

Atlantic Spain and Portugal

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This replaces all previous supplements

Further updates are available, as they come in at

www.imray.com

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of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice.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

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Page 2 Sailing & Navigation

New section insertion: Interactions with Orcas

Orca Interaction risk warning and reporting

The Atlantic Orca Working Group (GTOA) has a website: Home | Orca Ibérica (orcaiberica.org) providing information and advice on Orca interactions including the recommended safety protocol and a traffic light risk warning system (found under Interactions/Recommendations) that is updated regularly. The GTOA has also released a mobile APP with the same information that can be downloaded from Play Store and Apple Store (GT Orcas) and also from the website:

Proyecto FriendShip | Orca Ibérica (orcaiberica.org)

The Cruising Association (CA), in collaboration with the GTOA has produced a pioneering website: CA (theca.org.uk) - for reporting interactions that are then used for furthering the understanding of the problem by the GTOA and providing guidance to yachtsmen.

Reporting of all interactions experienced whether contact is made with a yacht or not, is strongly encouraged.

Page 3 Windfarm NW Galicia

Warning: This shows the projected site for the Nordes Phase 1 windfarm:



Page 22 Cabo Prior

A small bay off Playa De San Jorge 2M south of Cabo Prior in 2-8m on sand has good protection from the east. An anchorage lies tucked in east of Isla Blanca in 4m but stay two cables clear because of the dangerous rocks that surround it.

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 a dinghy except at the 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 Passporte 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

Aguiño 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 Vilagarcia

Amend Marina Vilagarcía ☎ to +34 986 511 175

Page 89 Isla de Arousa

Boatyard facilities include a 180-T 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 and 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 Vilagarcia 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 the text and on the 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 122 San Simon Anchorages

1. On the south shore beyond the cranes off Punta Soutelo, before the shallows, in 3-4m mud. Beware the shallows extending off the mouth of the Ría de Redondela, and the training walls, which cover at half tide.
2. The south tip of Isla de San Simón off two stone crosses or southwest of the reef which extends south from the island. Anchor clear of the beacon at the latter in 3m mud or work in between moorings towards the sand shore. There is a restaurant on the spit of beach on the mainland shore, and a bakery and shop 400m inland. Otherwise take the dinghy to the small harbour of Cesantes where there are food shops up a steep hill.

3. South of Pta Pereiro with its pontoons shielded in shallow water behind Isote Pedro.

4. Muelle de San Adrián de Cobres 42°18'·14N 08°39'·27W village mole, red beacon. Anchor off the pier in 4m. The best place to land for those at anchor is at the slipway between the two marinas.

