

# RCC Pilotage Foundation Atlantic Spain and Portugal

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## Supplement No.2: April 2020

Further updates are available, as they come in, via the Cruising Notes page of the Pilotage Foundation website at [rccpf.org.uk/Pilotage-Notices](http://rccpf.org.uk/Pilotage-Notices)

### Caution

Whilst the RCC Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the contents of this book, it contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied upon alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation. The RCC Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC Pilotage Foundation, the author and the publishers do not accept liability for any loss and/or damage, howsoever caused, that may arise from reliance on information contained in these pages.

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

### Positions and waypoints

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

### Bearings and lights

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

Note Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in **blue**.

### Acknowledgements

2019

Dody Stiller

2020

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### Pages 46-47 Camarinas Anchorages

The three separate beaches of Ensenado de Merejo (or Merexo) offer delightfully secluded anchorages from wind from east to west through south with good protection and holding in 3-5m. All can be accessed by careful navigation around the west side of the well-marked (at the corners by lit yellow buoys) Viveros at the head of the bay. The BRB mark in the middle of the Ensenado was not in position as at July 2019.

### Page 48 Camarinas

There are no longer any moorings in the harbour as indicated on chart page 48. Instead about six yachts were anchored in this area with space for more. The club charged 20 euro per night for a 12m catamaran on the T-end.

### Page 61 Muros

Discounts can be applied to rates as set out by Passporte Escale, Transeurope, Pasaporte Marinas, Cruising Association and the Irish Cruising Club.

Significant hull repairs can be carried out at Muros. They call on the services of a technician from Portosin. This technician works in both GRP and CopperCoat. A yard man has been seen scraping and applying standard anti-fouling paint also.

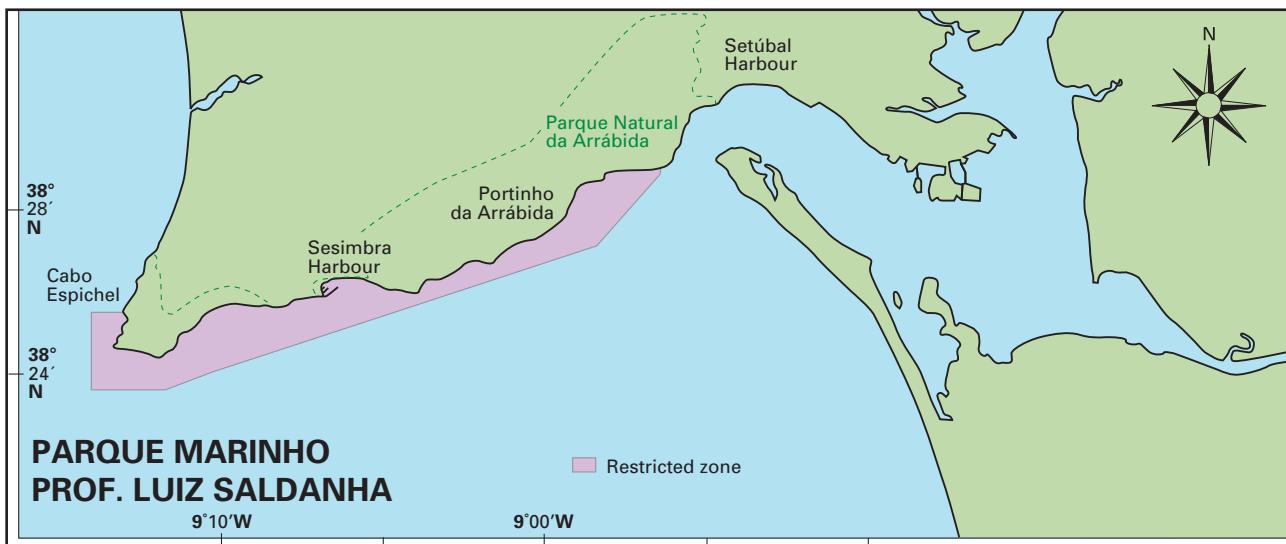
### Page 66 Portosín

It is possible to get propane gas in Portosín by arrangement with the marina office.

### Page 101 Picamillo beacon



The Picamillo beacon was rebuilt in 2018



#### **Page 107 Combarro Anchorages**

Off the marina the bottom is mud. East of Isla Tambo the bottom is sand.

#### **Page 111 Ria de Aldan Anchorages**

The western end of Praia de Area Brava has a charted shallowing area. This is very rocky and should be avoided. Less than 50m east from the 5m contour and 30m outside the swimming area are uncharted rocks that, at low tide, appear to be less than 2m below the surface. No sounding taken.

Anchorage as described in text and on chartlet is incorrect. The southeast corner is pretty full of boats/moorings where it is deep enough. It shoals out beyond these. The anchorage nearest to town and most used is in the SW corner; but beware of the rock that is marked correctly on the chart. Good shore access also from the pier in the SW corner.

