientated N-S. Lie alongside either side. Closer to washrooms.

Page 42 Arcachon - Entrance

The entrance is tricky and has severe tides.

The channel has moved around 300m East. Follow the lateral buoys, taking advice from Cap Ferret coastguard as to where in the channel is deepest. The most dangerous stretch is where the channel turns N and swell over the sandbanks is beam on. Capitainerie is now by the fuel point, not the middle of the NE wall.

Page 42 Arcachon - Entrance

The entrance to Arcachon has (not unexpectedly) shifted from charted (both old paper and 1 year old Navionics,) but the buoys matched the actual channel. Marina at Arcachon, reported expensive (€57 for a 12 metre boat). Management of marina reported poor with berths too small, ponton d'accueil blocked with boats, shower block access code wrong, maps out of date.

Page 43 Anchorage

All suitable spots to anchor are reported full of moorings (cf the Morbihan) and if you do find a spot there is constant wash from motorised craft.

Page 51 Bayona

The yacht club marina staff are extremely helpful. Membership of a reputable Yacht Club may produce a 25% discount on berthing fees. The town is attractive and a drink in the Parador (the old castle) is well worthwhile.

Pages 58 and 59 Lights

Socoburo chartlet Amend the port hand light on the way into Socoburu marina to Fl(2)R.6s from Fl(2)R.5s.

Rade de Hiuer Delete the second Fl(2)R.2.5s on the approach from seaward and amend the F.R to Fl(2)R.6s.

(See amended chartlets opposite and on next page).

Page 60 Socoburu - Berthing

It is reported (2014) that there is no reception pontoon so the best plan is to radio ahead or pick up any berth or the fuel pontoon.

Page 61 Corrections to waypoints

⊕548 refers to Santander, should be Bilbao, coordinates on page 211.

⊕528 should be 02°07'·80W not 02°00'·80W, see also box on page 68.

Page 64 Pasajes - Anchorages

Ensenada de Cala Bursa, indicated on the chart by an anchor, is delightful but very small and there is not enough swinging room if you let out the correct amount of chain for an overnight stay, so it might best be regarded as a lunch time anchorage only. In addition it must be borne in mind that because the harbour is a busy commercial port and big car transporters go in and out day and night you will need to tuck in.

NW of Ermita de Santa Ana. It is reported that the bottom is generally 6m and rock. One visitor reports that his anchor jammed in what the diver who freed it described as a cave. The marina has water and electricity but facilities are further a field.

Page 65 San Sebastian - Radio
RCNSS ☎ +34 943 42 35 75

Page 68 Rio de Orio - description

To 'Unattractive surroundings' should be added 'around the marina'

Page 69 Orio - Anchorage

The pool opposite the marina. Beware that it shelves very quickly inside the line of the starboard hand markers

Page 70 Getaria - Berthing

Go to 'Welcome pontoon' marked by 'V' on chartlet and then to helpful HM who will try to find an empty finger pontoon.

Page 75 Motrico

The Marina is now open and has good facilities. Arrival on a Sunday afternoon has the disadvantage that the office is closed and you cannot access the facilities. New pontoons in the inner harbour. No WiFi as yet.

Page 78 Lequeitio - Berthing

Pontoon not available. Berth as directed by HM on north of west quay.

Page 80 Chartlet

'To 543' should read 'to 544'

Page 81, 84, 87, 89, 91, 97, 100, 102, 106

Strike out the ref to C. Machicaco, it should not be there.

Page 82 Elanchove - Berthing

Get there early as there are only 3 visitor spaces along side the harbour wall.

Page 81 - 82 Elanchove

New construction reported at the pier roots.

Facilities Water reported charged at 10€ a fill.

Page 83 Mundaca

Mundaca appears to have a big new breakwater.

Page 85 Bermeo - Berthing

There are now 4 finger pontoons for visitors outside Puerto Zaharra on the spur with F.G light. No water or electricity yet nor shore facilities. Uncomfortable in any swell.

Page 91 Bilbao

The restricted area delineated by large yellow buoys outside the port to the East should be respected.

Page 92 Bilbao - Pilotage

The two high chimneys of 200 and 230m at Santurce appear to have been removed.

Page 93 Bilbao - Las Arenas - Berthing

Almost always permanently full.

Page 95 Useful information

Turismo Bilbao ☎ 944 79 57 60

Turismo Getxo ☎ 944 91 08 00

Page 96 Cantabria - Chartlet

⊕550 should be just N of Castro Urdiales

Page 97 Castro Urdiales

12 new yellow visitors buoys near harbour entrance with efficient free ferry service on CH09 to friendly yacht club.