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 clubetc

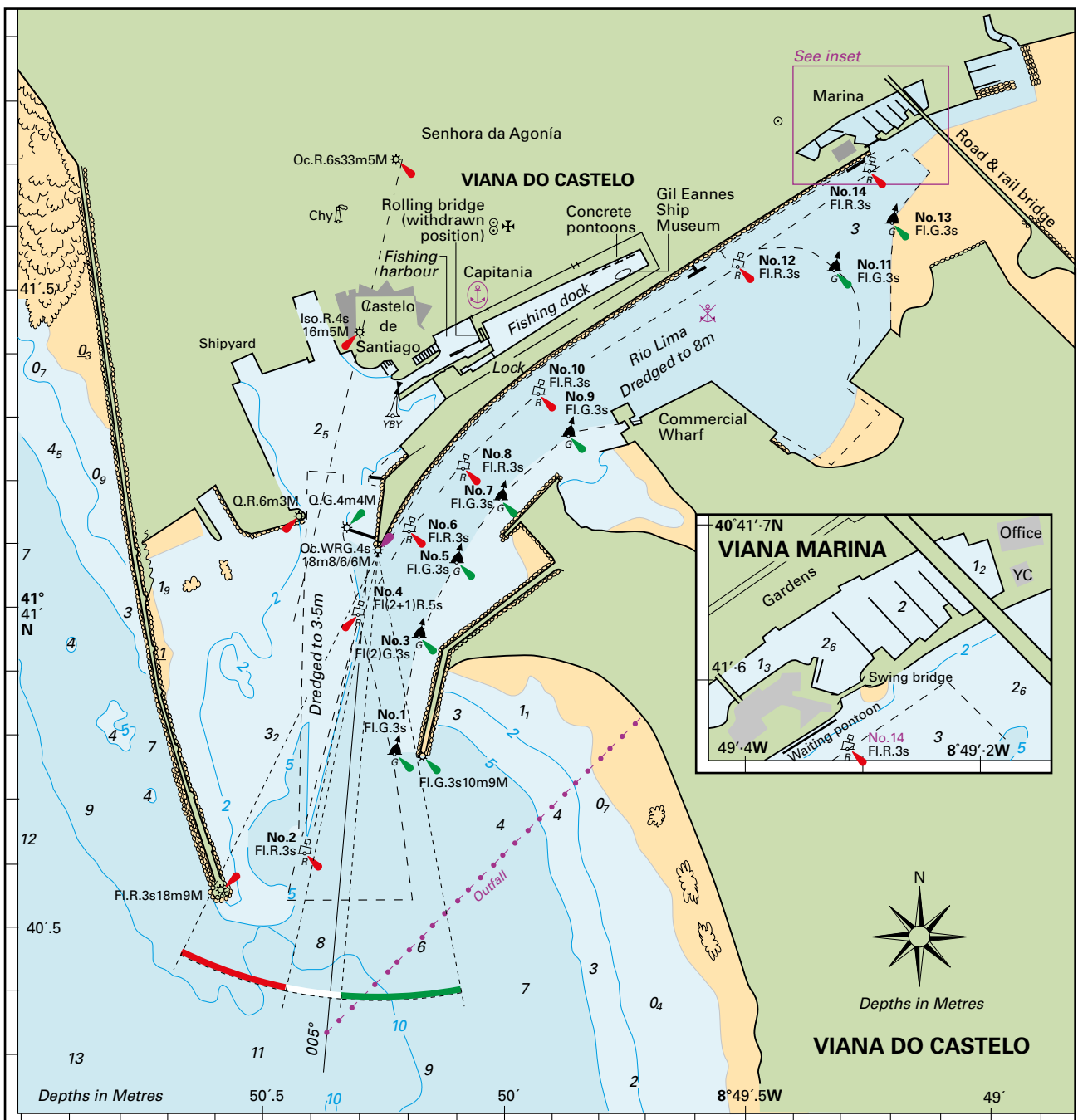
Facilities

Communications: Amend to read:

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

Page 139 Viana do Castelo

There is no longer a waiting pontoon in the river. There is limited space in the marina for larger yachts but within the North end of the fishing dock there are large concrete pontoons where larger yachts are directed. There is space for at least 6 yachts here which can all raft up with water



and electricity available. It has been reported that there is generally 5m at chart datum going through the old locks into the fishing dock.

Page 140 Fishing Dock Viana do Castelo

At the north end of the fishing dock there are large concrete pontoons on the opposite wall to the restored hospital ship Gil Eannes with space for at least 6 large yacht with others rafted up outside them (some 3 deep). What was described as a “bit of a jury rig” of water and electricity was available. The Gil Eannes acted as a mother ship to the fishing fleet on the Grand Banks in the 1860s and '70s and has been enthusiastically restored. There are many memorabilia and photographs of the cod fishery and a visit is recommended, all within easy walking distance of the Viana Marina.

Page 143 Póvoa de Varzim

Berthing

The Marina da Póvoa offers 241 berths on its six pontoons. There are about 50 berths for yachts of 10m or more with depth of at least 2.4m, and four berths for yachts of up to 18m with depth of at least 3m.

The marina lies in the shelter of the south breakwater but in storm conditions the harbour will be closed. A vigorous chop comes across the harbour in fresh northerlies which can be a problem. All berths are provided with finger pontoons of appropriate length. On arrival yachts should berth on the short hammerhead by the marina office. A night watchman provides 24 hour security.

It has been reported that a visiting yachtsman was moved over to the main harbour/marina in the north of the harbour when leaving the boat for a time. There are new pontoons here with power and water but no facilities so it is a long walk around to these at Marina da Póvoa.

Page 150 Leixões

Berthing

The three yacht clubs and the Marina Porto Atlântico are all located around the old fishing harbour at the north corner of the main harbour, behind a short mole (the Cais das Gruas). The narrow entrance (less than 50m wide) faces southeast, but even so considerable surge may work in during strong southwesterlies. Boats berthed near the entrance will obviously bear the brunt.

The marina, which has been dredged to 5m, can berth about 240 boats alongside narrow finger pontoons. It is crowded with local craft, but it is claimed that space can always be found for a visitor, even if this means rafting up at the reception berth.

Unless there is an event on, there is usually room on the long reception pontoon to port as you come in, hard against the mole. Beware that the pilot boats berth nearby, and the wash from them, other harbour activity and swell from the south can be quite violent so rafting up on this pontoon is inadvisable and it is better to finally berth further on into the marina where things are calmer. The marina office and showers are at the root of the mole, through the self-closing and card accessed gate. The marina works well and efficiently, and the people who run it are polite and professional. The facilities are satisfactory but not that modern. It is not the prettiest of places, and seagulls abound but is a functional place for leaving a yacht for a short while.

