

North Africa

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Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

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

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

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

This Supplement is cumulative and the latest information is listed in blue.

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.

General

Although there is a lot of political activity across North Africa, nothing has been reported to indicate it is not a safe place to travel, except in Libya. I have been visiting Tunisia and Morocco throughout the year and found the only difference to be a total lack of foreigners visiting.

Page viii Acknowledgements

Add: Colin Speedie and Louise Johnson. Rachel Chandler SY *Lynn Rival*, Johan SY *Christiania*, Jane and David Russell, *Tinfish II*.

Page 4 Backshish

Add: *Tipping and Backshish*

Morocco is a very poor country, and begging and poverty are evident everywhere. It is an advantage to always keep small change and tip for even small services – we are talking of a few pence. As Europeans we are not used to this, but once you accept this as a small price to pay which could make a difference to someone's day, then it's not a problem.

Page 24 Wintering

Change paragraph to read:

A serious challenge to Gibraltar is the recently opened Marina Alcaidesa, less than a mile to the N in neighbouring Spain. (No connection with the nearby pueblo of Alcaidesa.) Prices are currently very much cheaper and full lift-out facilities are available. The last two years have seen very mild winters with no storms to test any of the wintering facilities. (Late summer 2012).

Gibraltar

Page 25 & 27 Queensway Quay

Work to reduce the surging which has plagued this marina for years, despite many and expensive modifications, has finally been successful. This was achieved by narrowing the entrance and placing 'buffer' rock piles near the entrance.

Page 27 Queensway Quay

Change VHF communications channel to 71, working 68.

Paragraph 1 change to read:

The first marina after rounding Europa Point, Queensway Quay has undergone extensive and costly modifications to reduce the dangerous surging formally experienced during gales.

Page 28 Marina Bay

Marina Bay is currently being prepared to accommodate a huge 7-deck cruise liner which will be a luxury hotel taking up the entire S side of the marina between Marina Bay and Ocean Village.

The ship will be a permanent fixture, being sunk once in position alongside the casino. Pile driving and other works are taking place leaving the water very polluted.

Although the marina staff say no disruption is expected(!), yachts should consider using the adjacent Marina Alcaidesa in La Linea, one mile to the north, or try Queensway Quay (calling Ch 71). Disruption is likely to continue for some months.

Berthing

Change VHF channel to Ch 71.

The marina

Near end of paragraph change to read:

There is good protection from the E but heavy surging during strong W winds. Mooring is difficult in some berths due to strong cross winds.

Oil spills driven into the marina from bunkering ships have been a problem, though an excellent response team quickly attends and draws a boom across the entrance if a spill occurs.

Page 29 Berthing

Change calling channel to 71.

Page 30 Note regarding hauling and boatyard facilities

The nearest alternative boatyard is now the new Marina Alcaidesa facilities one mile N of Gibraltar in neighbouring Spain offering excellent facilities at a good price. Other possibilities especially for larger vessels are the old Naval dockyard S of Queensway Quay and Algeciras which has an excellent facility at the S of the port. Ceuta, across the Strait is another option.

Morocco**Page 37 Add final paragraph to Introduction to read:**

Thanks to the popularity of the King and the strength of the internal security forces, many of the problems besetting other Arab countries following the 'Arab Spring' have not affected Morocco. Tourism has though, been affected, and many locals resort to asking foreigners for *backshish*. See *backshish* comments on page 4.

Page 38 PLANNING YOUR CRUISE

Add para first:

General: Although there is a lot of political activity across North Africa, nothing has been reported to indicate that Morocco is not a safe place to travel. I have visited many times throughout 2012 with no problems. However, several yachtsmen have reported an unfriendly attitude from officials in some Atlantic ports, particularly El Jadida.

Time zone

Morocco changed from using UT all year around, to UT+1 between 3rd April and 30th July. This has been explained as a temporary adjustment for two or three years to accommodate visitors whilst Ramadan falls in the holiday season. Dates may change again during 2013.

Page 39 Marinas

Replace para with: Morocco now has the following marinas:

Marina Smir (Tetouan province)

Marina Bouregreg (Rabat)

Kabila Marina (Tetouan – currently silted)

Saidia Marina (close to Algerian border)

Agadir Marina (in the S of Morocco)

A few crowded pontoons in Mohammedia

Others are planned in Tanger (delayed and expected to open in late 2013) and Casablanca, still not opened after 17 years of delays.

Page 44 Paragraph 4 change to read

Unfortunately the new marina planned for Asilah never materialised. Casablanca is still a work in progress after 15 years of delays. The new Tanger marina is still not functional (January 2013) and not expected to be opening before mid 2013.

Agadir marina is now open, with an experienced and active harbourmaster.

During 2012 reports have been received on the Atlantic coast that officials have been less than welcoming to yachts in some ports, particularly in El Jadida and Safi. This has not affected the welcome and excellent facilities in Rabat.

Page 47 Tanger**The Port****Paragraph 2 change to read:**

More changes have taken place over the past two years and currently (January 2013) the marina is closed while the new pontoons and facilities are installed. This will be an important and excellent marina with a yacht club if the original plans are complied with.

