

Royal Cruising Club Pilotage Foundation

# Atlantic Spain and Portugal

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## Supplement No3: May 2021

Further updates are available, as they come in, via  
<https://rccpf.org.uk/Pilotage-Notices>



This replaces all previous supplements

### Caution

Whilst the Royal Cruising Club 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 Pilotage Foundation, the author 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safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice.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 Pilotage Foundation cannot accept liability for any error, omission or failure to update such information. To the extent permitted by law, the Pilotage Foundation, the author 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 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.

### Positions and waypoints

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

### Bearings and lights

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

**Note** Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in **blue**.

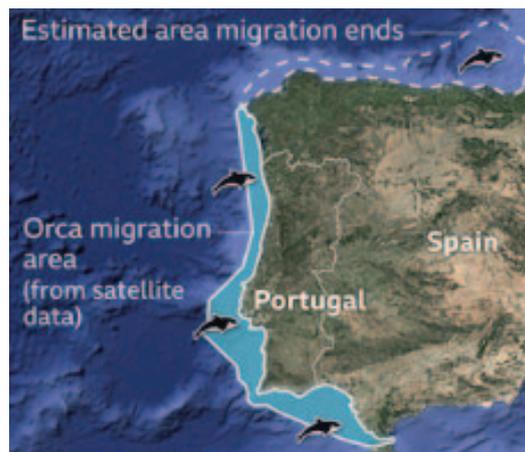
Given the ongoing uncertainties of Covid 19, as well as the impact of Brexit on regulations and paperwork for UK cruisers, readers are encouraged to seek updates from the websites of the OCC, Cruising Association, RYA or Noonsite.

### Acknowledgements

2019: Dody Stiller. 2020: Bernhard Sobotta, Andrew Bristow, Hugh Tidbury, Christopher Gould, Martin Walford, Ian Powoly, Captain Alex Blackwell, William Eaton, Andy Wood, Bernhard Sobotta, Mike Gill, Andrew Wilkes, Christopher Gould. 2021: Ruth Esteban, Christopher Gould, Captain Alex Blackwell, Tim Trafford, Megan Roberts, William Garnet, Jerry Burrage.

### Page 2 Sailing & Navigation

New section insertion: *Interactions with Orcas*



In 2020, several groups of Orca whales were encountered off the Iberian Peninsula, 2 to 8M from the coast. They interacted with both sailing yachts and motorboats. Most commonly, medium-sized yachts (15m or less) were affected, with structural damage to the rudder in some cases.

Orca chase tuna to exhaustion, or even paralysis, and prefer to feed on the belly of the tuna which is the meatiest part. It is still not known why the Orca go for the rudder of boats, and it could be totally unrelated to the fact that they prey on tuna.

The "Action plan" for yacht skippers, devised by the Portuguese and Spanish authorities in March 2021, is as follows:

- STOP the boat (take down the sails), leave the wheel loose if sea conditions and pilotage allow it.
- Contact the authorities (☎ 112 or VHF 16)
- Take hands off the steering wheel and secure the boat against the effects of possible collisions.
- Do not shout at the animals, do not touch them with anything or throw things at them, do not let yourself be seen unnecessarily. If you have a camera phone, or other device, record the animals, especially their dorsal fins, to help identify them. All information of this sort should be sent by email to: [gt.orcas.ibericas@gmail.com](mailto:gt.orcas.ibericas@gmail.com)
- After an interaction, check operation of rudder and, if needed, request assistance from the authorities on VHF 16 or ☎ 112.
- Make notes of the interaction:
  - Date/time:
  - Position:

In 2020 the media were cautioned to focus information “on knowledge and conservation” instead of creating “animosity” towards orcas. Biologists reminded everyone that “this species is classified as vulnerable in the catalogue of threatened species and that Spain has specific protection standards for them.” Sincere thanks go to Ruth Esteban, PhD, of the Madeira Whale Museum, who has supplied much of this information.

#### **Page 42 Corme**

Corrections to text:

p42, 2nd column, 4th line: s/b ...much “sought” after...

p42, 2nd column, 7th line from bottom: s/b ...has “not” helped...

p42, Corme Facilities: perhaps worth noting that there is nowhere to land dinghy except beach.

#### **Pages 46-47 Camarinas Anchorages**

The three separate beaches of Ensenado de Merejo (or Merexo) offer delightfully secluded anchorages from wind from east to west through south with good protection and holding in 3-5m. All can be accessed by careful navigation around the west side of the well-marked (at the corners by lit yellow buoys) Viveros at the head of the bay. The BRB mark in the middle of the Ensenado was not in position as at July 2019.

#### **Page 48 Camarinas**

There are no longer any moorings in the harbour as indicated on chart page 48. Instead about six yachts were anchored in this area with space for more. The club charged 20 euro per night for a 12m catamaran on the T-end.

#### **Pages 56-58 Ria de Corcubion**

Anchorage: the main anchorage is NW of the pier and mooring field. One does not anchor amongst the moorings. The bottom here is sand.