Page 100 Laredo - Ashore in Laredo

Since 2014 a lot has changed. The government of Cantabria now runs the marina and, since October 2016, the Real Club Náutico de Laredo is in charge of the visitors' part of Marina de Laredo. This meant a complete change to the marina. All facilities and services welcoming, English speaking staff, also reasonably priced.

Page 100 Laredo

Despite its many advantages this new marina failed to charm one visitor in 2014. Apparently the developers have run out of money. Showers and toilets in porta cabins are totally inadequate for the size of the marina. Only 30 per cent occupancy in August 2014.

Page 102 Santona - Berthing

Change NE end of E wall to NW end of W wall. The area at the NW end of the W wall is now equipped with pontoons for fishing vessels. Other walls are equally difficult. Only possibility is to find a free finger pontoon and hope for the best.

Page 104 Punta del Pasaje

Moorings and yellow boys have all gone.

Page 106 Santander

Berthing There is now a pontoon to the W of the yacht club. No pontoon to west of RCMS YC reported in mid June 2015. A berth can sometimes be found in the marina but this option is very expensive.

Telephone Real Club Marítimo de Santander ☎ +34 942 21 40 50.

Page 107 Santander - Chartlet

Marina de Santander should read Marina del Cantábrico.

Mid-left: See plan p.111 should read p.108

Middle: See plan p.108 should read p.111

Page 108 Anchoring

Second anchorage: There is an isolated rock roughly due north of the dinghy club ramp on the island, midway to the shore, covered at HW.

Third anchorage: not impossible to be chased away by the RCMS because of dinghy racing.

Page 110 Ashore in Parayas

Perhaps closer is the village of Alto Masciano to the right of the bus stop and up the hill. It boasts a good butcher selling also deep frozen seafood and vegetables, a bakery, greengrocer, hairdresser and two bars.

Page 112 Planning guide

Comillas should not be in bold type: there is no marina.

Page 114 Suances - Berthing

Both sides of the pontoon are taken up with very short and fully occupied finger berths with the exception of the NE end where there is just space for one 11m yacht to raft up outside 3 small fishing launches.

Page 119 Corrections to waypoints

Chartlet 88 Lastres should be just S of ⊕579

Waypoints ⊕575 should be Antonio (not Pedro)
⊕591 should be 06°08'·87W

Page 122 St Vincent de la Barquera

Since July there is an unsatisfactory new mooring arrangement for visiting yachts - 4 parallel buoyed lines just below the bridge, each capable of taking 3 yachts. On a

spring ebb neighbours swing wildly into each other. Recommendation: choose a berth at either end of one of the outer lines, with nobody inside you on the next line, and adjust your rudder appropriately. El Retiro restaurant excellent.

Page 122 San Vicente de la Barquera
Photo top right Replace 'jetty' with 'quay'

Berthing Replace 'is at NE' with 'is beyond them at the'

Anchoring The anchorage at Casa de la Maza is reportedly very small. Outside the moorings the reported 2m yields only 1m at low water. The harbour itself is one large drying sand bank.

Page 126 Llanes - description
With the opening of the new marina, the description should be amended to 'But the old fishing port'

Page 128 Llanes
Inner basin There is a new pontoon with finger berths for 140 small MVs all around the harbour inside the new gate and sill just west of the fishing basin. All the many finger berths are occupied by small local motor boats.

The gates are only closed in adverse NE weather and the sill has 2m ±0300 HW. There is space for three visitors rafted immediately inside to port with 2.9m at LW. The pontoon has water and electricity but use of the latter was forbidden (2014). With long leads water and power may be available from a resident. Fuel berth and pump out straight ahead. Part time HM speaks no English but *Mobile* +34 686 845 862.

Someone should arrive to ask number of crew, previous and next port of call, but there is no Capitainerie, harbour dues, shower or toilet. The pontoon gate is opened from the inside by interrupting a light beam across the ramp; to re-enter one must take one's own 6m rope which is swung from the quayside through the light beam. So in effect there is no security.

Facilities Nearest bread at top of harbour, over bridge, on left Vega Confection. Supermercados, Panadería, launderette, diesel garage – see map from Tourist Office ☎ +34 985 40 01 64, where there is also free WiFi. Restaurants and *sidrería* galore in the old town.