The commercial traffic has now been moved to the new port of Tanger-Med, further E in the Strait between Cap Malabata and Ceuta. Ferries from Spain are also now operating from Algeciras to TangerMed port. Only the Tarifa ferry now goes to Tanger and this service is under review. The fishing fleet is in the process of being moved to a new facility being built NE of the main harbour, making way for the new pleasure marina. During late summer of 2012, yachts were sometimes being accommodated alongside the larger fishing boats, but others were simply turned away.

Delete next paragraph: Ferries from Algeciras...

Page 48 Berthing

End of paragraph (2010) change to 2012.

Page 50

Delete online correction note regarding the dredger and tug off Larache.

Page 50 The Harbour

Paragraph 2 change to read:

The well advertised plans for a new marina in Asilah seem to have been shelved along with plans for a new Atlantic port nearby.

Page 59 Rabat

Box: Bouregreg marina: change address and contact details to:

Av de Fes, Quartier Rmel, Bab Lamrissa. Sale

☎ +212 3784990, Fax +212 37785858

Email bouregregmarina@bouregreg.gov.ma

www.bouregregmarina.com

Pilotage

End of paragraph add:

without any charge. Do make use of this service, which not only pilots you upstream, but keeps swimmers and dinghies out of the channel. The same vessel will assist the return back to the Atlantic. It will not operate, however, if conditions are considered dangerous for entry or departure.

Page 60 Note

Note: Entry in strong W sector winds or with more than 2m of swell running is not advised despite the clarity of the entry. Huge seas can build up and break over the entry sandbars. Depths are OK with regular dredging of the entire entry channel to 6m, but it is an intimidating entry if seas are breaking over the entrance sandbars. It is advisable to enter the marina (in suitable conditions) close to HW and only during daylight. Several incidents have been reported with yachts having difficulties during heavy Atlantic swells in the entrance. It is well worth the effort to enter as this is a superb and welcoming marina close to one of the most spectacular and ancient cities in Morocco.

Top of page right-hand column: Note. Change to read:

Note: It has been reported that on several occasions during winters the entrance has been closed to departing yachts due to heavy Atlantic swell which often reaches 6m, making departure dangerous. This is not felt at all in the marina. Be prepared for a delayed departure if weather conditions are unfavourable. It is the local pilot who decides if the entrance is safe to navigate in either direction.

Left-hand column add:

Facilities**Provisions**

There is an excellent new tram system running between Sale and Rabat in parallel with a new road bridge. This makes visiting the centre of Rabat very easy and cheap. There is a station around 200m from the marina gates.

A new Carrefour supermarket on the Sale side is easily reachable by 'petit taxi'. All provisions can be obtained in the medina at Sale, where there is a good municipal market with an excellent range of fresh produce, much of it organic: meat, fish, vegetables, etc. Another large supermarket – Acima – is located in the basement of the Sale train station. Follow the tram tracks uphill (N) of the marina for 15 minutes.

Page 65 Casablanca

The Port

Change date: This has been delayed and is not expected to be functional before 2014. Once opened...

Page 70 El Jadida

Formalities

Note: In summer 2012 several yachtsmen reported a hostile and aggressive attitude from harbour and customs officials. One was charged an extortionate amount for paperwork on entry and was charged an additional €40 on departure with no facilities offered. He left immediately, but not before having to also pay for the night.

The only place for a yacht to berth is now taken with small boats, making getting ashore almost impossible. Hopefully this situation is temporary, since this is one of the most interesting and attractive ports on the Atlantic coast.

Page 72 Jorf Lasfar

Formalities

Add: Yachtsmen calling at Jorf Lasfar (summer 2012) reported having been asked to pay a €90 'anti-terrorism tax'. Some also reported this demand in El Jadida.

Page 77 Essaouira

The Port

End of paragraph, change from: "Reports in 2009..." to: Depths in the only place for a yacht are now reduced to less than 2m. The bottom is soft mud.

Page 78 Plan

Change depths at Chez Sam and on the floating pontoon to less than 2m.

Page 81 Agadir

The Port

Near end of paragraph 1: Change 2009 to 2012.

Page 82 Formlities

Add: It is necessary to give 24 hours' notice before leaving.

Page 89 TangerMed

The Harbour

Replace to read: This huge harbour is an important addition to the maritime infrastructure of Morocco at a time of diminishing tourism revenues. Moving container traffic to this port has facilitated making this the new gateway to Africa and one of the largest container ports in the Mediterranean. Ferries from Algeciras are also now received here, with a bus service to Tanger for passengers.

The port is of no interest to yachts and has no facilities whatsoever, but could be an alternative bolt-hole to Gibraltar or Ceuta in extreme weather or emergency.

Page 96 M'Diq

The Harbour

From "If room is available..." change to:

Although the existing old pontoons are usually full with jetskis and speedboats, there may be a space on the E side of the outer pontoon. The new marina is virtually completed, but is unlikely to be opened in the near future

due to reasons connected with the King's security. However, the new Royal Yacht Club buildings and club restaurant are almost complete and should be opening in 2013. Club members currently use Marina Smir.

