

RCC Pilotage Foundation Atlantic Islands

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Supplement No.5: September 2019

Further updates are available, as they come in, via the
Cruising Notes page of the Pilotage Foundation website at
<https://rccpf.org.uk/Pilotage-Notices>

This replaces all previous supplements

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 authors 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safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice.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 authors 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 is cumulative and the latest information is marked in **blue**.

Authors' 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 yacht should have on board.

This supplement contains amendments and corrections received since the 6th edition of *Atlantic Islands* was published in May 2016.

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The Canary Islands Jon Crouch, Peter Fabricius, Richard Sanderson, Antony Wells and others

The Cape Verdes Helen Norris, *Island Drifter*; Kai Brossmann, Marina Mindelo

Updating charts and pilot books from official sources

Much useful information regarding harbour developments and changes to navigation lights and radio signals is available free of charge on national hydrographic office websites. The chart blocks included in the Portuguese Hydrographic Institute's monthly *Avisos aos Navegantes* are often very informative, whether or not one has the Portuguese chart to which they refer.

<http://anavnet.hidrografico.pt/GruposMensais.aspx>

The website for the UK Hydrographic Office's weekly Notices to Mariners will be found at www.admiralty.co.uk/maritime-safety-information/admiralty-notices-to-mariners

The Spanish Armada Notices to Mariners are at www.armada.mde.es > Science/Culture > Hydrography > Products > Notices to Mariners

Bermuda information can be found at www.rccbermuda.bm > Navigation warnings

The RCC Pilotage Foundation website www.rccpf.org.uk is also a source of updates and information on the pilot book *Atlantic Islands*.

Plans

Lights are now marked in full colour on all plans, in line with international hydrographic office standards. Red lights are shown as red flashes, green lights as green flashes, yellow or white lights as yellow flashes.

Technical input and information

The last input of technical information for Madeira and the Cape Verdes was from Admiralty *Notices to Mariners* Week 35-37 of 2019 and Portuguese *Avisos aos Navegantes* (which appear at the end of each month) for August 2019.

Updates are gratefully received, especially regarding the information within this supplement marked with an asterisk (*). Please send any information to info@rccpf.org.uk

Anne Hammick
Falmouth, August 2019

Hilary Keatinge
October 2018

Latest updates for the Azores have been compiled by Linda Lane Thornton
Terceira, Azores, May 2019



Praia da Vitoria, Terceira *Linda Lane Thornton*

Introduction

Page 2 Passage charts

New editions

British Admiralty

3135 issued 2017

4104 issued 2018



Architect's impression of the Morgan's Point development, looking NE *SB Architects*

I. BERMUDA

General updates

In October 2016 Hurricane Nicole, downgraded to level 3, passed directly over the island. Everyone was well prepared and neither the buildings nor the boating industry were too badly effected.

South Basin development – this has been developed initially to house the America's Cup boats, teams and organisation (see below). Its future post-June 2017 is not yet known.

Caroline Bay Marina– new development on Morgan's Point, Great Sound. The marina is due to open in March 2017 and the Ritz Carlton apartment and hotel project should follow in 2018. The marina is geared to superyachts of over 200 feet with berths for small craft as well.

Page 15 Airport

Bermuda's airport is being completely rebuilt with improved facilities including long awaited 'air-bridges'. This will bring it into line with more up-market international destinations. Completion date expected near the end of 2019.

Discharge of sewage

Concerning release of sewage from all vessels including yachts please see the very detailed Water Resources (Prevention of Pollution by Sewage from boats) Regulations 2018 which can be found at www.bermulaw.com under 'Annual Laws'.

St. George's

Page 24

The dilapidated and only occasionally working swing bridge connecting St. George's and the land adjacent to the airport may be replaced. Likely not before 2020. This route is really only suitable for dinghies.

Page 26 Dockyard

South Basin has not yet been repurposed.

Approach

In the vicinity of the South Channel Elbow Buoy, a South Cardinal, two yellow monitoring buoys have been deployed. The buoys are each fitted with a light flashing yellow every three seconds.

Buoy 1 in position 32°19'·29N 064°47'·08W

Buoy 2 in position 32°18'·81N 064°46'·94W

Mariners are advised to proceed in this vicinity with caution. Check Navigation Warnings on www.marineandports.bm/nav_warnings.aspx



Looking NNW over the new Caroline Bay Marina in Little Sound, Bermuda *Caroline Bay Marina*

Page 27 Caroline Bay Marina

32°16'·28N 64°51'39·40W

Harbour communications

VHF Ch72 ① +441 234 4900 May to September Mon-Fri 0800-1600, Sat-Sun 0800-2000. October through April Mon-Fri 0800-1600, Sat-Sun 0800-1700.

8 Caroline Bay Road, Sandys SB01 Bermuda

Email manager@carolinebaymarina.com

www.carolinebaymarina.com

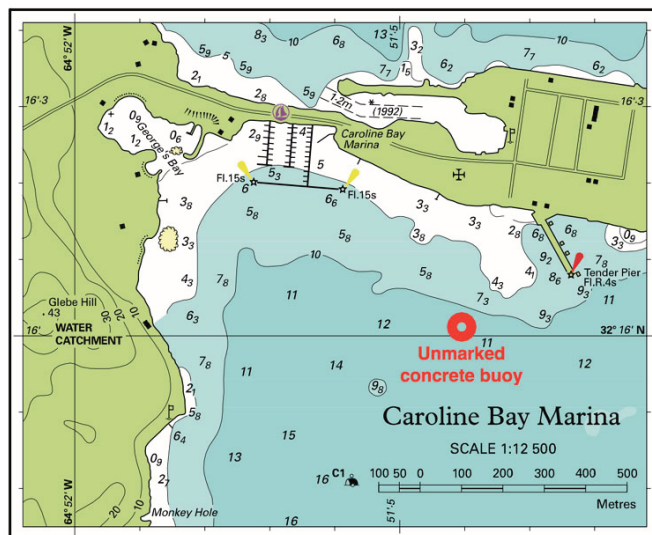
On the south side of the peninsula, known as 'Naval Annex' between Great Sound and Little Sound is a complex built prior to the holding of the America's Cup in 2017. The hotel development has stalled, but the marina is active, as is the building of the adjacent luxury apartment units.

The marina has state of the art concrete floating docks. It can accommodate up to 30 superyachts, maximum 250ft, berthed Med-style, and has 80 berths for 30–80ft boats on finger pontoons.

All the usual facilities with dock space for fueling via tanker.

Customs Clearance and immigration assistance can be provided. www.rccbermuda.bm/of_visitingyacht.aspx

Full concierge services to assist with provisioning, laundry, bottled gas refills. The airport is a 45-minute taxi ride.



II. THE AZORES

Page 46 Temporary residency

A stay of three months in the Azores permits one to apply for residency. The first requirement is to obtain a *Número de Contribuinte* (*Número Fiscal*) from the *Finanças* office (see page 52), after which any *Serviço de Estrangeiros e Fronteiras* (Immigration and Border Control Department) can issue an *Autorização de Residência* (residency document). It is reported to cost a mere €15 per person rather than the €200 stated in the 6th edition.

Residency gives a considerable reduction on berthing charges at Portos dos Açores marinas (currently all except Praia da Vitória, Terceira and Vila Franca do Campo, São Miguel), especially for longer stays. In addition, there is a ticket price ceiling for Azorean residents on SATA Air Açores flights. If the ticket costs more than this ceiling, a refund can be obtained at larger post offices (*correios*) on presentation of the boarding pass and original receipt (*factura*) stating the passenger's name and the flight details.

The advantages attached to obtaining residency in the islands, published in the September update, changed radically on 1 January 2019. In order to qualify for discounts in either marinas or with SATA airlines, one must be physically resident in Portugal (which includes the Azores) for 183 days prior to such discounts coming into force.

Page 50 Regulations and taxes

A new regulation is that yachts at anchor in some of the Portos dos Açores (eg Lajes das Flores, Horta (Faial) and Velas (São Jorge) may be charged 50% of the marina fee.

Page 51 The Schengen area

In 2018 some problems arose in Velas, São Jorge, when boats arrived from the Caribbean and elsewhere via Flores, but decided to bypass Horta because it was so crowded in June and July.

Ever-helpful marina manager José Dias found them berths in Velas marina and allowed the crews to go ashore, but the authorities subsequently made it very clear that Velas is NOT a port of entry, and that the skippers should have been told either to return to Horta or to continue to Angra do Heroísmo, Terceira or Ponta Delgada, São Miguel for inward clearance. In the meantime they should have been restricted to the anchorage, and not allowed ashore.

It is understood that some flexibility is still applied in the case of both Flores and Santa Maria, and it is hoped that it will also be extended to Graciosa when the new marina at Cais da Barra – see page 113 in this supplement – opens for business.

Page 55 Berthing fees

According to the Portos dos Açores SA marinas's website there has still been no increase in berthing charges and those listed in the 6th edition continue to apply (though see below). Neither has there been any increase at Vila Franca do Campo. For charges at Praia da Vitória see page 131 in this supplement.

Page 55 Portos dos Açores SA website

Having been assured in early 2016 that the website at www.marinasazores.com which details all Portos dos Açores SA marinas was due to be 'reinstated in a much improved format towards the end of the year', and in June 2017 that 'it should be working by the end of the summer', as of August 2018 the old site remained unchanged, berthing prices and all.