Page 133 Ribadesella - Berthing
Although a section of wall is marked for yachts, it is possible you may be asked to move so that a fishing boat may use it. The marina, to which you may be directed, is of course on the side away from the town. There is some opportunity to moor outside or move small craft blocking access.

Page 133 Ribadesella - Berthing
The private marina now welcomes visitors on the long pontoon on the East side of the Marina. Water and electricity on the pontoon. No other facilities available. No charge in 2014 but a hefty €50 deposit for the key.

Beware obstructions if mooring to the town quay. One visitor hit an underwater obstruction 1.5m from the harbour wall and close to where visitors are supposed to lie.

Page 134 Corrections to waypoints
⊕578 should be 43°30'·85N

Page 137 Villaviciosa - Chartlet and Berthing
The depth in the dredged marina achieves 2m only in the regions of the pontoons. The small pontoon referred to at Rodiles is no longer there. (2014)

Page 141 Gijón - Berthing
Best to avoid those nearest entrance (especially if stern-on) as these are quite exposed. Best to go to Reception pontoon first to collect a key to the visitors' pontoon. You will need this to both leave and enter the visitors' pontoon.

Page 142 Gijón - facilities
Engineers at Motonautica at the SW corner of the marina reputed to be good.
WiFi available at €2 per day but very erratic.

Page 143 Puerto de Musel - Approach
From North, Fifth line: Replace Fl.G.3s with Fl(2+1)G.10s
Last line, Contradique Exterior change Fl(2)G.6s to Fl.G.6s

Page 143 Marina Yates, Gijon
New marina on south side of Muelle de la Osa is of little interest to short-term visitors as it is some considerable distance from the town. However, bikes are available, and there are some local shops a short way inland from the marina. For an overnight stop or longer term storage Marina Yates may be of interest. There is a buoyed area off the approach, four cardinals, marking off as an area to be avoided.

Page 145 Luanco
Pilotage Last line change Fl(2)G.7s to Fl(2)R.7s

Berthing Change 'The new marina' to 'The new 170 berth marina'

Page 146 Luanco
Anchoring Third line should read Fl(2)R.7s, not Fl(2)G.7s.

Luanco plan Juan de Melao should be marked on plan as referred to in text.

Berthing Should conclude 'said to be 3m although less reported toward breakwater end'

Page 149 Aviles - Berthing
Pontoon No.10 appears to be reserved for visitors.

The gates are locked, **both** to go out and enter. To obtain a key and register, telephone Port Police ☎ +34 985565479, open 24 hours, some English spoken. Give them 2 hours notice of departure.

Key charge €20 (refundable) – mooring cost about €20 per night.

WiFi free for two days. Connect to Red Libre Aviles Wiloc, complete a short questionnaire, and they email back a User Name and Password.

Train and Bus station within 100m, Good for inland trips say to Oviedo or longer to either Santander or A Coruña. This would be a good and considerably less expensive place to await crew change than Gijon.

Page 149 Aviles
No anchorage at Muelle Irespal as shown. It has been reported that boats were moved on by local police to use the marina further up the river on the grounds of health and safety - very large boats are escorted in here by tug and turned in the area.

Page 150 Aviles
Leisure Aviles is an industrial harbour, but the old medieval town is lovely, with portico pavements and a network of pedestrian streets between parks and plazas. In contrast, the inner end of the harbour is dominated by a glaring white modern exhibition centre designed by Oscar Niemeyer. The visitors' berths were very convenient to town and transport links and also very good value.

Wednesdays seems to be 'Free or reduced charges' for The Oscar Niemeyer Centre and those museums that do charge. The Oscar Niemeyer Centre, which is said to rival the Guggenheim in Bilbao, dominates the river to the south whilst to the north are the Three Spines of the 'Sea Urchin' Sculpture.

A lot of money and effort has gone into cleaning and tidying up this industrial port, it is now very pleasant to use as a base to explore the area or wait out bad weather.

Facilities Fumes can be tiresome in certain winds. Quite a lot of coal dust ends up on the decks. Showers, toilets and washing machine are quite a walk towards the fishing harbour but good. Key code pad on the gates. Beautiful town. There appears to be a travel hoist and hard standing on the Eastern Bank just downstream of the pontoons.

Excellent tourist office and superb market all within 200m. Good point from which to explore inland to Oviedo by train.

Chartlet The Club Marítimo is incorrectly shown on the plan. It is situated 1500m to the north. It has no facilities for yachtsmen, apparently it now deals with fishing disputes.