Berthing

Replace with:

If space is available berth as directed by the office. Use of the new section is prohibited currently. There are no *marineros* to assist berthing.

Page 97 Plan

Top mark the new basin top LH (5m) as: Use prohibited.

Page 102/3 Al Hoceima

Formalities

End of paragraph change "Reports during 2009..." with: During late summer 2012 the heavy handed bureaucracy was again experienced by many yachts entering Al Hoceima. Berthing seems more consistently directed now to the NW side of the first inner basin, but yachts are sometimes directed elsewhere. The ferry service to Spain was found to be unprofitable and is now suspended, leaving plenty of room for yachts in the southern basin.

Page 105/6 Atalayoun Marina

35°14'N 00°58'W

New marina opening mid April 2013.

This new marina, approximately 8M SE of the Spanish enclave of Melilla and the Moroccan port of Nador, is inside Maggi Lagoon – formally called Sebkh Bou Areg (page 105). Also called Lagoon of Majumder and Mar Chica – the small sea. Access to the lagoon is half way along the sandbar which protects the lagoon from the sea. Exact coordinate for the entrance have not yet been verified.

The marina forms part of a general development scheme for the area. The marina is particularly well protected with entry via a wide 300m long channel dredged to 6m, about mid way along the huge sandbar enclosing the lagoon.

Moorings are reportedly free throughout 2013.

The Moroccan Government wishes to make the lagoon of Maggie a Mecca for boating in the Mediterranean. The marina main basin is 5m deep and three more basins are dredged to 2, 3 and 4m.

The marina is located at the foot of the Atalayoun peninsula, with the hill overlooking offering breathtaking views across the lagoon of Maggie: poised to regain its beauty with pink flamingos and a healthy ecology encouraging the tourist environment.

This new marina offers all the amenities of a modern high-end marina complete with an adjacent 18-hole golf course. It will be equipped with large hotels, as well as an ambitious development program of real estate. The first stage is the construction of 149 apartments in the vicinity of the Academy of Golf, along the main wharf, the shops, the terraces of the restaurants create a whole summer atmosphere. A second marina (further south) is scheduled for 2016.

Page 111 Saidia

Add *Note:* Several plans of this marina are circulating and all differ. Most are incorrect, including the one issued by the marina. Ongoing work explains some of these differences. Reports of severe silting on the SE mole have been received. The marina layout closely resembles the plan on page 111, although no pontoons are laid in the NW entry basin. www.portbooker.com/en/marinas/morocco/region-de-l-oriental/marsa-ben-mehidi/marina-saidia.

Algeria

Page 113–115

Replace original with:

Introduction

After years of civil strife that has led to the deaths of many innocent citizens, Algeria is finally stabilizing and yachts are again visiting. So far, these are mainly French and Canadian yachts and crews.

Getting a visa has its challenges and the bureaucracy on arrival is lengthy! This is a country for an adventure, not for tourists looking for an easy ride.

For those concerned for their security, it is worth noting that there have never been any incidents affecting foreigners in the ports and very few even inland.

Note too that some of the difficulties that make this a unique place for an adventurous visit are encountered because Algeria does not need or particularly want tourists. It is a wealthy country with huge resources, not least of which are its oil reserves.

Algeria is the second largest country in Africa and half the size of Europe. 85% of its territory lies in the Sahara Desert and the majority of its population live in the green and fertile land bordering the Mediterranean. Two mountain ranges run parallel to the coast: the Tell Atlas which is a continuation of the Moroccan Middle Atlas and the Sahara Atlas which marks the transition into desert. Before the recent civil war, Algeria had the highest per capita income of all the Maghreb countries. Although the Algerian Mediterranean coastline holds great potential for tourism, it remains undeveloped, apart from a very small number of coastal towns which were once frequented by French Society tourists.

The troubles over the past few years are the result of an experiment in democracy, forced on the country by outside powers with their own agenda. These powers seem to have learned nothing from the chaos it has caused.

Algeria offers some of the most beautiful anchorages and interesting places to visit. It is hoped that the political situation will continue to change, even within the lifetime of this pilot, and that Algeria will again be opened up for the yachting community in much the same way as Turkey was suddenly opened up in the early 1980s following a political change from military rule.

History

Algeria, with its present borders, scarcely appears in European history books until the 16th century. Earlier history is shared with its more powerful neighbours to the east and the west. The Phoenicians were the first to set up trading posts to barter with the Berbers – the original inhabitants of the area. In Roman times it was a province called Numidia.

After the Arab invasions it became part of the Almoravid and Almohad dynasties from Morocco and in the 13th century Algeria was ruled by the Hafsids from Tunisia. At this time Western Algeria flourished under the influence of Hispano-Moorish culture. After the fall of Granada in 1492, Spain started to occupy ports on the North African coast. Its authority never extended much beyond garrison towns such as Melilla and Oran, the latter remaining in Spanish hands from 1509 until 1794. With Turkish support and the help of the Barbarossa brothers, (converted Muslim corsairs from Greece based in Jerba), the Spanish were driven out of Algiers by 1529 and it became a province of the Ottoman Empire, ruled by a succession of Deys and Beys. For more than two centuries it became home port to a notorious pirate fleet.