Looking across the Marina das Lajes towards the damaged northwest mole *Mike Downing*

Flores

Page 61 Porto das Lajes

The lighthouse pictured on page 64 was swept away just before *Atlantic Islands* was published in April 2016 – not an uncommon occurrence in Flores. After a period with 'a light on top of a pipe' a concrete tower has been built, exhibiting the same characteristics as its predecessor.

In 2017 the marina's northwest mole developed a crack not far from the starboard hand light and the inner pontoon had to be shortened from 30m to 20m or so. By August 2018 the entire end of the mole appeared in peril, though at that time the light was said to be unaffected.

During the 2018/9 winter a sizeable chunk fell, blocking the southwest half of the entrance – see photo. It is marked by a buoy (green, stbd) and a post, both lit. This considerably restricts the area for manoeuvring inside the marina.

Entry is forbidden at night, but it is permissible to anchor in either of the two designated zones in the main harbour area.

Entry should not be attempted when winds are strong, especially from the north or east. If winds are from the east, there is an anchorage on the west of the island at Fajã Grande (see page 69).

The port at Flores is not equipped with a RIB which could tow yachts in. If yachts do not have a working engine then the pilot boat has to be used – which is very expensive. In any event, facilities in Lajes das Flores are minimal and yachts needing assistance should make every effort to get to Horta on Faial where there are more facilities.

Page 65 Facilities

Laundrette In June 2017 it was reported that DIY washing machines were due to be installed, though there was no mention of improved showers or toilets.



Entrance to the marina at Lajes das Flores *Linda Lane Thornton*



An 'artist's impression' of the finished work at Santa Cruz, Flores
Keith Marshall



Dredging under way at Santa Cruz, Flores Mike Downing



A fully-equipped
whaleboat in
Corvo's Casa do
Bote
Mike Downing

Page 65 Communications

Ferries In addition to the conventional (albeit small) ferry described in the 6th edition, in 2018 it was also possible to visit Corvo in a large RIB run by Elisiário Cristino Serpa and Cecília Santo, *Mobile* +351 917 918964, +351 964 220645, elisiariomalheiros@hotmail.com, <https://viagemilhadocorvo.blogspot.com>, Facebook @passeiosturisticosflores. Rather than going direct, the RIB visits sea caves on Flores's northeast coast and may divert if dolphins and whales are encountered. Three or four hours are spent on Corvo itself.

Page 66 Santa Cruz (Porto das Pocas)

Work started in late 2017 to increase protection for the quay and deepen the rock-strewn approach channel. Even so, it seems unlikely to ever be suitable for anything much larger than the Corvo ferry mentioned on page 65.

By June 2018 the northern end of the harbour had been closed off (previously it was partially open at high tide) and many of the rocks in the approach had been removed with explosives. A dredger was hard at work, unusual in that it had no means of propulsion – instead the bucket on the front was dug into the seabed for manoeuvring. Work is expected to take at least another year.

By July port and starboard entrance buoys had been laid outside the harbour, Fl.R.3s and Fl.G.3s respectively, and the leading lights had been modified from 285° to 308°. This is purely academic, however, as no skipper should even consider entering, by day or night.

Corvo

Page 71 Introduction

The small tourist office in the Casa do Bote was open in early June 2018.

Page 71 Vila Nova do Corvo (Porto da Casa)

In August 2017 the Portuguese *Avisos aos Navegantes* announced that the short quay was to be extended, the light deactivated and three lit yellow buoys laid, which have been moved as work progresses. As of June 2018 all appeared to be going well, with a square metal cage laid beyond the end of the quay, presumably to be filled with rocks and then surfaced with concrete. Work is expected to continue until 2020, at a total cost of more than €10.5 million, and the anchorage indicated on the plan on page 72 will not be usable in the meantime.

Work is continuing on the extension of the harbour wall.



The extension to the short breakwater at Corvo's Vila Nova do Corvo taking shape in June 2018, with Flores on the skyline Mike Downing

Faial

Page 77 Marine farm

In June 2018 a marine farm was laid off the south coast of Faial, about 150m offshore and 500m east of the airport runway, centred near 31°08'N 41°34'W. It is marked by four yellow buoys with × topmarks which form a square some 650m west-to-east and 330m north-to-south. Only the northwest and southeast buoys are lit, both Fl.Y.4s.

Page 78 Horta

Major developments in the southern part of the south harbour are mentioned in the last paragraph on the page. As predicted, work had not started by 2018, but it seems that in due course an inner breakwater – or possibly a spur running inwards from the main breakwater – may be built to improve protection and provide additional alongside berthing. No date has been set and it seems unlikely that work will start for several years.

The long-awaited refurbishment of the shower and toilet facilities has still not happened.

Page 82 Anchorage

Anchorage off Praia da Boca da Ribeira, northeast of the ferry and cruise ship terminal, is forbidden, as is anchorage in Baía do Porto Pim, both due to undersea cables.

Page 83 Facilities

Boatyard R&I Marine Solutions (Rui ☎+351 968 988038 and Isauro ☎+351 916 659093) carry out GRP work, welding and general repairs. For woodwork contact Harry Schank, who trades as Good@Wood Shipwrights, ☎+351 922 169233.

Electrical and electronic repairs Peter Knott is a Raymarine electronics technician, while João Neves handles electrical problems. Both operate through Mid Atlantic Yacht Services.

Sail repairs and canvaswork Ralf Holzerland has retired.

Sail repairs are now carried out by Louis and Sophia Serpa, ☎+351 926 890202, working out of Horta Yacht Center (next to the Spar shop on Rua Vasco da Gama, opposite the Forte de Santa Cruz).

Rigging Also handled by João Neves (see above).

Showers By August 2018 the ladies' showers and toilets were reported to be looking fairly shabby, with several locks missing.

Pico

Page 86 Pico, Anchorage

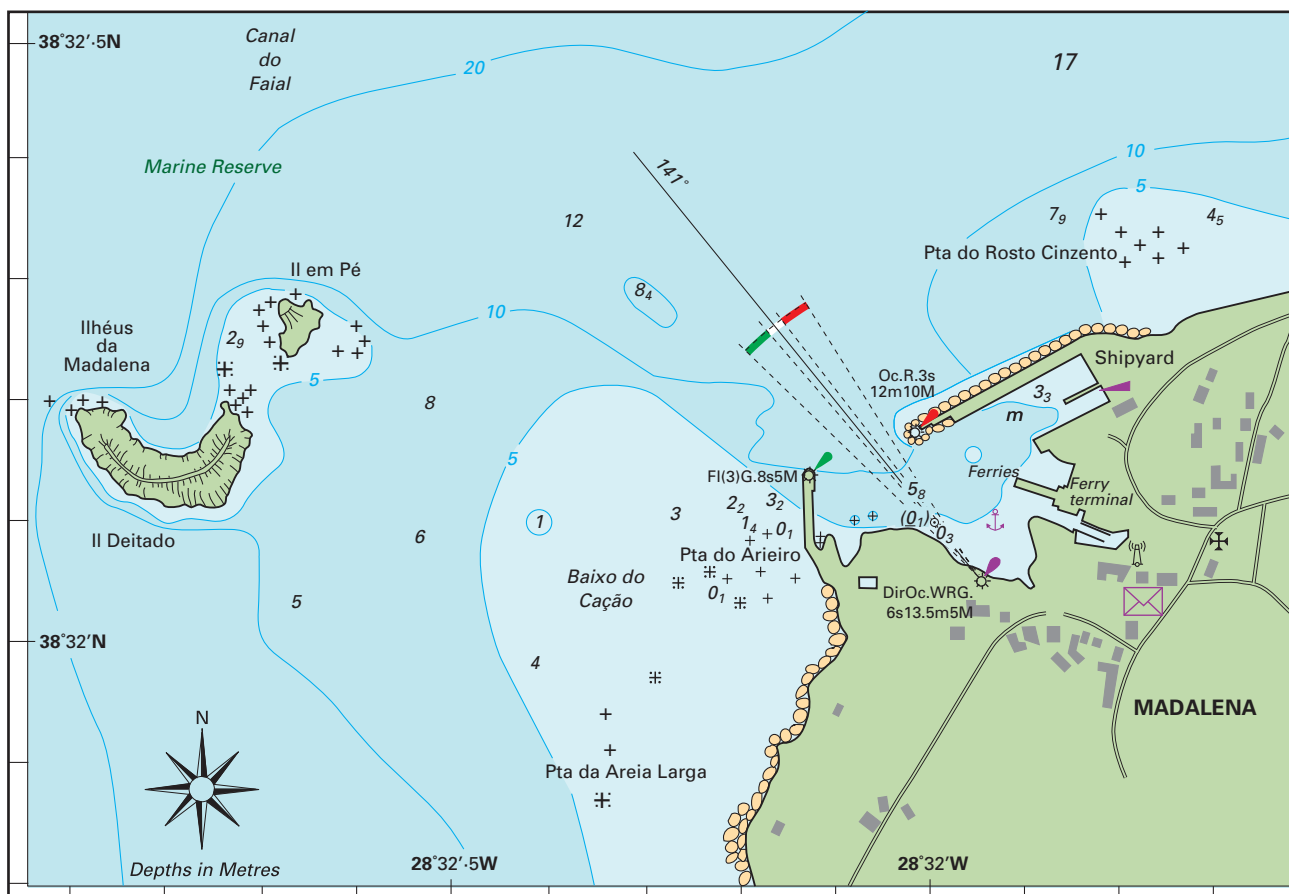
Baía da Areia (38°27'·8N 28°11'·4W) between Prainha de Baixa and Santo Amaro and identified by a dry stream bed ashore, is reported to offer a pleasant daytime stop in about 8m. It is sheltered from northeast through south to west-northwest, but is fully exposed to northerly or easterly swell.