Page 154 Cudillero

Moorings Change 12 to 6. First three days f.o.c. (Still no charge in 2014.) Longer by negotiation. See the Marinero at the Repsol Fuel House to complete formalities. All ship's papers and passports plus insurance in Spanish required.

Note The fore and aft moorings are not suitable for boats over 10m.

Facilities Weather forecast in English, which is from Gijón Radio or listen Channel 10, Also on wall by door into fish-processing building, adjacent to restaurant.

Tourist office speaks some English, free WiFi. Excellent supermarket bread, fish and meat, etc. and free WiFi in adjacent bar. Fuel is only available on Sundays for yachts.

Telephone Numbers:

Harbourmaster ☎ +34 985 59 1114

Turismo ☎ +34 985 59 0118

Travel Bus connections good to Gijón, Aviles, Oviedo, etc.

Page 156

Berthing It may be possible to moor alongside the fish market /fuel station. Try booking ahead from Cuderillo using the local Harbourmaster; space may be available Saturday and Sunday.

Facilities Secure WiFi is available at €1.60 for 15 minutes minimum, from 'Ciber California', Calle Ramon Asenso, No.8. It is said that the pizzeria in the harbour also offers it.

The tourist office has moved to Plaza Alfonso El Sabio, excellent English.

Page 158 Vega - Approach

Change to 'From N identify the Punta Lama breakwater Fl.R.5s3M'

Page 159 Navia - Entrance

Keep central until you are ready to turn for the pontoon, nearly at the bridge, as there is another drying patch just before the entrance to the basin.

Page 160 Navia

Facilities The tourist office at the NE corner of the harbour is very helpful but limited English is spoken. WiFi

free of charge here or try some of the bars.

Pontoon f.o.c for three days. Longer by negotiation.

Water and electricity available if you have a long line / pipe and moor as close to the crane as possible. Angel Mendez ☎ +34 689 144 730 may arrange a key.

Taxi, Jose Perez ☎ +34 660 554 522, superb value for an excursion. €100 for 4-5 hours of astounding mountain views.

Leisure Those attempting a trip up the river by dinghy would be well advised to go after half flood.

There are a couple of places where it is not only very shallow but could pose a danger. Shallows occur near the end of the town.

After the Motorway Bridge where the river divides, take the starboard channel as the other one has a rock wall about 1.5m up. Conversely when coming back down the river do not forget as though it may well be covered you will not know the depth until to late. After you pass a pontoon / marina just below a village to starboard there is a water abstraction station with rocks extending from both banks about a third the width both sides. Aim for the middle and go through the whirlpools.

Page 162 Viavelez - Anchoring

Anchor should be dropped near anchor symbol on chart and boat should lie by means of stern line to buoy in vicinity of 0.5m sounding where 2m above datum reported. Restaurant closed and 2km to nearest.

Page 163 Corrections to waypoints

⊕603 should be 43°34'32N

Page 166 Ribadeo

The anchorages shown in the pilot are said to have largely silted up. It is also reported that the Marina claimed that yachts were not allowed to anchor overnight in the river.

Page 166 Ribadeo - Anchoring

3.5m least depth easily found with excellent holding. However, when the tide turns in any appreciable wind it becomes very roly. Perhaps the best anchorage is in line with the southern end of the Commercial Dock / wall / warehouses (Muelle de Mirasol) and 50m off, where the change in tide does not seem to have such a nasty effect.

For a bilge or lifting keel vessel go right into the little bay drying about 1m. Water is available from a tap on the corner of the white block house with five windows and there are fresh (cold) water showers on the beach front. Landing by the rowing club steps on the north side of bay.

Note The shifting nature of the banks both here and elsewhere on this coast cannot be over emphasised.

Page 168 Ribadeo

Berthing at Figueras The channel is marked by a small red plastic buoy, go nearly to the bridge before turning.

Berthing at Castropol A rough guide would be to take a line approximately from the marina entrance to between the two pontoons at Castropol and moor alongside the southern side of the northern pontoon, least depth 2m at seaward end dropping to 1m at Gantry.

Anchoring at Castropol There is a pool just N of Castropol but it is small.

Page 169 Castropol - Facilities

The marina is expensive at nearly €50 per night for a 12m yacht and can be very roly unless you're given a berth well inside. For free WiFi use CNRA Signal.

No water on pontoons but use of the Sailing Club showers may be possible.

Ribadeo - Facilities

Marina office now open Saturday and Sunday in summer.