In 1710 the Dey of Algiers broke with Turkey and for the first time Algeria became independent. It did not last long. A famous incident formed the prelude to French intervention. During a discussion about a loan, the Algerian Dey struck the French ambassador in the face with a fly swat. This provided the excuse for the French to intervene and their forces landed in Sidi Fredj (now also called Sidi Ferruch) in 1830. Seventeen years of fighting followed before the major parts of the country were under French control but it took until 1871 to pacify the Kabylie region which has always been (and still is) a Berber stronghold. There followed a large influx of French settlers and Algeria was incorporated into metropolitan France. The country was reshaped into a beautiful southern 'department'. Large ports were constructed and French architects converted Oran, Algiers, Béjaïa and Annaba into beautiful cities; nowhere in the Maghreb is the French influence as obvious as in Algeria. Agriculture was developed and Algerian grapes were used to improve the quality of French wines.

Recent history

The Algerians themselves benefited little from the prosperity brought by the French occupation and eventually this led to rebellion. In 1954 the Front de Libération Nationale launched a war for independence which was ruthlessly opposed. As fighting continued over the years the French Government under General de Gaulle was willing to compromise but under pressure from the Algerian French, who were defending the country that their fathers had built, the war continued. By 1961 serious negotiations had begun, leading to Algerian independence in 1962, but by that time more than one million Algerian lives had been lost in the long and bloody struggle.

Independent Algeria opted for a socialist government under a single party, the FLN, led by Ahmed Ben Bella, which nationalized all French property. Locally, reconciliation was impossible. Although the rights of the French settlers were guaranteed, practically all of them left. This sudden departure, coupled with damage caused by seven years of civil war, left the country in disarray. In 1965, Colonel Houari Boumédiène overthrew Ben Bella in a military coup, to be succeeded after his death in 1978 by Colonel Chadli Bendjedid. The basic policy of socialism, industrialisation and an anti-western foreign policy was continued. Despite this and antipathy to the French, France continued to be Algeria's major trading partner.

Algeria did well as large oil, natural gas and phosphate reserves were discovered in the Sahara. Ambitious plans were made for industrial development and housing projects to accommodate the rapidly increasing population, and large agricultural co-operatives were set up to utilise the relatively small area of tillable land. With its sizable export earnings, it could afford large projects and food imports compensated for what the inefficient cooperatives could not produce. When oil prices slumped in 1985–86, plans had to be adjusted and food imports were reduced, resulting in increasing unrest among the population and culminating in the food riots of September 1988. Other factors behind this large uprising, in which many civilians were killed, were the lack of political and economic freedom under the FLN. Reforms have been instituted and in recent years foreign policy has become more moderate. In 1985 Chadli Bendjedid was the first Algerian president to visit the United States, where he subsequently came under pressure to institute democratic reforms.

Situation from 1990s

In 1992, under international pressure, democratic elections were held. This resulted in an overwhelming victory for the fundamentalist Islamic party, the FIS. Being unwilling to allow an Islamic republic to emerge, the ruling party, at the insistence of the USA, overturned the election results and enforced military rule. This has resulted in a bloody civil war which has cost the lives of over a hundred thousand Algerians, foreigners and several nationalised Catholic priests. It is uncertain who the perpetrators were for most of the massacres, but the victims have usually been villagers not involved in any political issues.

Within the Maghreb, Algerian and Moroccan relations have been strained for many years because of border disputes and because of Algeria's support for the Polisario Front which opposes Moroccan control of the Western Sahara. Further deterioration of relations resulted from suspicions in Algeria that arms were being smuggled in from Morocco to support the terrorist groups carrying out the massacres. Likewise, the Moroccan Government blamed Algeria for the murder of two Spanish holidaymakers in 1996, which had a serious effect on tourism. The land border with Morocco has been closed for several years. Although very tense, the border with Tunisia is now open.

The Arab Spring has had little effect in Algeria. Although demonstrations have taken place, there has not been the undermining of leadership as has happened in Tunisia and Egypt. There does not seem to be the level of corruption in the leadership as in other Arab countries.

Replace warning note with:

Note on formalities

It must be appreciated that the authorities in Algeria do not particularly want, or need, tourists. This accounts for some of the difficulties in visiting. Entry procedures, always long and tedious, if courteous, must be viewed in this context. Visiting foreigners create a considerable amount of work and tension for the authorities.

It is possible to obtain a visa with difficulty and all nationalities now need one, including French, who were exempt for many years. These have to be obtained in your country of residence. For reasons unknown, visas are sometimes refused, even though all conditions seem to be fulfilled. Often an address in Algeria, or an invitation is required: something yachtsmen do not find easy to supply. (For further details see Visa section on page 119.) Many formalities are seemingly designed to discourage visitors.

On entry it has become usual in many ports, once port formalities have been completed, to be given an armed guard for all trips ashore, including a visit to the local market. However, this level of protection and the difficulties in obtaining a visa have become much less since 2010.