Page 151 Leixões

In late 2021 on a visit to Leixoes a yachtsman found that fuel is only provided to commercial vessels inside Leixões harbour. The only alternative for refuelling is by using jerrycans and visiting a gas station 1km away.

Page 155 Porto

If stormbound in Douro Marina the harbourmaster may close the entrance to Porto harbour. It is understood that trying to leave before the formal opening of the harbour constitutes a criminal offence and rescue may be refused.

Page 165 Figueira Da Foz Entrance

Never attempt to approach Figueira da Foz in a southerly blow with more than 2 meters of swell. Wind against strong tides make conditions dangerous with breaking seas right across the entrance. At springs the ebb can run at up to 7kns, particularly if there has been heavy rain inland, though this rate is unlikely to be reached during the summer.

At Figueira da Foz a favourable weather window is comprised by the swell conditions that can make leaving banned for days.

Danger signals are displayed from Forte de Santa Catarina (on the north side of the entrance) as follows:
GRGR / 2 black balls diagonally = no entrance or exit
GRG / 1 black ball = no entrance <35m
GRG / 1 black ball at half mast = no entrance <11m
GRG flashing = no entrance or exit >12m.

Page 169 Nazare

The southwestern berths:

Before the Covid pandemic, work was underway to re-organise and improve the berthing facilities, for larger yachts especially, at the original Porto de Recreio da Nazaré (PdRN) marina at the southwest of the basin. This has been refurbished to an extent, pontoon decking replaced and piles driven in but the final configuration of berths has yet to be completed (2023). The shower and toilet block in the southern area has been completely renovated but although the original “Office” container from the north has been moved to the south it has not yet been commissioned. It is a 10 minute walk from the southwestern berths to the harbourmaster’s office.

Page 179 Peniche

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

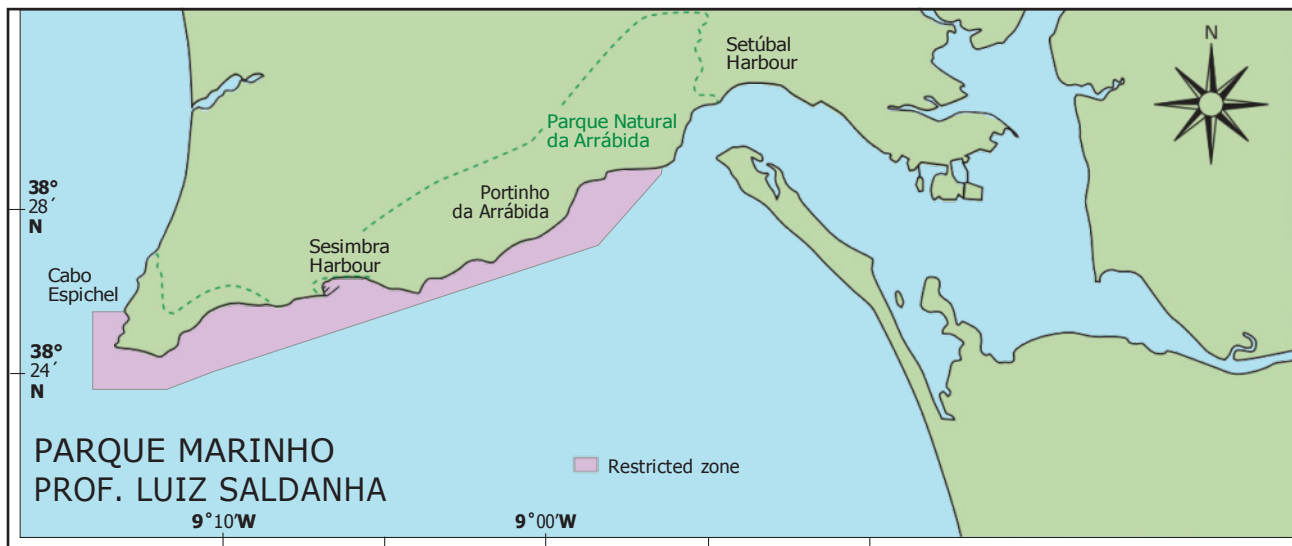
Page 205 Seixal

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.anauticaseixal@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

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
 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
 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

Adjacent anchorage

2. Portinho de Arrábida 38°28'·6N 8°58'·7W

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 224 Portuguese Rio estuary silting

Warning: Silting in Rio estuaries is an ever-present hazard, and those along the Algarve are no exception with Alvor in particular, requiring regular dredging. The bar at Faro caused problems in 2022 prompting the Capitania do Porto de Lagos to issue AVISO 6/22 04-Feb-2022 informing that the charted depth over the bar to Lagos harbour had been reduced to 1.3m only.

