



RCC PILOTAGE FOUNDATION

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SOUTH ATLANTIC CIRCUIT Mid Season Update (Summer 2008) Including Gough Island

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The Pilotage Foundation is grateful to Andy O'Grady for sending in these notes made during a visit to Brazil in his yacht Balaena in Summer 2008.

We are also grateful to Pete and Annie Hill for their notes on Gough Island, which can be found at the end of this update

Page 13 Most Brazilian towns have well stocked supermarkets and virtually every item obtainable in any part of the world is obtainable here.

Page 19 Brazil - formalities: Most ports seem to expect you to clear in and out with immigration as well as the Capitania. However different officials in different ports have differing requirements and it seems impossible to get it right.

Page 69 The huge number of heavily armed and body armoured "tourist police" tend to decrease confidence rather than make one feel safe. At night or a few yards away from the view of these police you are very likely to be robbed, it happened to several yachts during the few days that we were there in December and January 2007-8. We and several other boats found this to be a very unpleasant destination.

Page 71-72 Anchoring and berthing: both marinas (as in all places we visited) were expensive. For those that anchor, the Centro Nautico allows use of it's pontoons by dinghies for R\$5 per day. It is possible to anchor in sand, good holding, between the old harbour and new marina. Do not land on the beach here – knife wielding robbers lie in wait for yachtsmen who do this, go around to the marina.

Formalities

Immigration: The office is that of the maritime police (a little known – to Brazilians - branch of Policia Federal) which is at the back of the same building as the customs but can only be reached via the main dock gates and requires walking about 1km and then returning on the dock side. The security guards at the dock gate will try and direct you to the large Policia Federal building another 1km distant but if you go there you will only be sent back to the docks. The Centro Nautico failed to give us adequate directions to sort this out without a lot of going to and fro.

Age 87 Anchorage and berthing: Marina da Gloria is very expensive, in the order of US\$75 per day for a 12m boat. The area is dangerous outside the gates and it would be wise to use a taxi if going anywhere. Iate club de Rio would not accept transients in 2008 and made a steep charge for landing by dinghy if anchored off. We Used Club Naval Charitas opposite Rio in Enseada de Jurujuba, it was possible to anchor off and for a small fee use all the clubs excellent facilities or use a limited number of visitors berths at reasonable fees. An advantage of this position is that there is a high speed ferry to the naval district in Rio, almost taking you to the door of the Capitania. Apparently politics within all the clubs changes with their officers and visitors must be prepared for the need to look elsewhere.

Page 92 Pirates Mall marina allows free berthing for a few hours for the purposes of stocking up at the excellent but pricey supermarket or making crew changes.

Page 120 Entry: The military base in Mar del Plata is for the use of the Argentinian navy.

Formalities: These seem to be stricter here than elsewhere and all vessels from overseas were required to have health clearance. Customs needed 24- 48 hours to complete their documentation.

SEE BELOW FOR GOUGH ISLAND

GOUGH ISLAND

40°21'S 9°52'W

Chart 1769: *Gough Island*

H M Admiralty Pilot, Africa Vol ii

Gough Island lies just in the Roaring Forties and is 230 miles SSE of Tristan de Cunha. It is a dependency of St Helena. The South African Government lease the island for use as a weather station, which is situated at Transvaal Bay on the SE end of the island. Visitors are not permitted ashore *unless they have a medical emergency*— such as a loose filling. There is a paramedic on the island, who was very obliging about *Badger's* emergency.

Gough Island is well watered and covered in luxurious vegetation. There are several mountains, the highest being Edinburgh Peak at 910m.