#### **Page 61 Muros**

Discounts can be applied to rates as set out by Passaporte Escale, Transeurope, Pasaporte Marinas, Cruising Association and the Irish Cruising Club. Significant hull repairs can be carried out at Muros. They call on the services of a technician from Portosin. This technician works in both GRP and CopperCoat. A yard man has been seen scraping and applying standard anti-fouling paint also.

#### **Page 66 Portosin**

It is possible to get propane gas in Portosin by arrangement with the marina office.

#### **Page 75 Aguiño**

Aguino is a small modern fishing port with little of the charm of older Galician harbours but is strategically located at the entrance to the wonderful playground of Ria de Arousa.

#### **Page 86 Vilagarcía**

Amend Marina Vilagarcía ☎ to +34 986 511 175

#### **Page 89 Isla de Arousa**

Boatyard facilities include a 180T travel lift, secure yacht storage and a 38m high shed, which permits sheltered boat repair without having to drop the mast. Some older charts may show no water, but this is incorrect. Contact [www.xufre.es](http://www.xufre.es) and [info@xufre.es](mailto:info@xufre.es). The yard owner is a long-term yachtsman who actively encourages visiting yachts and provides domestic facilities and a car for visitors to use. Local train station at Vilagarcía provides connections to Santiago and Vigo airports.



#### **Page 101 Picamillo beacon**

The Picamillo beacon was rebuilt in 2018

#### **Page 107 Combarro Anchorages**

Off the marina the bottom is mud. East of Isla Tambo the bottom is sand.

#### **Page 111 Ria de Aldan Anchorages**

The western end of Praia de Area Brava has a charted shallowing area. This is very rocky and should be avoided. Less than 50m east from the 5m contour and 30m outside the swimming area are uncharted rocks that, at low tide, appear to be less than 2m below the surface. No sounding taken.

Anchorage as described in text and on chartlet is incorrect. The southeast corner is pretty full of boats/moorings where it is deep enough. It shoals out beyond these. The anchorage nearest to town and most used is in the SW corner; but beware of the rock that is marked correctly on the chart. Good shore access also from the pier in the SW corner.

Up the hill in O Hio visitors will find Galicia's most intricate and beautiful cruciero.

#### **Page 113 Islas Cies Anchorages**

In the terms and conditions of the anchoring permit for Islas Cies, only three anchorages are listed: Rodas, Nosa Señora (Isla Vinos) and San Martiño beaches. A yachtsman has politely been told by the park authorities that anchoring is not permitted off the Playa Das Figueiras (Playa de Arena, no.2 in the pilot).

#### **Page 117 Moaña**

First sentence: Delete: “Moana is spelt” and “and”

#### **Page 119 Darsena de Bouzas Liceo Marítimo**

That the Liceo “is some way from town” is not true. The Liceo Marina is right in Bouzas, which is part of Vigo. There are lots of good restaurants and services. Excellent chandlery, Lavandaria, etc.

#### **Page 126 Baiona**

Berthing: Amend to read:

1. Monte Real Club de Yates Bayona 42°07'·20N 08°50'·40W

The MRCB is a long established club ....etc

#### **Page 126 Baiona**

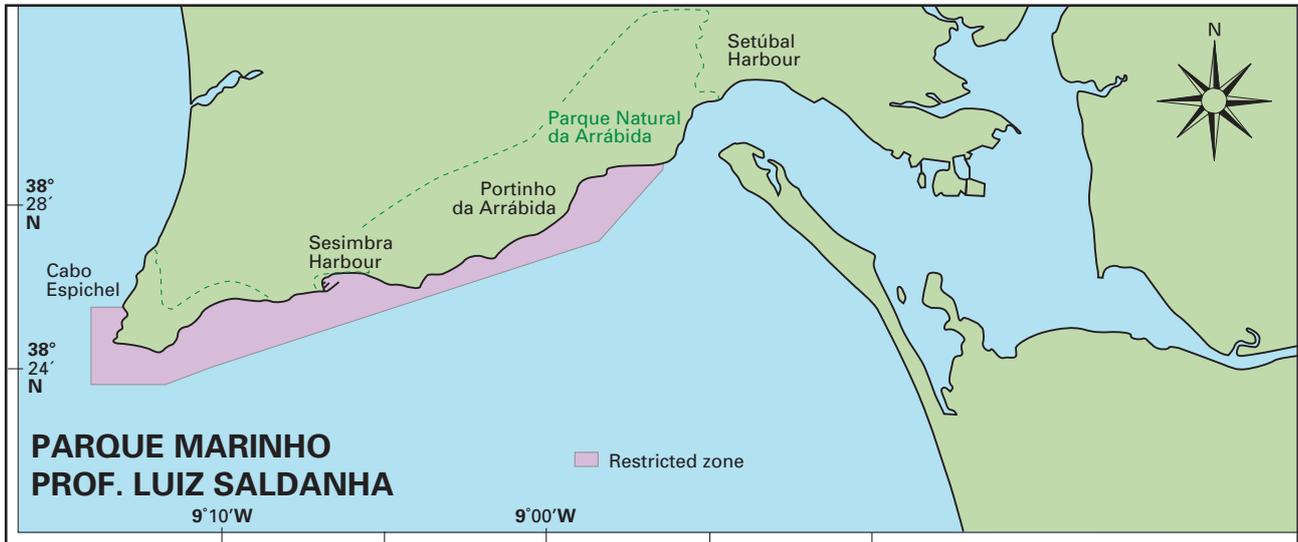
Facilities

Communications - Amend to read:

Marina Baiona, Recinto del Parador s/n, 36300, Baiona (Pontevedra) Tel: ☎34 986 38 50 00

#### **Page 143 Povia de Varzim**

Anchoring in the harbour of Povia de Varzim is no longer permissible. However, marina costs are very reasonable paying 20 euros for a 12m cat.



