

## HAVENS & ANCHORAGES by Tom Morgan 1st Edition 2002

HAVENS & ANCHORAGES UPDATES, October 2009: Updates are taken at face value. Details have not been verified by the author who has no responsibility for any inaccuracies

CENAB, in Salvador City, hosted the finish of the

Cape to Bahia Yacht Race in January 2009.

None of the promised updates, about the Salvador Bay, from participants has appeared

p2 Money

October 2009, approx. R1.70 = US\$1. Exchange rate has varied wildly since 2004

However, prices of imported goods stabilised until the credit crunch. Locally produced items have also followed this trend. The advice in the book about changing money still holds.

Only change what you need at any time. Prices are rising quite quickly.

In 2010/11 prices at marinas were very high, except at the CENAB marinas.

One US boat (35ft) was quoted approx. US\$100.00/night at Bahia Marina.

Space in Salvador port was almost non-existent and the long-term occupancy by a French rally made checking in, and out, difficult. The tourist boats have taken up all of the anchorage.

p21 Upper Rio Paraguacu and Maragojipe

After an article, in Sailing for SA Oct 2005, by Ruth and Kyle Goodman (ex-Cape Town)

Note the river is not called Paraguay, as in the article (editing??)

They gave 3 anchorages -

Godóia, between I. do Arromba and I. do Monte Cristo, and off Maragojipe.

All of these anchorages are indicated on the drawing, see page 19.

GPS positions are given: the only new information is anchoring across the river from the town.

The anchorage nearer the town, shown in the book, has deeper water.

Chart DHN 1107 gives greatest detail.

The drawing in Havens & Anchorages is adequate.

p22 Canal de Itaparica

There is a marina in Itaparica. It is also run by the Centro Nautico Da Bahia, the same Bahia state government organization that runs the main public marina in Salvador.

p23 Received from Reinhard Ermer, SY Black Elise 2, 08 December 2009

Ponte do Funil (add name of bridge)

He writes to correct the information regarding the passage of yachts under the road bridge.

On a low tide of 0.7m he passed under the bridge with only his VHF antenna 'touching a bit'.

His yacht is a Hanse 400 mast height 19.5m plus 1.0m for the antenna.

He passed straight through the centre of the arch. The buoyage, etc. was not corrected.

This submission can be relied upon: he sent photographs of 'before and after' going under the bridge.

The photographs may be put on the website shortly.

More up-to-date information can be found at [www.cenab.com.br](http://www.cenab.com.br)

The marina is a short walk south of the main village square,  
approximate position 12° 53.3'S 38° 41.1'W.

You can still anchor off, in which case the marina still offers landing facilities -

It would be good security for a dinghy.

There is more than 3m depth in the marina,  
though the approach channel has less than 2m at LWS.

Shelter is generally good, though the marina is exposed to

SW chop during winter cold fronts.

Facilities are good, including 110 and 220V power, water, showers, etc.

You can leave boats unattended.

In June 2002, several yachts had been left unattended despite the risk from cold fronts.

Rates in 2002, including water and power, were reasonable:

Up to 23':	R\$10/day	R\$261/month
24-32':	R\$13/day	R\$340/month
33-40':	R\$15/day	R\$392/month
Over 40':	R\$20/day	R\$522/month

In addition, there are various charges. For using the shower facilities.

These are about R\$3 per day,

These also apply if you anchor off and come in to use the facilities in a dinghy.

Cruisers are welcome to use the amenities.

The marina keeps statistics of visiting yachts.

Of the boats that visited between January and May 2002,

almost two-thirds were French; 2 out of the 47 were British

None of the Cape to Salvador entrants have noted any changes

From Ian and Judy Jenkins January 2006

Florianopolis pp86 - 88

They recommend it is better to check in at Ibatuba or Sao Francisco do Sul

Florianopolis is not geared for yachts (although they have a strong yacht club)

In South Atlantic Circuit the reader can see that the route to

Customs and Immigration (Policia Federal) is quite difficult