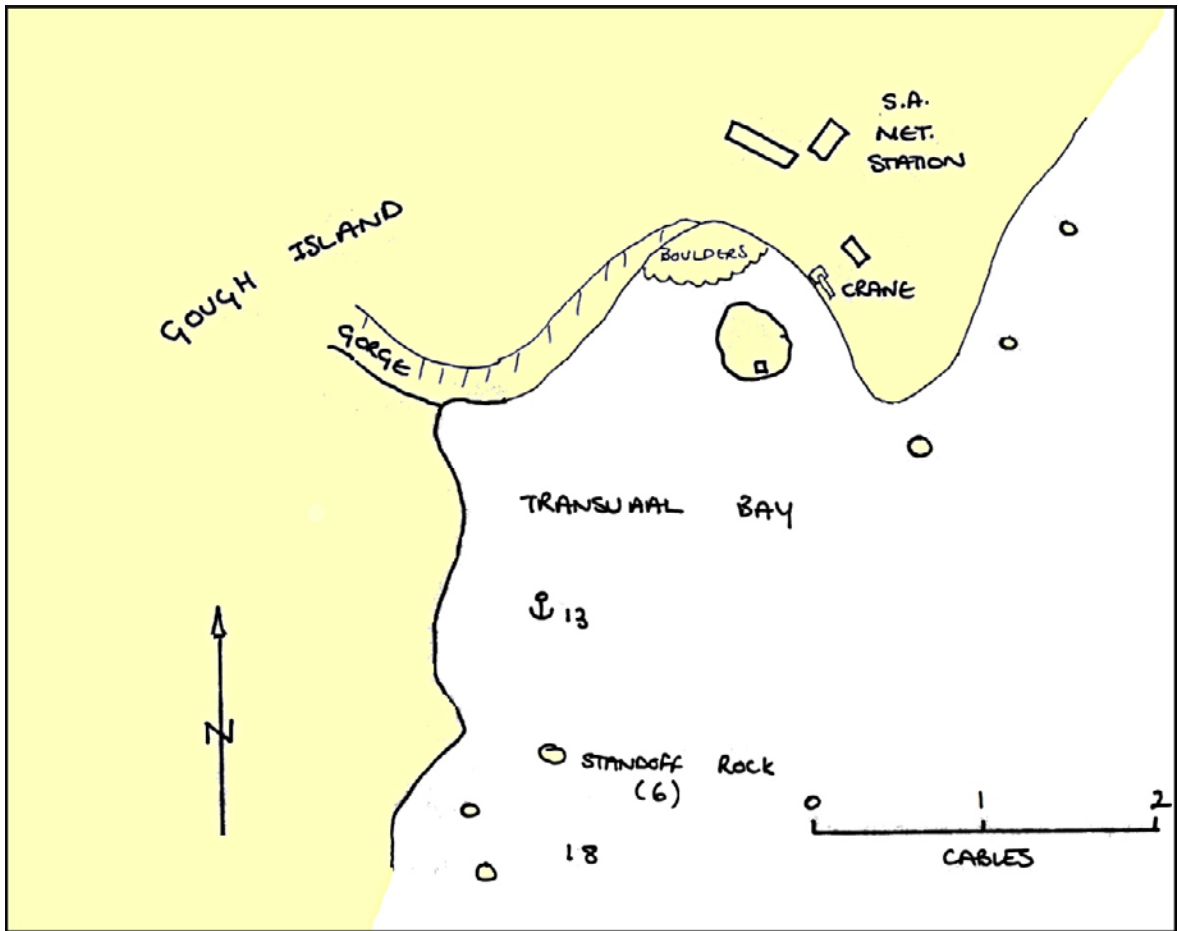
TRANSVAAL BAY

We anchored in Transvaal Bay, nearly 1 cable N of Standoff Rock and a little S of the gorge, S of the met. station, in a depth of 13m, rocky bottom. This gives good protection from the W'ly quadrant, but is otherwise exposed. There is no easy landing ashore, but it might be possible to do so at the gorge (the cliffs are very steep, but a rope on the N side of the gorge, is rigged to assist access).

On the cliff by the met. station is a crane, which is used to offload the stores. Contact with the station personnel will probably be made via this, as they have no boat of their own: a small platform is lowered, which can take several people.

Badger sailed up the coast to The Glen anchorage and it appears to offer reasonable shelter from the SW quarter. When visited, there was only a slight swell running and it appeared possible to land on the beach.

The Island is quite beautiful; many yellow-nosed albatross were nesting when visited. However, there is a good chance that weather conditions might prevent a stop being possible.





TRANSVAAL BAY, LOOKING SW FROM THE CRANE

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