Up the hill in O Hio visitors will find Galicia's most intricate and beautiful cruciero.

#### **Page 113 Islas Cies Anchorages**

In the terms and conditions of the anchoring permit for Islas Cies, only three anchorages are listed: Rodas, Nosa Señora (Isla Vinos) and San Martiño beaches. A yachtsman has politely been told by the park authorities that anchoring is not permitted off the Playa Das Figueiras (Playa de Arena, no.2 in the pilot).

#### **Page 143 Povoa de Varzim**

Anchoring in the harbour of Povoa de Varzim is no longer permissible. However, marina costs are very reasonable paying 20 euros for a 12m cat.

#### **Page 205 Seixal**

Secure local moorings often available for periods of 4 weeks or more (107 euros a month in 2019) can be reserved through Mr Pires ☎ +351 966 602 853 or the association office on *Email* geral.anauticaseixal@gmail.com. Free taxi service ashore.

Access to Tagus Yacht Centre is now limited to boats drawing less than 2m for approximately 40 minutes either side of HW. No more dredging will take place until a major marina development begins 'in a year or two'.

#### **Page 211 Marine Reserve; Parque Marinho Prof. Luiz Saldanha**

*See new plan above*

It has been reported that a yachtsman has been fined for anchoring in the Portinho de Arrábida in the Rio Sado without permission. This supplement is published to alert mariners to this incident and to provide the following advice:

It is understood that the Portuguese have a maritime law requiring a vessel to request permission before anchoring in their territorial waters. Either the local *Capitania*, or the *Policia Maritima* (outside office hours) should be consulted and they will provide helpful guidance and give permission as appropriate. In the summer months, when popular anchorages are busy with boats, this requirement is normally waived except in sensitive areas. The Parque Marinho Prof. Luiz Saldanha, which is part of the Parque Natural da Arrábida nature reserve, is a sensitive area. If planning to anchor here it would be prudent to contact the relevant authority as follows:

**Capitania do Porto de Setúbal**  
Praça da República 2904 – 537 Setúbal  
Office ☎ +351 265 548 270  
capitania.setubal@amn.pt

**Comando Local de Setúbal**  
Rua Regimento de Infantaria Onze, 2900 – 584 Setúbal  
Patrol vessel ☎ +351 918 498 049  
Office ☎ +351 265 105 123  
policiamaritima.setubal@amn.pt

**Posto da Policia Maritima de Sesimbra**  
Porto de Abrigo 2970 – 152 Sesimbra  
Patrol vessel ☎ +351 918 498 053  
Office ☎ +351 212 280 778  
policiamaritima.sesimbra@amn.pt

#### **Page 211 Parque Marinho Prof. Luiz Saldanha**

New plan.

##### **Adjacent anchorage**

**2. Portinho de Arrábida 38°28'·6N 8°58'·7W** (see plan on page 213)

Note that this is in a sensitive area within the marine park where permissions for anchoring should be sought as described above.

This is a wooded bay backed by high cliffs some 6M east of Sesimbra. While very scenic, and with good holding, in the evenings it is prone to very heavy downdrafts of wind

from the mountains. There is sometimes 25-30kn of wind in the anchorage, whereas 3 miles offshore, there could be only 5-10kn. Some would say the anchorage is for lunchtime stops only. However, although being fully open to the south, a surprising number of small craft lie on summer moorings in the western part of the bay.

The approach from the west is complicated by a drying sandbank, the Baixo de Alpertuche, off Forte Arrábida. Keep 0·4M offshore until lightbeacon No.2 bears 090°, before altering to 033° to clear Forte Arrábida by 150–200m. This should give a least depth of 2·2m at low water springs but be careful as the bank may grow and/or move. Admiralty chart 3259 will be found useful and the water is crystal clear. Anchorage can be found in 5·5m just to seaward of the moorings, over weed and hard sand. There are rocks and a small offlying island, Anixa, at the east end of the bay.

There are no facilities other than a telephone kiosk behind the beach, half a dozen waterfront restaurants, and an oceanographic museum in Forte Arrábida on the western headland. Much of the surrounding area, including Anixa island, is a nature reserve.

**Pages 212-215 Rio Sado and approaches, Setúbal**  
Vessels should contact Setúbal Harbour Control (VHF 43) before entering the port and on departure.

We were told by Setúbal Harbour Control that yachts should anchor in the bay west of Forte Albarquel (Adjacent Anchorage 3) and that anchoring in the Adjacent Anchorages 1 and 2 (page 215) were not permitted. 1M dinghy ride to Clube Náutico basin where the dinghy can be left on a pontoon.

**Page 270 Vila Real de Santo António facilities**  
Fuel is now payable by credit card.