Local advice is invaluable and the Portuguese hydrographic authority publish navigation warnings - Avisos - that can be found at: <https://geonavnet.hidrografico.pt/>. This also gives access to the website using a “flag” system that gives information on the status of access to harbours along the entire Portuguese coast.

Page 228 Enseada de Sagres

As of 21 October 2019, there were 4 yellow buoys in a square formation off the fort.

Page 232 Lagos Silting

From AVISO 6/22 04-Feb-2022 from the Capitania do Porto de Lagos:

The charted depth over the bar to Lagos harbour has been reduced to 1.3m only.

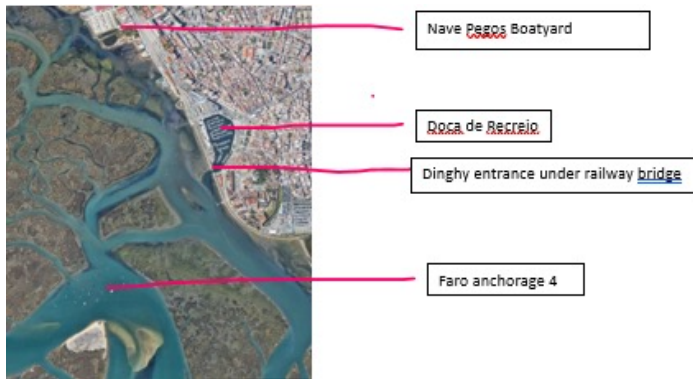
Page 232 Lagos Berthing

'room always found for visitors' was not true on 22 October 2019.

Page 236 Alvor Silting

The problem with the narrow estuaries on the Algarve is that you want to enter or exit at half tide or more. Alvor is shallow and Faro, whilst deep, is not an entry you want to do on the ebb.

Page 256 Faro Boatyard



Change of name and contact details

The 'Quinta do Progresso boatyard' is now officially named 'Nave Pegos' but widely known in English as 'Bruce's Yard'.

Contact details: www.navepegos.com/contacts/
Nave Pegos Lda

Estrada do Passeio Ribeirinho, 6 8000-537 Faro, Portugal

Contact office ☎ (00351) 289 822506

Email nave.pegos@gmail.com

☎ 00351 919317171 leave a message

Monday to Friday: 8.30–12.30 and 14.00–18.00

Nave Pegos yard is located within a 5-minute walk from Faro railway station, on the southern edge of the city. It is only 10 minutes from the airport by bus or taxi.

Page 257 Culatra

A very popular wide open anchorage with good protection and good holding (with care). Culatra is a small sandy island with no cars but a few ATVs and tractors which are used to ferry goods from the fishing boats to shops and restaurants. There are a couple of small grocery stores with adequate supplies and several restaurants. Try the *Cataplana* - seafood stew - something of an island specialty. Dinghy facilities are limited to a small area on the first pontoon in the fishing harbour or on the beach. Culatra sports a wonderful beach with a small bar for essentials. Many cruisers will come here and stay for weeks in this very relaxing anchorage.

Page 264 & 265 Tavira anchorage

The text mentions Ría Tavira to the southwest, this should be Ria Formosa.

At the anchorage, the tidal stream is so strong that in a 20-knot contrary wind the yacht will still be tide rode. The yachts at anchor and on moorings charge around all over the place and it is very uncomfortable until three quarter tide.

Page 269-270 Vila Real de Santo Antonio

Facilities

Fuel is now payable by credit card. If you are leaving a boat it is really important to ensure you are not on the wave break pontoon as a southerly wind against the ebb of the river creates havoc, with waves literally breaking over the wave break.

Page 270 Vila Real de Santo António

Facilities

Fuel is now payable by credit card.

Boatyard Guadiana

The hauling in and out arrangements need it to be pretty calm and, if you draw 2.1 or more, undisturbed by wash from passing traffic and close to HW. A new Continente supermarket at the south end of town is a 12-minute walk.

Nautipark next door is the biggest fibreglass and wooden boatbuilder in Portugal and also has a hard and a hydraulic lifting facility for boats <10-T displacement, <2.1 draft, and <13m loa. They reportedly allow you to work on your own boat.