Page 89 Museu de Cachalotes

In June 2018 Madalena's *Museu de Cachalotes e Lulas* remained closed, following northwesterly winter storms which drove rocks and shingle across the road and into the building, wrecking many exhibits. It was hoped that funds would soon be available for its restoration.

Page 89 Madalena

The plan below has been updated from a chart block included in Portuguese *Avisos aos Navegantes* for June 2017. As can be seen, the old leading lights have been replaced by a sectored light, Oc.GWR.6s13·5m5M, 141°–G–139·5°–W–142·5°–R–147·5°. It is mounted on a red and white banded post 6m in height.





Work taking place to extend Madalena's north breakwater in June 2018. The light structure has already been moved some distance to the west, presumably to its final position. The Ilhéus da Madalena are on the left with Faial beyond. *Anne Hammick*

The north cardinal buoy which marked rocks on the south side of the entrance to the small inner harbour appears to have been removed. Take care if anchoring in the spot suggested on page 90.

More recently, work has been taking place to extend Madalena's north breakwater – see photograph – after which the red sector of the light may need to be modified. In June 2018 various buoys dotted the harbour, which also contained a large stone-carrying barge with integral crane.

Page 94 Lajes do Pico

A stone wall, submerged at high tide, is reported to extend from the inner quay towards the north pontoon.

At low tide the rocks in the harbour block the incoming waves and swell, but at high tide there is said to be a good deal of movement – sufficient to induce seasickness.

In July 2018 a 15m (49ft) yacht which had visited the harbour several times previously was permitted to lie alongside the inner part of the northern pontoon, from which the innermost three fingers have now been removed. The spot was very sheltered and proved surprisingly deep, with 3m at low water, but entering was tricky past the yachts on the outer fingers, at least one of which had lines from its bow to a block on the seabed. Fortunately this relatively large yacht is equipped with a bow-thruster.

Smaller yachts with beam of less than 3.9m (12ft 9ins) may find space on the north side of the north pontoon between a steel motor boat and a steel yacht (both permanent residents), while a yacht of less than 10m (33ft) may be allowed to berth on the hammerhead behind the whale watching motoryacht *Moby Dick*.

Lajes do Pico

The infrastructure (pontoons etc.) in Lajes do Pico was severely damaged in a storm in February of this year. It is unclear as yet whether they have been repaired. If in doubt, crew wishing to visit Pico may be well-advised to leave their boats in Horta and take the ferry from Horta to Madalena if they wish to visit the island. It is possible to arrange car hire in Horta for pick-up in Madalena.

São Jorge

Page 98 Ponta das Rosais

An alteration has been made to the Ponta das Rosais light at the western end of São Jorge:

Ponta das Rosais Fl(2)10s283m16M in position 37°45'22"N 028°18'70"W (see plan and Navigation box).

Page 101 Vila das Velas, Lights

The light structure marking **Velas cables** has been moved to the southwest corner of the breakwater. It's height is now 15m rather than 12m, but other details remain unchanged.

Page 102 Approach and entrance

Work to extend the breakwater was completed in early September, and although the three buoys visible in the photograph taken in late June were still in place, it was hoped that the permanent light on the breakwater end would be fully functional October, allowing the buoys to be removed. The light is expected to display the same characteristics – Fl.R.5s14m7M – as its predecessor.

Work has finished on the extension of the harbour wall. During a storm in February 2019 the door of the new light structure was stove in leading to an ingress of water which damaged the electronics. Although these have been replaced, the beacon's door has still not been replaced so the light itself is not working. The outer end of the harbour wall is marked by the red buoy.

The extension to Velas breakwater nearing completion in June 2018, with the three buoys mentioned in the text clearly visible. By October they were reported to have been removed. *Steve Ferrero*





The Atlânticoline ferry *Aqua Jewel* rounding the newly-completed breakwater at Velas *Linda Lane Thornton*

Additionally there was significant water ingress to the marina office which damaged all the electronics but it is hoped that all facilities will be restored for the new season.

Page 103 Berthing

Visitors' berths are becoming ever scarcer, partially due to the increasing number of locally-owned boats. Even a pontoon, previously reserved for visitors because it can become untenable in the winter, now has two permanent occupants (doubtless relying on the extra protection afforded by the extended breakwater). The number of viable berths is also limited by the beam of many modern boats, meaning that only one can fit into a berth which previously accepted two narrower yachts.

Page 103 Anchorage

The breakwater extension is reported to have made the anchorage noticeably less prone to swell.

The large RoRo ferries now turn inside the harbour (previously they backed in) so yachts need to anchor well to the northeast, but there is still room for six or eight of them. Fortunately large ferries such as that in the photograph are equipped with bow, stern and side-thrusters so turn quite easily.

Page 103 Formalities

Marina manager José Dias continues to be praised as 'incredibly helpful. He watches out for approaching yachts on AIS and then plans which berth to offer according to size. He also gives useful advice about car hire, restaurants and shops'.

Note, however, the paragraphs on page 2 regarding the Schengen area. No marina likes to turn away new arrivals, so be sure to obtain inward clearance at one of the official ports of entry before continuing to Velas.

It should be remembered that Velas is not a port of entry. For those coming from the west, formalities must be dealt with in Horta (Faial) before proceeding to São Jorge. Yachts which attempt to by-pass Horta will be asked to remain at anchor and crew will not be permitted ashore. Yachts which choose to anchor should do so as close to the marina wall or the cliffs as possible to give room for the cargo ships and large ferries to turn (see photo).

Page 105 Calheta

In November 2017 it was stated that a RoRo ramp was under construction and that a yellow buoy Fl.Y4s2m had been laid at 38°36'N 28°00'6W, well inside the harbour. Vessels were forbidden to enter the area east of the buoy.



Buoy at the end of the harbour wall at Velas *Linda Lane Thornton*



The long, curved breakwater at Cais da Barra starting to take shape in July 2018 *Jornal da Ilha Graciosa*

Graciosa

Page 111 Vila da Praia, Plan

In June 2016 the southeastern of the two red buoys was removed. It is unclear whether this is permanent or not.

Page 113 Cais da Barra

Work has finally started on the long-awaited marina at Cais da Barra, more than ten years after the idea was first announced. According to a report in the online *Jornal da Ilha Graciosa* in mid-July, work was progressing well despite some hold-ups due to bad weather. The 225m elliptical breakwater indicated on the plan on page 114 was taking shape, with an 85m opposing spur running out from the south side of the bay (also indicated on the plan). The work was apparently expected to cost more than €7.5 million.

By early August piles were being driven in to take the pontoons, and it was hoped – albeit unofficially – that the marina might open during 2019.

The new marina wall at Cais da Barra survived the winter storms so work continues. In the meantime previous guidance remains in force.

Terceira

Page 122 Angra do Heroísmo

The visitors' pontoon outside the reception building should be in place for the beginning of the season.

Angra do Heroísmo, Facilities

Pedro Parreira, founder of ParreiraAzor, has been seriously ill for several years, but is now well on the road to recovery and hopes to be back at work in 2019. In the meantime the company is being run by Paulo Melo, *Mobile* +351 919 004 832, assisted by Sergio Nunes, *Mobile* +351 912 355 432. Both speak good English.

The company hires out props for storage ashore in both Angra and Praia, but space and travel-hoists are organised through the respective marina offices – Roaldo Duarte in Angra do Heroísmo and Paulo Vitória in Praia da Vitória.

Liferaft servicing Contact António Carlos Oliveira (who speaks excellent English and some French), Zodporte Lda, Canada da Ribeirinha 102, 9700-166 Angra do Heroísmo, ☎ 221 384499, *Mobile* 969 370540, *Email* ac_oliveira@mail.telepac.pt, www.zodport.pt

In July 2016 Zodporte collected an Avon liferaft from a British yacht and returned it a week later certificated for a further three years, for €475. They even returned the out-of-date flares!

In addition to selling and servicing liferafts, Zodport supplies safety equipment such as flares and fire-fighting equipment, and is also local distributor for several major brands in the communications and navigation sector, including Garmin, Furuno, JCR, Simrad and Navico.

Cafés, restaurants & hotels The burgers at A Minha Casa next to the tourist office in Rua Direita are said to be outstanding, and Rota das Índias at Rua da Rocha 14 (the second road up from the harbour), ☎ 295 215 075, *Email* narotadasindias@gmail.com, has also been recommended.

Page 131 Praia da Vitória, Marina entrance and berthing Sand which built up and caused shallowing in the marina has been removed and all facilities should be in place for the beginning of the season.

Praia da Vitória, Charges

Berthing fees at the marina da Praia da Vitória have always been very reasonable, both by the day and long-term. Prices on the marina's website at www.cmpv.pt/marina have not been updated since 2016, but anticipate around €11 per day for a monohull of 10–12m LOA, and €13 for 12–15m, including water, electricity and all taxes.

São Miguel

Pages 134 & 137 Lights

The light at Pilar da Bretanha near the northwest point of the island has been moved 1.7 miles east-southeast. Its total elevation has increased from 69m to 144m, but other characteristics remain unchanged.

The light at Ponta do Cintrão on the north coast is now Fl(4)10s rather than Fl(2)10s. All other characteristics remain unchanged. The light at Ponta Garça, about 3 miles east of Vila da Praia, is now Oc.WR.5s rather than LFl.WR.5s. Again, other characteristics remain unchanged.

Page 138 Ponta Delgada Marina

There are plans to do some work on the outer harbour wall which may alleviate some of the surge problems in the marina.

