

# South Biscay

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## Supplement No.4

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**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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.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, *Wishhound II*, James Pickford, *Kalabash* and Marc Labaume.

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### 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 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 Coruna. 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 informations*) 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 but I think the reason for this is becoming clear... One way round this problem is that 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. In fact there is an app one can download to make this 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 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.

#### Pages 58 and 59 Lights

**Socoburo chartlet** The port hand light on the way into Socoburu marina should be amended to Fl(2)R.6s from Fl(2)R.5s.

**Rade de Hiuer** The second Fl(2)R.2.5s on the approach from seaward should be deleted and the F.R. should be amended to Fl(2)R.6s.

(See amended chartlets opposite and on next page).

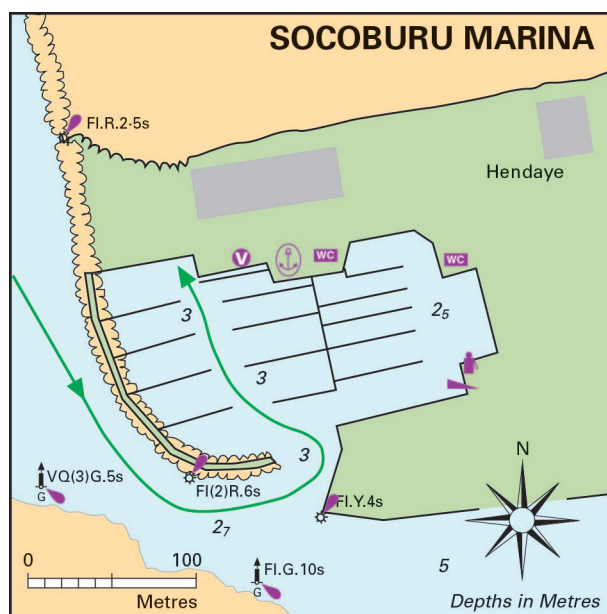
#### Page 60 Socoburu - Berthing

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, co-ords 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

Tel no of RCNSS now +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.

#### 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 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  $\oplus 579$

Waypoints  $\oplus 575$  should be Antonio (not Pedro)  
 $\oplus 591$  should be 06°08.87W

### 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  $\pm$  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 *sídería* galore in the old town.

### 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 euro 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

$\oplus 578$  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 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  $\oplus$ 34985565479, 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 Gijón.

### 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** 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.

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

**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 Wi-Fi. Excellent supermarket bread, fish and meat, etc. and free Wi-Fi in adjacent bar.

#### **Telephone Numbers:**

Harbourmaster: ☎ 0034 985 59 1114

Turismo: ☎ 0034 985 59 0118

Fuel is only available on Sundays for yachts.

**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 Wi-Fi is available €1.60 for 15 minutes minimum, from 'Ciber California', Calle Ramon Asenso, No.8. It is also said that the pizzeria in the harbour offers it as well.

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** There is a very helpful tourist office at the NE corner of the harbour – but limited English spoken. Wi-Fi 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 ☎ 689 144 730 may arrange a key.

Taxi, Jose Perez ☎ 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 just about at 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 too 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**

On chartlet anchor should be dropped near anchor 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 - Anchoring**

3.5m least depth easily found with excellent holding.

However when the tide turns in any appreciable wind it becomes very rolly. Perhaps 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. There is water available from a tap on the corner of the white block house with five windows plus fresh (cold) water showers on the beach front. Landing by the rowing club steps on the north side of bay.

NB: 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 rolly unless 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 loos just opened (2013) at Viveiro. This is a sheltered marina with very little swell. Security by keys. New (30/05/2013) male and female shower/loo units. Two showers and loos in each. 35t boatlift.

[www.marinasdeg Galicia.com/viveiro.htm](http://www.marinasdeg Galicia.com/viveiro.htm)

The *marinasdeg Galicia* is a newish grouping of marinas in Galicia including Viveiro, Sada, La Coruna, Muros, Vilagarcia, Sanxenxo.

Email [viveirodp@hotmail.com](mailto:viveirodp@hotmail.com)

**Page 181 Ria de Barquero - Anchorage**

Off Playa Compelo a bit rolly, 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 and +34 630 183 901

**Page 191 Cedeira - Anchoring**

Good holding but a trip line is strongly recommended.

**Page 193 El Ferol - 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 9 m 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 202 A Coruña - Approach from W**

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

**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, 24th 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 ☎ 626018200. 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