As one Colonel said: 'Many Algerians have been killed and it is of no consequence to the outside world. However, if a foreigner is killed or taken hostage, it is an international incident: I lose my job and the world hears about it to the embarrassment of my country.' Many ports are now closed to yachts and considered military zones but these are becoming less. Going ashore at night is sometimes prohibited. If no visa has been obtained by the crew, it is likely they will be confined to the port, or even to the yacht during a stay. Any necessary provisions can be ordered and will be brought to the yacht. Things are loosening up though and are becoming easier. Given the above, it is safe to visit, if tedious. Several yachts visited in 2011 and 2012, mostly French and Canadian. All experienced long hard searches of the yacht by customs and police, sometimes

carried out several times in the same port, but it was a courteous affair with officers seemingly simply inquisitive.

All port officials, often as many as nine officers are likely to board the vessel and each takes a turn filling in a pile of forms and then looking around the yacht, seemingly checking each others' inspection. Taking a good supply of crew list copies will speed things up.

This is pioneering and adventurous sailing in a beautiful country with much to offer. My expectation is that things will slowly improve and put Algeria on a parallel with Tunisia, hence the information collated here, even if some ports are impractical or impossible to visit right now (November 2012).

Page 123 A3 paragraph

The Harbour has been swapped for the paragraph The Anchorage. Reverse.

Page 125 Mers El Kebir

The Port: replace 1M with 3M. Same in box under distances.

Page 131 Tenes plan

Top RH Jetee NW should be Jetee SW.

Page 135 Chiffalo

The harbour – delete 'in 2010.'

Page 152 The Port

Delete last sentence: 'Expect an armed...'

Tunisia

Page 156 Recent history

Add paragraph (before Tunisian coastline) to read:

Events since 2010

The Arab Spring began in Tunisia and has spread to a greater or lesser extent throughout the Arab World, even as far as the Gulf states. It was principally driven by the people's hatred of leaders who, through corrupt practices deprived the general population of everything, whilst amassing absolutely mind-boggling amounts of gold, property and cash for themselves, hidden in worldwide secret bank accounts. This all boiled over in a single incident in Tunisia, which sparked a revolution.

As far as a sailing destination goes, it has meant little apart from the following points.

1. Many marinas currently being refurbished or built are left unfinished due to lack of money to complete. This includes a major project in Bizerte, which is slowly progressing but should have been completed over a year ago.
2. There are now very few tourists in the country, which has deprived the people of jobs and money. This has led to a greater reliance on backshish to get things done.
3. Some Nationals are angry at the fact that foreign governments supported knowingly the corrupt regimes for many years. This sometimes spills over to hard exchanges. My advice is to avoid the subject and not to engage in any discussion regarding what is essentially a problem for Tunisians.

Page 166 Tabarca

Box: Communications: change telephone harbourmaster to: ☎ +21622405972

Page 172 Bizerte

Box T6 second para: Replace with:

In early 2013 the new 800-berth marina is still unfinished and yachts are usually diverted to Sidi Bou Said.

Add website: www.marinabizerte.com

Page 173 Top of page, left-hand column

Replace 'A new marina is...' with:

The new marina which began construction in 2010 has been delayed and is still not finished (early 2013). The old facilities are not accessible. It may be possible to anchor under Jetee Nord, but this is an uncomfortable place with swell much of the time, even in settled weather.

Bizerte plan and insert

Add: New marina under construction.

Page 174 Charges

Remove paragraph and heading.

Page 179 Marina Gammarth

New facilities have now opened in Tunisia.

This marina is now operational, offering 466 places for boats from 6–6.5m. the depth varies between 2.5 and 5m. VHF Ch 09 or 16, 24 hour working: call *Port Marina Gammarth*.

(Port Director: Mr Taieb Bouhjar)

☎ 216 71286431/456, Fax 216 71286482

Email taieb.bouhjar@labaiedegammart.com

www.labaiedegammarth.com

The Palace hotel, 200m to the SE 200m from the port is a good landmark.

Entrance channel of the port is buoyed: port (Fl.R.5s) and starboard marker: Fl.G.4s

Night access: landing light Fl(3)W.15s, (located on the captaincy) positioned 36°55'15N 10°18'33E. Starboard entry Fl.G.4s, port entry light: Fl.R.5s.

Danger 100m long submersible dike is indicated by a cardinal N buoy positioned at 36°55'20N 10°18'18E, characteristic: DV.W

Authorities Police, customs, National Guard Maritime. Tariff 2013 boat 12m: €27.5. Electricity and water following consumption – meters (€0.185Kwh, €2 m³).

Services Water, electricity (16 to 125A), Wi-Fi, showing weather (voice server 88 40 23 03), toilets and showers, laundry, travel-lift of 50t, playground fairing, chandlery, fittings, guardian to dock and afloat, video monitoring, fuel station (0700–1900), yacht club, diving centre, sailing club, fitness centre, bank, restaurants, cafeterias, tea rooms, supermarket.

Tunis Carthage airport 15km.

Inset plan of Gammaeath

Delete *completion expected 2011*.

Page 181 Entry caution

Change 'in 2009 there were no problems with silting.' to: in 2012 silting was again reported, but I cleared 2-5m on entry in mid 2012.