Page 142 Ponta Delgada, Facilities

Boatyard When a Malo 40 suffered a hairline crack in her hull in 2016, insurers Pantaenius engaged Duncan Sweet from Mid Atlantic Yacht Services in Horta as an intermediary and advisor. He recommended Emanuel Olivera of Tecnináutica, who proved helpful and efficient and did excellent work. *Mobile* +351 962 563233 in addition to the contact details in the 6th edition.

Travel-lift The operator normally works alone, so organise plenty of crew or other helpers to steady the boat in the dock during lift-out.

Page 144 Vila Franca do Campo (Marina da Vila)

The marina's website is no longer functioning, though it receives a mention on the town council's site at www.cmvfc.pt/viver/equipamentos/marina-da-vila

Page 148 Povoação

In August 2016 the light on the east mole was reported to be Fl.G.1 5s. Somewhat academic, as the harbour should certainly not be entered in darkness.

Santa Maria

Page 153 Vila do Porto

The marina is highly recommended by the owners of a 35ft yacht who wintered in Vila do Porto from October 2015 to March 2016. They particularly praised the marina maintenance and the attitude of the staff: “Pontoon and fingers were checked regularly, including the attachment to the pillars and the water/electricity outlets, and any repairs carried out immediately. The buildings, boatyard, travel-lift and other lifting equipment are all in perfect condition.

We experienced two major periods of bad weather – in December 2015 a deep depression created southwesterly winds of 50 knots with 70 knot gusts and 9m waves, and two weeks later Tropical Storm Alex brought 30 knot winds with 50 knot gusts from the southeast. The marina staff checked all the boats’ mooring lines regularly, adding extra lines when necessary. There was no damage, whereas we heard that in Ponta Delgada boats had sunk, a catamaran had capsized and part of the outer mole had been damaged. Vila do Porto seems to be a very safe marina.”

Page 156 Formalities

In June 2018 all staff in the harbour office, including the *Polícia Marítima*, were praised for their helpful and friendly attitude – though this is the norm in the Azores, of course.

Page 157 Facilities

Boatyard Ricardo Botelho of NautiBotelho has had a tent-shaped metal framework constructed in two halves, over which a cover is stretched to shelter yachts while being spray painted etc. – see photograph.

Shops/provisioning In addition to the supermarkets there is the inevitable ‘Chinese shop’ selling everything from hardware to baby clothes. Further up the central road there is a computer shop and a very well-stocked hardware shop, Lidio. Further inland, a 5 minute walk out of São Antão (best reached by bus) is Os Melos, with a home appliances and hardware/tools division.

Cafés, restaurants & hotels Garouchada is recommended for lunch (particularly the *prato de dia*), and the Central Pub – the only place in town with any nightlife – for the evening meal.

Showers While the marina here is delightful in many ways, the toilets and showers have still not been refurbished.



NautiBotelho's new 'shed' in 2017 – or rather one half of it!
Harald Sammer



Porto Santo harbour and marina, showing the moored and anchored yachts mentioned below Phil Heaton

III. THE MADEIRA GROUP

Page 174 Charts

A new edition of BA 1831, *Arquipélago da Madeira* was published in May 2019. BA 1689, *Ports in the Arquipélago da Madeira* has been withdrawn, and as of mid-August 2019 had not been replaced.

Page 175 Chandlery

There are currently four chandlerys in Madeira – Sailing Madeira Performance at Quinta do Lorde Marina, Nautileste and Loja do Mar in Funchal, and Nautica Madeira Chacon in Caniço. Faria & Afonso Lda, which traded as Maré, has closed.

Porto Santo

Page 177 Introduction

From July to September the Columbus House is open until 1900 Tuesday to Saturday.

Page 178 Baía de Porto Santo, Lights

In October 2017 it was reported that a spherical yellow buoy, Fl(6)Y.18s, had been laid at 33°03'·42N 16°18'·66W, close south of the south breakwater head.

An unlit yellow pillar buoy with x topmark has been laid off the western end of the long beach, at 33°02'·06N 16°21'·29W, marking a submarine pipeline running out from 33°02'·13N 16°21'·7W.

Page 178 Harbour communications

By July 2018 marina.portosanto@apram.pt was no longer operational, while www.portosdamadeira.com contained only one, very brief, reference to Porto Santo Marina.

Page 179 Harbour plan

Chart blocks of the harbour (both on Porto Santo Datum) were included in Portuguese *Avisos aos Navegantes* for July 2017 and BA *Notices to Mariners* 41 of 2017. Other than outlining a mooring area in the north of the harbour they appear very similar to the plan on page 179. Both expressly forbid anchoring in the centre of the harbour, though see Page 180 Harbour moorings and/or anchorage opposite

Page 179 Marina do Porto Santo, Berthing

The outer two fingers on each pontoon (i.e. the hammerhead plus the one inside it) are longer and sturdier, but the majority of the pontoons are only 5m long, quite

thin, and with little buoyancy – take care when stepping off the boat. There can be some movement if the wind or swell is from the south, making good mooring lines and compensators (such as rubber 'dog-bones' or powerful springs) necessary.

The low monthly rates have made the marina very attractive to longer-term visitors, and in July 2016 – well outside the usual 'busy' season – it was reported to be almost full. This may change after the review and likely increase mentioned under Page 180 Charges below.

Page 180 Harbour moorings and/or anchorage

In August 2018 there were reported to be eight moorings, though one was too close to the shore to be usable. In the photo above, all except the catamaran on the right and the small yacht outside it are understood to be on moorings.

The moorings are widely spaced and anchorage between them is permitted, though thought should be given to different swinging circles. Despite the chart blocks mentioned above, a blind eye appears to be turned to anchoring outside the mooring area provided the ferry is not impeded. A tripline would be advisable if planning to anchor anywhere in the harbour.

Page 180 Formalities

The marina office is now in the same building as the *Polícia Marítima* and *Serviço de Estrangeiros e Fronteiras* (Immigration), near the root of the mole.

In June 2018 the marina staff received high praise for their helpfulness, and comprised (in alphabetical order) José Batista, Jose Cardina, Solange Dias, Fatima Iscorcio, Teresa Melim and José Sousa.

The *Polícia Marítima* and *Serviço de Estrangeiros e Fronteiras* were also said to be pleasant and efficient, and wanted to see passports, insurance documents and SSR registration.

Page 181 Charges

Most of the prices in the book remain unchanged, though as of 2018 the daily berthing fee for a yacht of more than 14m had decreased from €62 to €48·80, and the monthly fee increased fractionally from €152 to €152·50. The daily rate operates from 15 July to 15 September, otherwise the monthly rate is applied.

Neither has there been any change to the rate for anchoring, which also applies to the moorings mentioned above. A deposit of €20 is required for a shower key.

Page 181 Facilities

Boatyard The boatyard remains operational, with very competitive prices.

Showers Dated but clean, with plenty of hot water, four each for men and women.

Laundry One (very clean) washer and dryer available free of charge during office hours, weekdays only. Still available gratis in 2018.

Fuel Although the fuel point still exists – mainly for the benefit of local fishermen – the system appears less organised than previously. Arrange via the marina office for the ‘man with van’ to come... then hope he appears, as yachts are often let down. Both patience and luck are said to be necessary!

Medical services There is also aid to be an excellent dentist.

Page 181 Communications

WiFi At the Café da Marina. There is a MEO store in town where you can buy data SIM cards – a little English is spoken, which is helpful.

Madeira

Page 183 Navigation, Maritime Rescue Coordination Sub-Centre

DSC is now reported to be operational on MF (MMSI 002550100) though not on VHF.

Page 185 Quinta do Lorde Marina

After several years of growing financial problems the entire Quinta do Lorde group – including the marina village development and the marina itself – were formally declared insolvent in July 2018 and taken into administration. The banks are trying to sell it, so far without success, and there have been rumours that the marina could be separated from the hotel and apartment complex and sold/leased separately. In the meantime it is said to be ‘limping along at a minimum maintenance level’, although still relatively busy, with many visitors passing through.

As of August 2019 www.quintadolorde.pt was still live, but did not appear to have been updated since 2015.

Page 186 Plan

Plans to replace the visitors’ pontoon along the south breakwater, destroyed in the storms of December 2013, are said to have been dropped.

Page 188 Facilities

Chandlery A small chandlery, Sailing Madeira

Performance, opened early in 2016 and was still in operation three years later, as was the nearby dive shop. The chandlery is run by Olivier Perroz, who speaks English and French, and offers marine electronics as well as ropework and basic rigging services.

Mobile +351 939 105167 sailingmadeira@yahoo.com.

Page 189 Caniçal, Lights

In February 2019 it was reported that the light on the main breakwater was operating at a reduced range of 3M.

Page 190 Machico

A 2m green structure now supports the light on the east mole, replacing the 3.5m green and white banded column.

The smallcraft pontoons destroyed in winter storms six years ago have been reinstated, but are totally unsuitable for cruising yachts.

Page 192 Água de Pena

Following a year of instability, on 21 January 2019 the RepMarítima Estaleiro was taken over by Tecnovia (see **Page 201 Porto de Recreio da Calheta**, in this supplement) and was renamed the Estaleiro Naval Tecnovia. The concession (from the Regional Government) is expected to run for 10 years. Mário Olim has left and been replaced by Elmano, who ran the Câmara de Lobos boatyard for Tecnovia for several years and is described as ‘a very modest and capable guy’.

There are plans for the yard to install its own travel-lift rather than continuing to share the airport’s, almost certainly of larger capacity than the current 35-tonne hoist. Tecnovia is also taking care of details such as repairing the perimeter fence, ensuring the toilets and showers are cleaned regularly etc. Despite this, prices have not risen noticeably.