**Page 150 Leixões**

Advised as not a good place to leave a boat unattended.

**Page 179 Peniche**

The extended marina wall has been completed and made a huge difference in reducing the swell.

**Page 205 Seixal**

Secure local moorings often available for periods of 4 weeks or more (107 euros a month in 2019) can be reserved through Mr Pires ☎ +351 966 602 853 or the association office on Email [geral.nauticaseixal@gmail.com](mailto:geral.nauticaseixal@gmail.com). Free taxi service ashore.

Access to Tagus Yacht Centre is now limited to boats drawing less than 2m for approximately 40 minutes either side of HW. No more dredging will take place until a major marina development begins ‘in a year or two’.

**Page 211 Marine Reserve; Parque Marinho Prof. Luiz Saldanha**

See new plan above

It has been reported that a yachtsman has been fined for anchoring in the Portinho de Arrábida in the Rio Sado without permission. This supplement is published to alert mariners to this incident and to provide the following advice:

It is understood that the Portuguese have a maritime law requiring a vessel to request permission before anchoring in their territorial waters. Either the local *Capitania*, or the *Policia Maritima* (outside office hours) should be consulted and they will provide helpful guidance and give permission as appropriate. In the summer months, when popular anchorages are busy with boats, this requirement is normally waived except in sensitive areas. The Parque Marinho Prof. Luiz Saldanha, which is part of the Parque Natural da Arrábida nature reserve, is a sensitive area. If planning to anchor here it would be prudent to contact the relevant authority as follows:

Capitania do Porto de Setúbal  
Praça da República 2904 – 537 Setúbal  
Office ☎ +351 265 548 270  
[capitania.setubal@amn.pt](mailto:capitania.setubal@amn.pt)

Comando Local de Setúbal  
Rua Regimento de Infantaria Onze, 2900 – 584 Setúbal  
Patrol vessel ☎ +351 918 498 049  
Office ☎ +351 265 105 123  
[policiamaritima.setubal@amn.pt](mailto:policiamaritima.setubal@amn.pt)

Posto da Policia Maritima de Sesimbra  
Porto de Abrigo 2970 – 152 Sesimbra  
Patrol vessel ☎ +351 918 498 053  
Office ☎ +351 212 280 778  
[policiamaritima.sesimbra@amn.pt](mailto:policiamaritima.sesimbra@amn.pt)

**Adjacent anchorage**

**2. Portinho de Arrábida 38°28'·6N 8°58'·7W**  
(see plan on page 213)

Note that this is in a sensitive area within the marine park where permissions for anchoring should be sought as described above.

This is a wooded bay backed by high cliffs some 6M east of Sesimbra. While very scenic, and with good holding, in the evenings it is prone to very heavy downdrafts of wind from the mountains. There is sometimes 25-30kn of wind in the anchorage, whereas 3 miles offshore, there could be only 5-10kn. Some would say the anchorage is for lunchtime stops only. However, although being fully open to the south, a surprising number of small craft lie on summer moorings in the western part of the bay.

The approach from the west is complicated by a drying sandbank, the Baixo de Alpertuche, off Forte Arrábida. Keep 0·4M offshore until lightbeacon No.2 bears 090°, before altering to 033° to clear Forte Arrábida by 150–200m. This should give a least depth of 2·2m at low water springs but be careful as the bank may grow and/or move. Admiralty chart 3259 will be found useful and the water is crystal clear. Anchorage can be found in 5·5m just to seaward of the moorings, over weed and hard sand. There are rocks and a small offlying island, Anixa, at the east end of the bay.

There are no facilities other than a telephone kiosk behind the beach, half a dozen waterfront restaurants, and an oceanographic museum in Forte Arrábida on the western headland. Much of the surrounding area, including Anixa island, is a nature reserve.

**Pages 212-215 Rio Sado and approaches, Setúbal**

Vessels should contact Setúbal Harbour Control (VHF 73) before entering the port and on departure.

We were told by Setúbal Harbour Control that yachts should anchor in the bay west of Forte Albarquel (Adjacent Anchorage 3) and that anchoring in the Adjacent Anchorages 1 and 2 (page 215) were not permitted. 1M dinghy ride to Clube Náutico basin where the dinghy can be left on a pontoon.

**Page 270 Vila Real de Santo António**

Facilities; Fuel is now payable by credit card.

**Page 333 Alcaidesa Marina**

**Communications**

Mailing Address: Amend to read: Torre de Control. Avda.  
Príncipe de Asturias s/n, 11.300 La Línea, Cádiz, España.