Entry caution final sentence: change to read:

Under these rare conditions head for the new Gammarath marina when it is completed.

Page 186 El Haouaria

Change 'not expected to be...' to:

This is still a work in progress (early 2013).

Page 195 T23 Marina Jasmine

Change to T23 Port Marina Jasmine (Hammamet).

T23 box: change contact details to:

Port Yasmine Hammamet, 8050 Hammamet - Tunisie

☎ (+216) 72 24 11 11

The Marina

A splendid marina... (delete new). Add to end of paragraph: Despite extensions to the breakwater, a noticeable surge develops in the marina with a strong E wind.

Pilotage, By Day

Under Note: should read: The E cardinal buoy at the N end...

Page 196 Hergla plan

Add light on inner second SW going dique. Fl.R.5s 9m6M

Page 202 Monastir box

Change fax no. to: 216 73 464999

Page 203 Formalities

Add to end of paragraph: Many more reports of harassment and demands for *backshish* in Monastir were reported in the past year.

Page 205 The Harbour

Bottom of paragraph: change to read:

Reports indicate that the service to yachts has declined.

Page 207

Change first paragraph to read:

In 2009 and 2011 no buoys were in position and only shallow draught fishing boats and the tourist ferries were seen using the passage between Kuriat...

Page 227 El Attaya plan

Insert: Place fuel symbol between fish hall and yard.

Page 233–234 Marina Houmt Souk (also called Marina Djerba)

This new marina can accommodate 200 yachts up to 16m in three basins. Dredging is to 3.5m.

Access is via a dredged channel 4,500m long on a heading of 184° under the lighthouse of Houmt Souk.

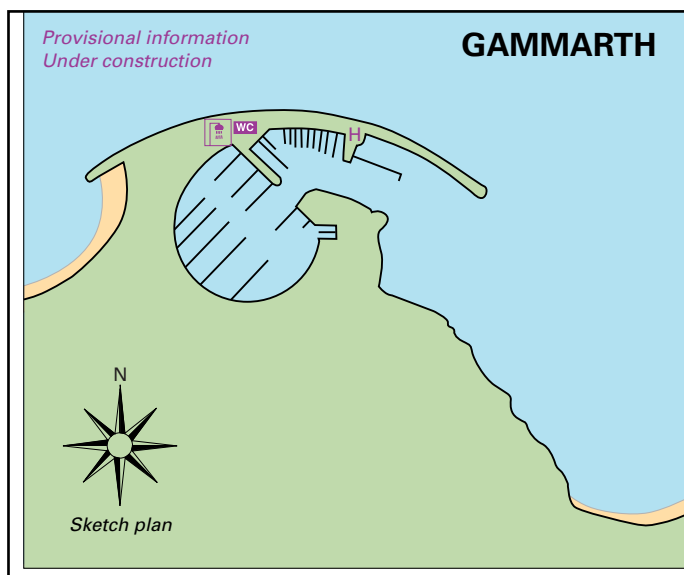
A housing complex is being completed with various shops including restaurants, pizzeria, pharmacy, bakery, cafés and tobacco.

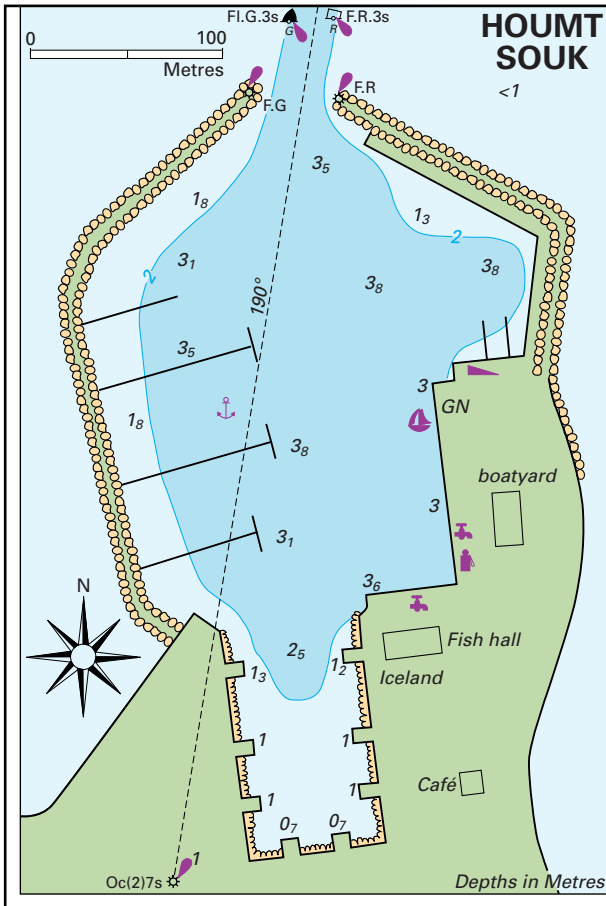
☎ 216 71 806392, 216 75 652 211

Fax 216 75 650 587, 216 71 808 422

Email marina.jerba@planet.tn,

Tariff 2013 for a vessel of 12m: €10 (€6 in low season). Electricity and water plus (respectively €1.62 and €4 per day) more consumption (€0.15 per Kwh, €1.3 m³).