Page 170 Corrections to waypoints

⊕630 (also lower box page 193 and plan on page 194) should read 43°26'43N and 08°22'69W

⊕631 (also pages 193 and 196 box and plan) should read 43°24'69N and 08°14'59W

Page 176 San Ciprian - Anchoring

The plan shows an anchorage in the bay on the east side of San Ciprian but chart *BA1122* shows lots of rocks, both awash and drying. Rocks have been seen in the bay to the E of San Ciprian so great caution required.

Page 179 Viveiro

Facilities

There is a new marina office with two internal toilets just opened (2013) at Viveiro. This is a sheltered marina with very little swell. Security by keys. New male and female shower/toilet units. Two showers and toilets in each. 35t boatlift.

www.marinasdeg Galicia.com/viveiro.htm

Marinas de Galicia is a newish grouping of marinas in Galicia including Viveiro, Sada, La Coruña, Muros, Vilagarcia, Sanxenxo.

Email viveiropd@hotmail.com

Anchorage

Very good anchorage tucked in behind the breakwater off Playa del Covas. Showers and toilets still in Portacabins. Petrol station just up the hill, jerry can needed.

Page 181 Ria de Barquero - Anchorage

Off Playa Compelo, a bit rolly and subject to down draughts from the cliffs.

Page 183 Barquero - Pilotage - by day only

Replace 'the latter' with 'Punta de la Barra'

Page 186 Espasante - Pilotage, Approaches & Anchorage

Third line: ... pass to the E of Piedras Liseiras W cardinal, should read pass to the W.

Page 188 Sta Marta - Facilities

Yacht club ☎ +34 629 840 276 or +34 630 183 901

Page 191 Cedeira - Anchoring

Good holding but a trip line is strongly recommended.

Page 193 El Ferrol - Chartlet

⊕629, Cabo Prior, is much further N and thus misleading on chartlet.

Page 195 El Ferrol - Anchoring

Good anchorage E of Castillo de San Felipe in 9m reported. Good beach, no shop, bar open high days and holidays.

Page 197 Ares

Anchoring

Beware of semi-submerged moorings in the bay.

The bay provides excellent anchorage, well sheltered from the prevailing winds. The holding is good on sand. Anchor clear of the moorings wherever depth allows.

For those at anchor, the best landing is on the slipway at the centre of the bay, which is at the centre of the village. Dinghies can be left afloat there. There is water at the base of this slipway, or water cans can be filled at the marina.

Berthing There is also a reception pontoon at the Club hammerhead. Gate cards, diesel, lay-up, restaurants and WiFi at both Club and Marina.

Facilities Access to the marina is via gates, which are normally locked.

Ashore there are the usual shops, a pharmacy and a good *ferreteria* (hardware shop), which sells Gaz, a few metres from the slipway. The best supermarket is about 400m away and can be reached by walking NE along the front and then leaving the park to the right. There are many bars and restaurants along the front.

The town has a fiesta on the weekend of St James's Day, with sailing and swimming races.

Page 199 Sada Marina

Sada marina reported economical and capable, good chandleries etc, but very subject to swell near the entrance - very robust mooring arrangements on resident boats!

Page 202 Marina Coruna - Facilities

Many berths only have 32A power sockets, adaptor available for €50 deposit. Bring your own, the bits cost €20.

Page 202 A Coruña - Approach from W

Line 2: (Fl(3)G.5s) should read (Fl(3)G.9s)

Page 202 Marina Coruna (Darsena Deportivo) – Berthing

Outer pontoons are for visitors, pontoons emanating from the RCN are for private berth holders. 12m yachts get placed on the first set of fingers directly opposite the entrance and suffer from the worst surge/wash. Very large yachts, i.e. 70' get berthed on pier hammerhead between the two basins. Surge is terrible, partly owing to passing commercial traffic. Fuel pontoon is at the top NW corner of the outer marina.

Page 203 Marina Nautico - Entrance

Line 4: (Oc.G.4s and Q.R.) should read (Fl(3)G.9s and Fl(2+1)R.15s).

Marina Nautico - Facilities

The Club Nautico, while smart, is no longer particularly formal.

For the festival of San Juan, 24 June, the 1,500m Ensenada de Orzán becomes a giant BBQ area for tens of thousands of people with hundreds of bonfires for fireworks at midnight and celebrations until dawn fortunately well out of earshot of the marina.

The WiFi on the Club Nautico pontoons is now excellent.

Good engineer Antonio from Domar ☎ +34 626 018 200. Good old fashioned chandler and fisherman's chandler on far side of harbour. GADIS supermarket will deliver.

Page 222 Index

Santillana del Mar can be found on page 115 not 114.