Mobile +351 910 013995 enap@tecnovia-madeira.pt, www.tecnovia.pt.

Page 194 Funchal, Lights

The height of the light structure on the marina’s west mole has been decreased from 10m to 7m.

Page 194 Harbour communications, Funchal Marina

Mobiles +351 912 304508 and +351 966 359696
www.marinadofunchal.pt/en/

Page 196 General

The large day-trip catamarans which previously lay on moorings south of the marina are now berthed in the new basin, so no longer need to board and land passengers at the marina fuelling berth.

Page 196 Approach and entrance

It appears that two of the three yellow buoys marked PNM (*Parque Natural da Madeira*) and formerly positioned west of Ponta do Garajau to mark the limits of the marine reserve have been removed, but the reserve remains in place with no changes to the restrictions listed.

At least two large, unlit, ships’ mooring buoys lie close east of the harbour, just south of the swimming area overlooked by the easternmost green light on the plan on page 195. Various views are available at www.madeira-web.com/en (click on Webcams tab).

There are rumours that the marina’s south mole may be extended, in order to reduce surge inside the basin and increase the alongside berthing space, but others argue that it would impede the flow of the river just to the west and result in faster silting.

Page 197 Berthing

As anticipated, most of the new eastern basin – including all the 14m berths – is occupied by large day-trip catamarans, plus the rescue and police boats, but a few visiting yachts may be allowed to berth on the shorter pontoons. Most still berth in the marina, however, where four or five stern-to slots have been freed up on the south wall, identifiable by the cleats which stick outwards. About 20m remains available alongside for rafting up.

Both the old marina and the new basin can get quite agitated in strong south or southwest winds, due to swell being reflected from the new cruise ship berth onto the inner side of the main breakwater and back into the two entrances.

Page 197 Anchorage

The mooring buoys south of the marina, previously occupied by day-charter catamarans, are reported to be vacant and are sometimes used by yachts – though seldom for more than one night, due to the almost constant movement.

Page 198 Formalities

Marina manager Rafael Costa is said to speak fluent French in addition to his excellent English.

Page 198 Facilities

Engineers For Volvos try Vpecas, ☎ +351 291 934400, vpecas@mgl.pt, and for Yanmar and Solé diesels try Drulofer, ☎ +351 291 934262, geral@drulofer.com, www.drulofer.pai.pt. Both are in the Parque Industrial da Cancela at Caniço some 5 miles east of Funchal.

For outboards (most major brands) try Paulo Chevrole, *Mobile* +351 966 258404, chevro354@gmail.com, who is said to speak good English.

Electronics See Sailing Madeira Performance listed under Quinta do Lorde. Also Rogerio Lopes, based at Caniçal, *Mobile* +351 924 376633, rogeriol.info@sapo.pt, who is said to speak little English. The same is true of MRG-Multireparação, *Mobile* +351 925 612234 & 965 861158, mra.geral@hotmail.com, who specialise in re Fridgeration.

Sail repairs and rigging Toribio De Melim (who speaks English, French and Danish as well as Portuguese) handles sail repairs and canvas work as well as rigging, for which items can be ordered from mainland Europe. He will visit yachts in all the archipelago's marinas, including Porto Santo. *Mobile* +351 966 44728, madeirasailmakers@gmail.com. Vitor Norbrega has retired.

Chandlery Faria & Afonso Lda, known as Maré, has closed. Nautileste are now ☎ +351 291 965248, *Mobile* +351 968 444781 but location and other contact details remain unchanged. Open 0900-1900 Monday to Saturday. Owner Filipe Cardoso speaks some English and French.

Loja do Mar, in the Marina Shopping Centre, now has a *Mobile* +351 912 193657 in addition to their landline, and is on Facebook @lojadomar1. Owner Jose Carlos Araujo and his staff speak English, French and Spanish.

Nautica Madeira Chacon, ☎ +351 291 604474, is at Rua Dr Francisco Peres, Edifício Freitas, Caniço, about 5 miles east of Funchal, and is said to have 'a little of every thing for motor and sailing boats'.

Charts Imersão has closed, as has Maré.

Electricity In the eastern (new) basin only 32 amps is said to be available, via CEE sockets.

Shops/provisioning A large Pingo Doce has opened in the basement of the La Vie shopping centre, about 500m from the marina.

Page 199 Communications

WiFi No WiFi in the eastern (new) basin.

Page 199 Linha Sextante boatyard (renamed the Socorridops Shipyard – Estaleiro Naval Tecnovia)

Now run by Tecnovia (see page 201, Porto de Recreio da Calheta, below) who are said to have invested some €400,000 in improvements, the breakwater has been extended by 30m to make the entrance to the travel-lift safer, the approach dredged, and the breakwater enlarged and strengthened. The yard – which is said to be run by a man previously at RepMarítima – now claims to be able to haul vessels of up to 23m LOA and 8m beam, and

accommodate up to ten yachts in the 40ft to 45ft range. The yard can carry out hull repairs and mechanical work on vessels ashore, or owners can do their own work. *Mobile* 00351 919 582379
recepcao.socorridops@tecnovia-madeira.pt.

Page 201 Marine farm

A marine farm marked by four spherical yellow buoys with x topmarks, two lit Fl(4)Y8s2M and two unlit, has been laid close east of the marina entrance, centred on 32°42'·45N 17°09'·9W. This is understood to be in addition to the one already established to the west of the marina.

Page 201 Porto de Recreio da Calheta, Harbour communications

☎ +351 291 823425 *Mobile* +351 916 598064
prc@tecnovia-madeira.pt

Page 201 Porto de Recreio da Calheta

Previously operated by Portos de Madeira, the marina has now been taken over by Tecnovia, a large and long-established Portuguese construction company with worldwide operations, which is understood to have signed a long-term lease. The entire ethos appears to have changed for the better – it has been reported that "they are investing and getting things fixed and updated, and the staff appear quite upbeat and proud to work for Tecnovia".

Even so, the marina has been unlucky over the past two years. A violent storm in February 2018 broke a piece out of the wall, but Tecnovia trucks and cranes were fishing the debris out of the marina within the week, and by May all but the final level had been rebuilt and all the pontoons repaired. Then in February 2019 there was a serious rock fall from the steep cliffs behind the marina, which resulted in one death and the closure of all the shops and restaurants below. The marina was closed to visiting yachts and local vessels were moved to the outer parts of the pontoons while work took place to stabilise the rock face – see photographs below and next page.



Work to stabilise the steep cliffs above Porto de Recreio da Calheta *Harald Sammer*



Porto de Recreio da Calheta in early April 2019, with resident vessels moved to the outer ends of the pontoons *Harald Sammer*

By June visitors were accepted again, but there was no shore access via the pontoons between 0800 and 2000 while work was taking place on the cliffs above. Instead it was necessary to be ferried ashore in the marina workboat. The toilets and showers also were closed between these hours. It was necessary to visit the nearby Savoy Hotel for WiFi.

In June 2019 a 10·7m yacht of 4m beam was charged €25 per night to berth, electricity and water included. It is not known whether any discount was offered to compensate for the limited facilities.

Page 202 Berthing

In March 2016, with a 2m swell running outside the harbour, the crew of a yacht berthed on the outer end of B pontoon (A being the westernmost) report watching as their log regularly measured over a knot of boat speed, despite being securely moored! Movement on board was reminiscent of a washing machine, so they left in haste before either they or the boat sustained damage.

Page 203 Facilities

Chandery Open 1000–1800 weekdays, 1000–1400 Saturdays.

Page 204 Porto Moniz

The mole is now marked by a green light on a green and white banded column – though not a place to be anywhere near at night. There are said to be rocks off its end, though their exact position and depth are not known.

Ilhas Selvagens

Page 210 Selvagem Grande

There is now a permanent Naval Police presence on Selvagem Grande. A boathouse with adjoining slipway has been built for their 3·5 ton semi-rigid inflatable (see photograph below) though it has been questioned how well the structure will withstand southwesterly storms.



The complex of buildings on Selvagem Grande built for the Naval Police and their large RIB *Dr Frank Zino*

IV. CANARY ISLANDS

In general there are no known changes to the rules for visiting yachts.

Page 229 Ports, harbours and marinas

For general information on government run marinas check <https://puertoscanarios.es/en/home-2/> and follow the trail Ports > Ports of Interest. For general information on concessioned marinas follow Ports > Marinas. There are useful photographs and videos to help with approach and identification. Most marinas now have good websites listing tariffs and facilities.

Puertos de Canarias is trying to encourage people to use their website to book a berth or check on availability. However it requires a decent internet connection due to number of documents you need to upload to the site, and reports of use are not very satisfactory: <https://puertoscanarios.es/en/atraques-2/> Choose 'All application forms' > 'Application for the provision of the service of berthing / anchoring'.

Email solicitudes@puertoscanarios.es

Lanzarote

Page 236 Parque Natural del Archipelago Chinijo anchoring permit

Email medioambiente3@cabildodelanzarote.com for an anchoring permit. The form can also be downloaded from <http://tiny.cc/b3mqly>

Page 241 Marina Lanzarote

Excellent website in Spanish and English: www.caleromarinass.com/marinas/lanzarote

Tanja in the office speaks Spanish, English, German and Dutch. There is still no reception pontoon or fuelling station at the marina.

Facilities

An ATM is now operational behind G pontoon. The Tourist Office is useful for general travel enquiries.

Boatyard

The multihull community is making good use of the large travel hoist that can take a width of up to 14.5m.