Libya

Page 239 Note: place top of Introduction

It was only a few months after the publication of the 4th edition in English of *North Africa* with its hard worked newly added section on Libya, that civil war broke out as the Arab Spring took hold and destroyed any chances of tourism in the country. The Libyan section is left as it was originally written, as so many yachtsmen appreciated the information when transiting the coast en route to Tunisia or for making a decision about visiting. Many current changes in the country are in any case temporary. There has not even been a consensus on renaming the country. The coastal ports are unchanged, though much of Tripoli was destroyed following NATO bombing. My guess is that it will be two or three years before stability returns. It is certainly unsafe to visit currently. (January 2013).

Page 242 Tourist Development

Add:

Note: Please interpret what is written regarding tourism in Libya in the light of current great uncertainties following the removal of Gaddafi and the civil war which has closed down tourism. The information is left as it was written just before the Arab Spring for its usefulness in the future as the country gets back on its feet. (January 2013).

Pantellaria

Page 257 Pilotage, Berthing – Porto Vecchio

Add to paragraph: If there is any swell running, do not attempt to enter Porto Vecchio. It is shallow and rebounding seas make it untenable in anything other than settled weather.

Berthing: Porto Nuovo

After first paragraph add:

Note: An obstruction has been reported less than 2m deep approximately 20m from the SE corner of the E-W berthing mole. Probably an old tunny boat anchor fluke as there were many there some years ago. Keep close to the mole on entry.

Malta & Gozo

Page 274 Manoel Island plan

Mark Manoel Island Yacht Marina and show fore/aft moorings where alongside berths are shown currently.

Page 275 Grand Harbour Marian

Add website in box:

www.cnmarinas.com/en/marinas/grand-harbour-marina

Page 276

Add MA4 to Excelsior Grand Hotel Marina.

Page 277 Msida Marina

Change from MA4 to MA5

Msida Marina box:

Change contacts as follows:

☎ +356 21337049, Fax +356 21337048

VHF Ch 13

Email inco@creekdevelopments.com

<http://marinamalta.com>

Msida Marina

Delete first sentence and replace with:

The marina formally owned by the Malta Maritime Authority is now managed by Creek Developments. During 2012 extensive renovations were being undertaken to upgrade the marina, fittings and facilities. Work was still in progress in early 2013 and visitors are requested not to enter the marina until further notice indicating the work is completed. See website above for more details.

Continue from: The breakwater at the east end... etc.

Delete last paragraph: The Maritime...

Page 279 Manoel Island

Add: Yacht Marina and change from MA5 to MA6

Manoel Island Yacht Marina box:

Change / add contact details as follows:

☎ (+356) 2134 2618, Fax (+356) 2134 2619

Email info@miym.com.mt

www.miym.com.mt

Manoel Island Yacht Marina

Add coordinates:

35°54'·1N 14°30'·4E

Change box text to read:

An excellent if crowded marina with four pontoons with berths for 200 yachts. Up to 50 Superyachts or larger craft up to 100m can be moored on fore-and-aft lines E of the pontoons. Very conveniently located close to the Gzira tourist area but across the creek, making it a quiet area.

Manoel Island Yacht Marina (Lazaretto Creek):

The Marina. Change paragraph to read:

After many years of neglect and formally belonging to the Malta Port Authority, many changes have taken place resulting in this marina being privatised and extended to include most of the S side of Manoel Island from the road bridge to the old hospital. Four pontoons have berths for 200 yachts at the W end near the bridge into town, with around 50 fore/aft moorings for larger yachts up to 100m further down to the E. A proposal to build a breakwater at the E end of the island has not yet materialised, but this would be of huge benefit during the winter *gregale* gales which create a strong surge.

The marina is very well situated close to the tourist centre of Gzira with many chandleries nearby. Although on the main coastal road, it is a quiet location as it is situated across the creek from the traffic.

Page 280

Change MA6 to MA7

Ta'xbiex Quay

Change contact details to:

☎ +356 21337049, Fax +356 21337048

VHF Ch 13

Email info@creekdevelopments.com

http://marinamalta.com

Berthing

Change Ch 9 to Ch 13 (third line).

Plan

Mark Manoel Island Yacht Marina and show extension to fore and aft moorings replacing two alongside yachts.

Page 281

Change MA7 to MA8

Manoel Island Yacht Yard Ltd

Change contact details to:

Yard ☎ +356 21334453/4, Fax +356 21343900

Email info@yachtyard-malta.com

www.yachtyard-malta.com

Manoel Island, Gzira GZR 3013, Malta

☎ (+356) 2134 2618

Page 282 Portomaso Marina

Change MA8 to MA9.

Change contact details to:

Portomaso Marina, St Julians PTM01 Malta

☎ (+356) 21387803, 21389656, Fax (+356) 21389655

Email info@portomasomarina.com

VHF Ch 13 (call sign *Portomaso Marina*)

Page 283

Add MA10 to Birzebbuga and Marsaxlokk heading.