Boatyard Guadiana Mike Gill

Page 271 Ayamonte

Entering the river on the bottom of a neap tide is reported to be fine with only a 0.5m swell at the outer channel markers. Least depth found in the marked channel was 2.4m (corrected to LAT). The river continues to flow out for about 30 minutes or more after low water Vila Real, making entry more controlled. Good anchorage in 4m is reported on the east side of the river near the entrance - opposite the southern end of the Vila Real boatyard (about 2 cables beyond the No:7 starboard buoy on a heading of 10°). Useful for a quick exit.

Good launderette can be found 200m north of the Vila Real marina (on the harbour-side road - Av de Republica).

Pages 288-290 Mazagon Huelva Channel

The shower and laundry block was a full 15–20 minute walk from some of the visitor berths. Only one washer and dryer. The town is a short walk away and although small houses a number of restaurants and bars. There's a good supermarket in town and a couple of smaller grocery stores.

Page 305 Bay between Rota Marina and Rota Naval Base

Excellent beaches fringe its harbour on both sides but note that landing on the beach to the east is prohibited beyond the high fence that is the western extremity of the Rota Naval Base.

The tall slim lighthouse with its single red band which stands near the root of the south breakwater makes identification certain by day or night. Rota is becoming an increasingly popular place for liveaboards to winter afloat.

Page 308 Marina Puerto Sherry

There is reportedly a good engineer at Marina Puerto Sherry who works on Mastervolt and Whisper equipment.

Page 314 Marina Puerto America

Marina Puerto America has, for its size, an excellent chandlery.

NOTE Puerto Conil

Puerto Conil was not included in Edition 8 of *Atlantic Spain and Portugal* for reasons such as this:

‘As a stopping point between Gibraltar and Cádiz we thought this spot looked encouraging. Don’t be encouraged!!

In spite of very minimal swell and little wind, we rolled all night. Not a viable stopping place!’

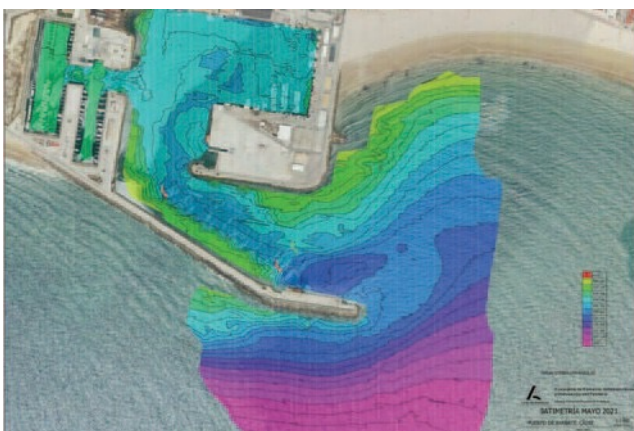
Page 325 Barbate silting hazard

WARNING: A yacht crew member has suffered serious injury when the yacht grounded sharply on the final approach to Barbate marina. The sand bank encountered is only a metre or two west of the line between the last port hand buoy (No4) and eastern tip of anti-swell boom. This accident is another example of what is a silting problem that affects harbours along the coast of the Algarve and Atlantic Andalucía. APPA started publishing bathymetric charts for Andalucian harbours in 2018 in an attempt to help yachtsmen navigate the shifting sandbanks that plague this coast. In this case the link is:

www.puertosdeandalucia.es/puertos/puertos/cadiz/puerto-pesquero-de-barbate

- click on

‘Batimetria Puerto de Barbate (Mayo 2023)’ for the most recent information.



The pilot book reference to these charts is out of date and information for individual Andalucian ports can now be found through:

www.puertosdeandalucia.es/index.php

Page 326 Anchorage south of Barbate

Ensenada De Bolonia: The bay at Bolonia (36o05'.00N 05o46'.754W) (see chart page 320) offers under settled conditions a delightful anchorage off a splendid beach and a great starting point to navigate the Strait of Gibraltar, but beware the tunny (tuna) nets – see page 325. Bolonia was founded in the end of the 2nd century BC as a result of trade with North Africa and excavations at Baelo Claudia have revealed the most comprehensive remains of a Roman town in the whole of the Iberian Peninsula.

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.

Facilities

A new workshop has been established at the Alcaidesa Marina:

Varaderos del Sur offer a comprehensive service for all types of boats: general repair, mechanics, fibre-painting and maintenance. Their professional and experienced team provide a full diagnosis prior to carrying out any work. They are the official service provider for marine companies such as Mercury, Mercruiser, and Yanmar.

Shopping

The Eroski supermarket, just across the border from the Alcaidesa Marina, is within walking distance if you have a bag with wheels.

Page 336 Gibraltar

Recent reports are that Marina Bay did not have any spaces for transient visitors. Also, Queensway Quay was not welcoming visitors at that time.