Page 241 Puerto de los Mármoles, Arrecife

28°57'·647N 13°31'·827W (breakwater head)

Page 242 Arrecife, Puerto de Los Marmoles and Puerto de Naos

See amendments to plan on next page.

Page 243

Approach

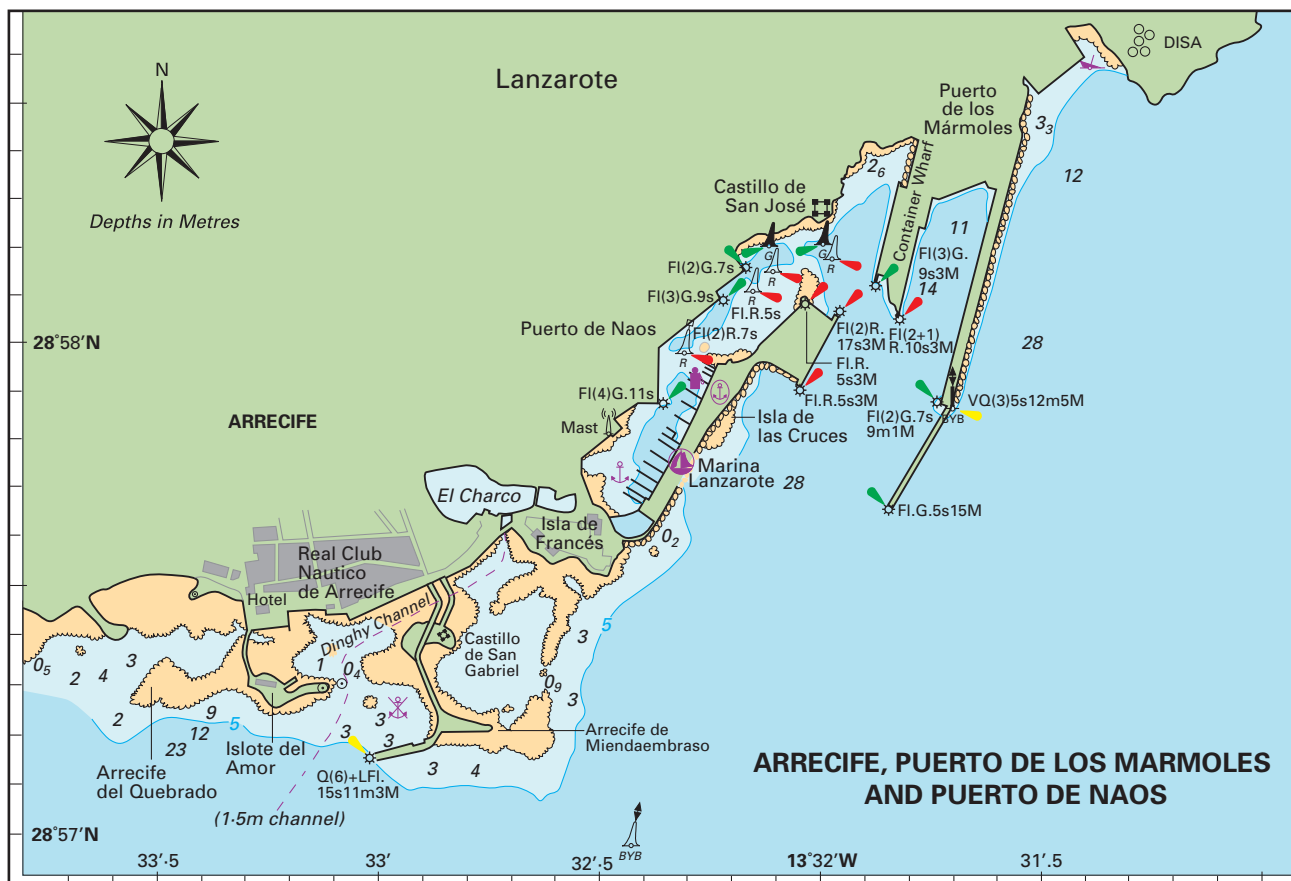
(This information replaces the paragraphs under this heading on page 243).

Arriving from the north the first landmarks will be the brightly lit power station and DISA Gas towers, and the tall Gran Hotel to the south. The outer breakwater has been extended another 433m and is marked by a new green and white tower Fl.G5s20m15M, the coordinates are 28°57'·647N 13°31'·827W.

An east cardinal stands on the NE extremity (elbow) of the breakwater VQ(3)W5s13m5M

From the south the Gran Hotel building will be visible for at least 3M. Passing the airport to port, stay clear of the special marks that correspond to a tanker discharge point. Old Puerto Arrecife will come into view and has a south cardinal Q(6)Fl.15s10m5M marking the end of the breakwater. An east cardinal Q(3)10s identifies the outer edge of the reef.

Heading into the harbour the new cruise liner terminal can be seen at the end of the Puerto Naos harbour wall on the west side of the harbour and is marked at the SW point with a red cylindrical tower Fl.R5s6m3M, and at the NE corner with a red cylindrical tower Fl.(2)R7s6m3M.



Leaving this breakwater to port, the container wharf to starboard, head for the marked channel to port Red lateral No.4 Fl(3)R9s1M, Green lateral Fl(4)G11s1M. The channel curves to the SSW. It is important to keep within this channel which is dredged to 4-5m.

For read information provided by Calero Marinas follow this link www.caleromarinass.com/en/marina-lanzarote/marina/approaching-marina-lanzarote

Berthing

Call up Marina Lanzarote on VHF Ch09/16. The marina staff will be on hand. There is reception on the hammerheads at the end of pontoons I, J and K. As with most marinas it is advisable to contact the marina to book a berth some time before arriving.

Charges See the full schedule at

www.caleromarinass.com/en/marina-lanzarote/marina/tariffs

Fuel The fuel dock is planned to be in place by the end of October 2018.

Boatyard Marina Lanzarote

Contact the yard office ☎ +34 605 812 289

Email varadero@marinalanzarote.com

Page 244

Contact details for the chandlery Lava Tienda Náutica
☎+34 638 380 345 Email jimmy.bada@kacacharter.com

Page 249 Puerto Deportivo Marina Rubicón

Check the marina website www.marinarubicon.com for the full list of berths available.

Page 251 Facilities

Berth holders (up to 2 adults, 3 children) may use the swimming pool on site, inclusive in their berthing fee.

Page 253 Puerto de Playa Blanca

Work has started on a new breakwater outside the port of Playa Blanca.



Fuerteventura

Page 257 Puerto del Rosario

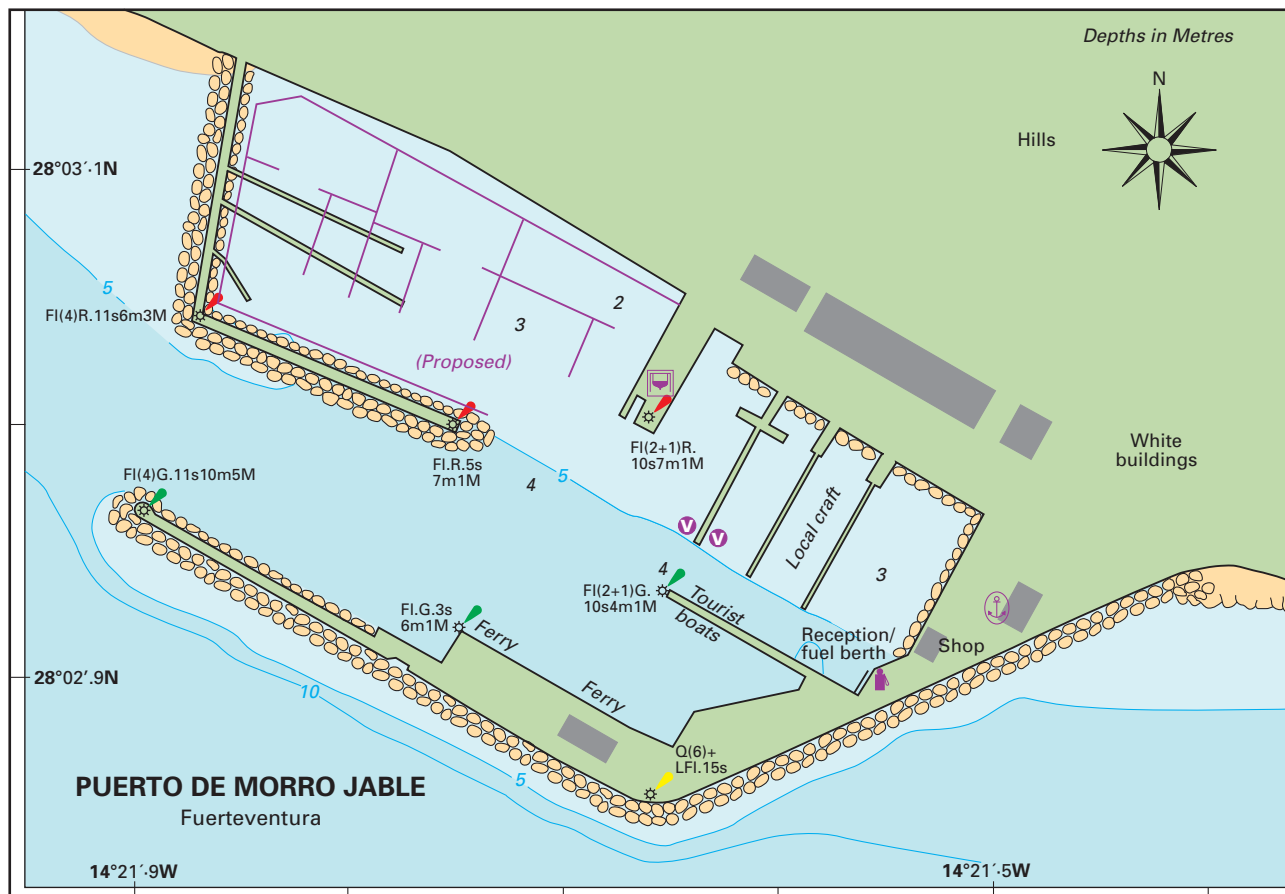
The plan above shows where it is best to anchor. If going ashore with a dinghy, leave it well secured (report of a stolen dinghy).

