



RCC Pilotage Foundation Mediterranean Spain

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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>

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of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice.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

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Manuel Garcia

Page 26 Marina Alcaidesa (La Línea)

Anchorage in the approach

Still possible to anchor outside, but not apparently to leave a dinghy in the marina by the RCN (although nobody objected when we did to have dinner there).

Page 26 Alcaidesa, Anchorage in the approach

Reported in September 2021, no problems with aggressive fishermen as indicated in Navily and Captains Mate – but perhaps this is down to the time of year.

Very good holding in sand with a dozen other boats. Plenty of room for many more. Dinghy docking possible but no allocated place.

Access to Gibraltar easy - especially by bike, certainly worthwhile visiting the Siege Tunnels.

Page 31 Ocean Village / Marina Way

Ocean village marina is closed 'for another 2 months' as of 15 April 2023, with boats moved to Marina Way. There is currently no room for visitors in either. Best to ring before expecting a berth.

Page 32 Ocean Village / Marina Way

General facilities

Fuel Cepsa fuel berth by Customs still operating (diesel £1.02/l).

Page 32 Gibraltar

Facilities

Fuel While fuel here is certainly cheaper than you'd be able to get elsewhere in Europe, it's not as cheap as it used to be – now 75 pence per litre. **NB: You cannot pay with a US credit card or with euros.**

Page 74 Puerto de Motril

Berths

The **Real Club Nàutico** is a private marina and more of a members-only facility. Visitors are the exception.

Marina Park Motril is a small family-run marina at the northwest end of the port. Marina Park is visible at the end of the port to the right of the larger Club Nàutico private marina. Visitors can dock stern-to on pontoon with lazy lines in front of the visible red-white wind sock.

Facilities Repairs, sailing school, scuba, marina facilities, workshop, lift with 30-T capacity, (installation of a new 100-T travel lift for boats up to 24m (80ft) has begun); storage on the hard. Leaving a boat unattended is ideal here as security is very good. It is located inside the port, a Guardia facility is located next door.

Communications

Very solid WiFi (tested at 50MB/sec) available on all pontoons.

Ashore

Access East and west gates, security barrier can be passed with a nod to/from the guards. Reported no paper work requested.

Page 86 Puerto de Agudulce**Popular harbour**

Excellent marina manager but continuously overworked/busy.

Facilities Limited chandlery. Tourist quality food. Overcrowded beach. Laundry is also at top of hill: 7 Euros a wash. Nice and clean. Very poor WiFi.

Page 121 Puerto de Cartagena**Facilities**

Contrary to widespread experience, the YCB office will facilitate the refilling of non-local propane bottles (at reasonable cost).

Page 129 Canal entrance Puerto de Tomás Maestre

Control do Puente Del Estacio (pronounced 'estathio') Answers on VHF Ch 9 but only just before scheduled openings. Once the road traffic has been stopped, makes an announcement (in Spanish) on Ch 9 that the bridge is starting to open and boats should start approaching. Makes another announcement (also in Spanish) when the bridge is starting to close.

Canal traffic is free flow in both directions when the bridge is open.

Opening times are

Summer: (between 15/06 until 31/08) every two full hours starting at 0800 ending at 2200.

Winter: (01/09 until 14/06) every two full hours starting at 1000, ending at sunset.

Page 150 Puerto de Torrevieja**Anchoring**

Anchoring does not seem to be prohibited SW of Marina Salinas.

Page 153 Puerto de Santa Pola**Port communications**

The telephone number of the Marina Miramar is ☎+34 966 694 752.

Page 168 Anchorages to NW of Punta del Albir

The area between Pta de la Cueva del Barbero and Punta del Albir including Islote de Benidorm is considered part of the national park Serra Gelada and anchorage in this area is forbidden. All is not lost as 20 mooring buoys have been provided. This website gives details: www.cnaltea.com/noticias/noticia_ampliada.php?ln=uk&ms=00&id=450

Page 177 Puerto Blanco

Boat harbour now abandoned with no port communications. Plans to develop as Marina PortBlanc. For progress see www.marinaportblanc.com

Page 206 Valencia, Real Club Nautico**Change Harbour charges to Low**

(Charges 26 euros a night for a yacht up to 12m, same rate all year round.)

Page 249 Sant Carles Marina (east)**Facilities**

Blackwater facilities at the fuel berth on the Dique Est. Not available in the west marina due to corrosion of tanks.

Page 302 Barcelona, Port Olimpic**Port communications**

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