Gzira GZR 3012, Malta

☎ +356 21334453/4, Fax + 356 21343900

Email info@yachtyard-Malta.com

Fax (+356) 2134 2619

Email info@miym.com.mt

Page 284 Yacht services in Malta

Change contact information for whole page as follows:

Add:

Atlantis Sails Ltd, 68 Dawret Hal, Ghaxaq 9018 ☎ +356 99895008. For expert sail repairs, awnings, dodgers, spray hoods, etc. Sails collected and returned.

RLR/Yachting, Ta' Xbiex Sea Front, 156, Ta' Xbiex, GZR1020 Malta ☎ +356 21331192/21331996, Fax +356 21344615, Email info@rlryachting.com www.rlryachting.com Skype rlryachting.

S&D Yachts Ltd, Sea Breeze, Triq Giuseppe Cali, Ta' Xbiex MSD 14. ☎ +356 21320577 / 21331515 / 21339908 Fax +356 21332259

Nautica Ltd (change from Nautica Slema) Msida Road, 21/23, Gzira ☎ +356 21 345138/9 21338253

Fax +356 21 343821 Email info@nautica.com.mt

www.yachtchartermalta.com

Chandlers & Electronics / Services

Change contact details as follows:

D'Agata Marine/Nautilus Services Ltd, Ta' Xbiex Wharf, 152, Gzira Malta GZR 1020. ☎ +356 21341533

Fax +356 21 340594 Email info@dagatamarine.com

www.dagatamarine.com

Gauci & co should read: **Gauci Borda & co. Ltd**

Change Fax to: +356 21 343604

International Marine Centre Ltd, Testaferrata Street, Gzira.

☎ +356 21332747, Fax +356 21343871

Email intermar@waldonet.net.mt

Camilleri Marine (Ellcee Nautical Supplies Ltd), Ta'Xbiex

Seafront 162A, Gzira, Malta ☎ +356 21346320

Fax +356 21345414 Email camarine@ellcee.com

www.ellcee.com

Fabian Enterprises Ltd, Msida Road 18-20, Gzira, GZR 1401

Malta. ☎ +356 21313283/21320845 Fax +356 21338087,

Email sales@fabian.com.mt www.fabian.com.mt.

Medcomms Ltd Msida Road 4, Gzira GZR1401 Malta

☎ +356 21335521/21330147 Fax +356 21310820

Email info@medcomms.com.mt

www.medcomms.com.mt/products.htm

Skype medcomms.ltd.

Ronnie's Marine Services, Marie Louis Buildings 1, Gzira.

☎ +356 21 319338 Fax +356 21 318873

Email ronniesmarine@waldonet.net.mt

Zarb Stores Ltd, New Street 13, Luqa, Malta. ☎ +356

21809304 Fax +356 21664034

Email info@suzuki-marinemalta.com and

info@zarbstores.com www.suzukimarinemalta.com

Thos. C. Smith & Co. Ltd, La Valletta ☎ +356 22 058000

Fax +356 22 058199 Email webinfo@tcsmith.com

www.tcsmith.com

Marine Services Ltd, Corinthia San Gorg, St George's Bay, St

Julian's, Malta ☎ +356 21373822 Mobile +356 99494363

Fax +356 21382915 Email info@marineservicesmalta.com

www.marineservicesmalta.

Dolphin Forge KW38, Corradino Industrial Estate, Paola, PLA

3000 Malta, ☎ +356 23 607000 Fax +356 21664735

Email info@discompanies.com www.dolphinforge.com

Shipyards

Change / add contact details as follows:

Manoel Island Yacht Yard, Manoel Island, Gzira, GZR 3013,

Malta ☎ +356 2133 4453/4 Fax +356 213439000

Email info@yachtyard-malta.com www.yachtyard-

malta.com

Delete final sentence: For rates...

Kalkara Boatyard Co Ltd, Kalkara Wharf, Kalkara KKR 1501

Malta ☎ +356 21 661306 Fax +356 21 690420

Email kalkaraboatyard@onvol.net

www.kalkaraboatyard.com.mt

Bezzina Ship Repair Yard Ltd, Marsa.

Email bezzina@us.delmarmarine.com.

Delete Skype.

www.delmarmarine.com/bezzina.html

Cassar Ship Repair Ltd, Slipway No 6, Marsa Cross Road,

Marsa, HMR 17 Malta ☎ +356 21225764 / 21244500 /

21247351 Fax +356 21239761

Email info@cassarshiprepair.com

www.cassarshiprepair.com

Page 285 Mgarr Marina

Change to MA11

Box

Delete Malta Maritime Authority

Change contact details as follows:

Berthing Master ☎ +356 99242501

Office ☎ + 356 20992501

24 hr ☎ +356 99452389 / 99493706

Fax +356 21341714

Email info@gozomarina.net

www.gozomarina.net

VHF Ch 16 & Ch 9

Page 286 Marina Charges

Change to read:

For berthing fees for all lengths of yachts consult:

www.gozomarina.net/tariffs.shtml

Page 287 Anchorages

Around Malta MA10 change to MA12

Page 289 Anchorages

Around Gozo MA11 change to MA13

Page 291 Anchorages

Around Comino MA12 change to MA14.