Page 260 Puerto del Castillo

Fuel is still not available at the marina.

Page 261 Gran Tarajal is off the beaten tourist track. It is a useful marina, though with few facilities.

The marina was hit by storm Emma in March 2018 and was temporarily closed to yachts. All has now been repaired though there is still (September 2018) one wreck, clearly buoyed.



Page 264 Morro Jable

Still no development. We believe there is power on the pontoons*. Continues to be under-developed in 2018 and according to one correspondent, not a very welcoming place for visitors.

Page 265

Morro Jable plan. See amendments above

Gran Canaria

Page 272-276 Muelle Deportivo de Las Palmas

The pedestrian ramp is reported to be open 0700–2359.

Formalities Note that the ship's papers should include proof of third party insurance.

Facilities

Bottled gas Camping Gaz is available at the petrol station and at Rolnautic in the marina. Gas bottle refilling is no longer available on Gran Canaria. If needed, it is best to do this in Lanzarote prior to arrival in GC.

Banks There is no ATM on the marina site

Produce market The market on c/ Albareda is now closed but is home to a vibrant tapas and drinks venue.

This large marina continues to be given very positive reviews and it does claim to be the cheapest marina in The Canaries. There are plans for expansion.

Boatyard

Rolnautic Varadero, opening times 0800-1300, 1500-1900

Diving services Ocean Shore Canarias no longer have diving services. Check with Buceo Canarias in the main marina.

Engineers Jon Crouch is also an agent for E-Plex energy solutions.

2. Electric Motor Repairs (change of contact details) Mecanizados Atlantiko ☎ +34 928 075 919 or +34 928 075 920 Email mec.atlantico@gmail.com Electromecanica Santana ☎ +34 928 600 175 Calle la Heredad 21, 35400 Arucas, Las Palmas.
4. Rodamentos Callardo supply bearings.
6. *Watermakers and calorifiers*
Add Jon Crouch Services (see Engineers above)
10. Yanmar new contact details for Navales Cazorla who now have offices in the main marina next to Ocean Shore. ☎ +34 928 297 719
Email yanmarparts@tallercazorla.net
13. Nautical is also an Iridium agent
20. Jean-Marie is now retired. Go to Rolnautic

Page 281 Puerto de Pasito Blanco

Addition of new toilet block with an ATM.



Toilet block and ATM, Pasito Blanco Agustin Martin

Page 282 Puerto de Arguineguín

Finally there is said to be approval for the building of a marina facility in Arguineguín. However, no start date has yet been made public.

Chandlery Marina Hispánica Calle Domingo Suarez 15,
☎+34 928 151 196 *Email* mhcanarias@gmail.com

Page 288 Puerto Rico

Boatyard The Seilas couple left owing money to several boat owners and the chandlery has been empty for six months.*

Page 291 Puerto de Mogán

Launderette There is now a laundry in the marina complex open 0900 to 2000. Coin operated.

Page 292 Facilities

Woodwork Mike Platzer has now retired

Electronics and air conditioning Please note that Albert Strick only works on air conditioning and refrigeration, not electronics.

Sails, rigging & canvas work Jose Tatel Sail, in Mogan town, (8km from marina) ☎+34 928 569 460. Speaks Spanish and English.

Email tatelsails@apdo. Sasha Brettschneider, Avda Los Marreros, 16 (1km from marina) ☎+34 687 368 620. Speaks Spanish, English, German, Dutch.
Email sascha.brettschneider@yahoo.de

Chandlery Not on site but there is Marina Hispanica in Arguineguín (road distance 20km).

Tenerife

Page 312 Marina San Miguel

Berthing Note the photograph from Richard French, showing the new Reception pontoon.

Page 314 Marina del Sur, Las Galletas

Essential to call up before arrival as there is little space.

Facilities

Showers In need of renovation.

Page 316 Los Cristianos

Marina and boatyard To clarify – boat owners must apply to the *autoridad portuaria* to take their boat out onto the hard. Use of the travel-lift must be arranged with the *Cofradia de Pescadores*.

La Gomera

Page 330 San Sebastian de la Gomera

Facilities

Showers Renovations and wheelchair access completed October 2016.

Yachts approaching should call the marina on VHF Ch09, calling on mobile phone is not reliable.

Water The marina does not recommend water for drinking.
Showers Upgraded in 2017.

Page 331 Ferries

Ferry services to Los Cristianos on Tenerife, to LaPalma and El Hierro. A limited service runs between the island ports from San Sebastian to Santiago and Puerto de Vuelas

Boatyard

Sailmaker & repairs Rubén Chinia no longer in operation.

Rigging Darren Lee direct contact ☎+34 922 871 830 or +34 618 275 223 *Email* dislagomera@gmail.com

Chandlery Distrimar has now replaced Nautical y Pesca
Address: Professor Armas Fernandez 29, Local D
38800, San Sebastian de La Gomera. ☎ +34 922 145 014 *Email* go@distrimarsl.com

Page 333 Puerto de Santiago

Berthing and anchorage

There is now a floating pontoon for the ferry alongside the inner harbour wall.

Facilities

Ferry There are now limited ferry services between San Sebastian and Puerto de Vuelas that stops in Santiago.

Page 334 Puerto de Vuelas (Valle Gran Rey)

We understand that the outer harbour has been made ready to take small cruise ships*. No further development for cruising yachts.

While the outer harbour is still awaiting development it does finally have ferries coming and going. There are two ferry companies:

Naviera Armas runs a service to La Palma and Tenerife, two runs most days, only one on Wednesdays and Sundays. Fred Olsen runs from San Sebastian de la Gomera to Playa Santiago and Puerto de Vuelas several times a day.

If anchoring in this outer harbour anchor well outside and away from the harbour entrance. The relatively large catamaran of Naviera Armas requires a great deal of sea room to enter astern.



New reception pontoon, Marina San Miguel *Richard French*



New gate, Marina La Palma Calero Marinas

La Palma

Page 340 Marina La Palma

Facilities *Shops/provisioning* The Spar outlet has relocated.

Page 341 Marina La Palma

Marina La Palma reclaims its role as a key yachting destination in the Canaries (this from Calero Marinas).

A first of its type in Spain, Marina La Palma's new gate will provide 24hr protection from occasional swell problems that previously affected the basin. The steel structure stands nearly 14m tall with a two-part vertical blade system that entirely closes the 8m entry. More information here, including important approach advice: www.caleromarinass.com/en/marina-la-palmas-gate-now-in-operation/

www.caleromarinass.com/en/marina-la-palma/marina/approach/

Page 343 Puerto Tazacorte

There are now two lights on the end of the outer breakwater, both Fl(2)R.5M.

There is still no ferry service, but initiative under way to attract cruise ships.

Page 345 Facilities

Cafés & restaurants A new café restaurant beside the marina office.

Air services Direct flights from London Gatwick to Santa Cruz de La Palma with EasyJet.

Outlook There are plans for a major expansion in 2019, including a 100-tonne travel-lift, more hard standing for larger yachts and catamarans, berthing in the outer harbour for tall ships, and a dinghy sailing school.

El Hierro

Page 348 Puerto de la Estaca

It is understood that the new facilities are now fully operational.*

Work on the new pontoons now completed. There is no immediate plan for a travel-lift.

Appendix 1. Charts

Page 431

British Admiralty Chart 334 Bermuda new issue in 2017.

Page 432

British Admiralty Chart 1870 has been replaced by chart 1862 (2014).

British Admiralty Chart 1869 has been replaced by chart 1870 (2014).

Page 433

Imray E2 *Islas Canarias*. New edition October 2018. Many of the harbour plans have been updated and some of the plans have been extended to give a greater approach.



Sunrise over Puerto de la Estaca (taken recently for Puertos Canarias)

V. THE CAPE VERDES

Page 360 Personal documentation

Entry requirements changed in January 2019. Those arriving by sea – including on private yachts – have never required visas, but those arriving or leaving by air, or planning to spend even one night ashore, used to. The former is still believed to hold true with only the latter changed.

British citizens – and those from many other countries – are now able to spend up to 30 days in the Cape Verde islands without a visa. Instead it is necessary to complete a form on the CV government's EASE website at www.ease.gov.cv and pay an Airport Security Fee (TSA) of around 31€ by Visa or Mastercard. Visit <http://files.zetesft.com/images/desdobraveisEN.pdf> for further information.

This must be done at least five days before arrival, but allow extra time as the form includes interactive verification of one's email address and this may not work first time. The EASE website also appears to favour specific web browsers, including Chrome.

Much other current advice about the islands will be found on the Foreign Travel Advice – Cape Verde pages of the UK Government website at www.gov.uk/foreign-travel-advice/cape-verde. Although parts are specific to British citizens, most would apply to visitors of any nationality.

Page 363 Transportation

International and inter-island flights

TACV (<https://flytacv.com>) no longer provide inter-island services, which have been taken over by Binter CV (www.binter.cv), which also provides links with several of the Canary Islands. The latter are said to be reliable and offer good value.

Page 366 Ships' stores

A variety of gas refilling adapters may be useful in the Cape Verdes and beyond. Though mainly catering for LPG-fuelled road vehicles on the European mainland, LPG GLP (www.lpggpl.co.uk) supplies a wide range of adaptors for both butane and propane, and ships worldwide.

Page 368 Buoys and lights

The US National Oceanographic and Atmospheric Administration (NOAA) maintains various data buoys around the world. All are orange and white, doughnut-shaped, 2m in height and carry radar reflectors. They are NOT lit.

Two pose potential a hazard to yachts on passage to or from the Cape Verdes. That at 20°26'·9N 23°08'·1W lies about 12 miles west of the rhumbline course from El Hierro to Mindelo; that at 15°00'·1N 38°00'·9W is about 29 miles north of the great circle course from Ilha Brava to Grenada.

Page 368 Charts

New editions of BA 366, *Arquipélago de Cabo Verde*, and BA 367, *Ports in Cabo Verde*, were published in August 2018. Both are now based on WGS84 datum.

Ilha do Sal

Page 371 Porto da Palmeira

The plan on the right has been updates from a chart block included in Portuguese *Avisos aos Navegantes* for May 2017. All the starboard hand buoys are now pillars, and all Fl.G.5s3-6M. Further details have been added from information contained in *Avisos* for May and June 2017.

In addition, a cluster of five unlit buoys have been laid between the tip of the inner breakwater and the south cardinal buoy about 100m to its southwest.

A red and white pillar buoy, LFl.10s7M, has been laid at 16°44'·74N 22°59'·5W in the southern part of the bay. It is unclear whether it replaces the similar buoy, Q.Fl+Fl.5s, shown on the plan or is in addition to it.

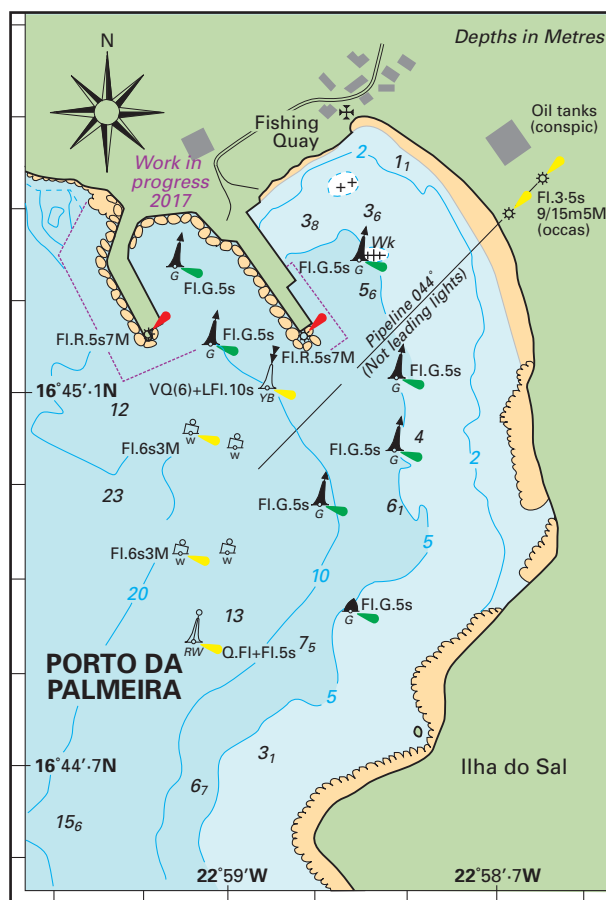
Boavista

Page 377 Island plan

A chart block of the island was included in BA *Notices to Mariners* 45 of 2017. More heights and depths are included than on the plan on page 377, but otherwise it is very similar. Somewhat surprisingly, the only light shown for Sal Rei is that on the old inner quay (Fl(3)R.12s8m5M). The one marking the end of the new breakwater (Fl(5)20s) seems of more practical use and is visible over a much greater arc.

Page 380 Facilities

Launderette Self service available in the centre behind the petrol station 0700-2100.



São Vicente

Page 389 Island plan

Submarine cables have been laid across the Canal de São Vicente, from 16°54'3N 24°57'W to locations close east of Porto Novo, Santo Antão.

Page 391 Mindelo

A chart block of the harbour and marina was included in Portuguese *Avisos aos Navegantes* for December 2016. The Comando Naval Lts in line on 076° have been withdrawn, and an additional wreck is shown at 16°52'9N 25°00'08W.

Page 396 Facilities

Travel-lift Six years after purchase in 2012, local officials had still not given boatCV permission to site a dock for their 50-tonne capacity travel-lift.

Crane Pending installation of their travel-lift, boatCV has a 200-tonne mobile crane which they use at either Cabnave or Lusonave (Onave).

Engineers boatCV now has a fully-equipped engine shop (lathe, milling machine, parts etc.) and can do pretty well all jobs on yacht engines. (The engine service at Cabnave concentrates on larger vessels.) There are also a few freelance mechanics in Mindelo.

Sail repairs The boatCV sail repair business, together with its two professional-grade sewing machines, is now

owned and run by José Augusto Monteiro (generally known as Tuga). It continues to do sail repairs and general canvaswork, but does not make new sails from scratch.

EPIRBs boatCV is a licensed replacement centre for Kannad & McMurdo products, including batteries and EPIRBs.

Santo Antão

Page 401 Porto Novo

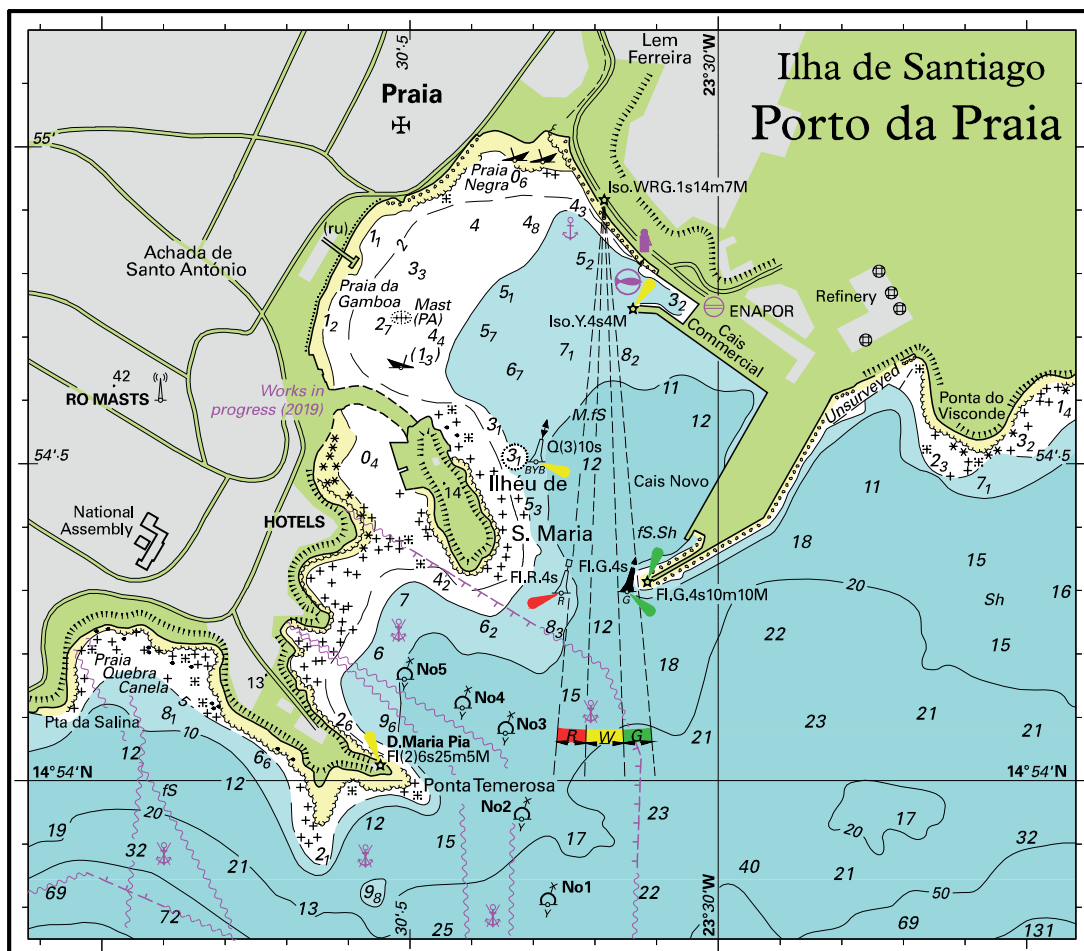
A chart block of the breakwater was included in Portuguese *Avisos aos Navegantes* for March 2017. Other than positioning the light at the southeast end of the breakwater rather than the southwest it is identical to the plan on page 401.

Santiago

Page 409 Porto da Praia

The plan below gives light details for both the sectored light and the two buoys near the breakwater end.

Note that the range of the light on Ponta Temerosa (Dona Maria Pía) has been decreased from 15M to 5M.



Ilha do Fogo & Ilha Brava

Page 421 Vale de Cavaleiros, Fogo

Page 425 Porto da Furna, Ilha Brava

The plans below were updated from chart blocks included in Portuguese *Avisos aos Navegantes* for February 2017. They closely resemble the plans on pages 421 and 425, though with more detail regarding depths. The light details have been added from an *Aviso* for May 2017.

