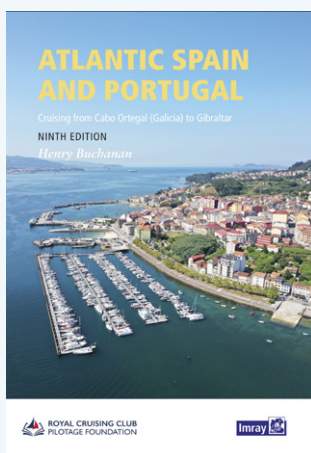




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Atlantic Spain and Portugal



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Further updates are available, as they come in, via the Cruising Notes page of the Pilotage Foundation website at www.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safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice.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**.

Acknowledgements

Jane Russell, Nick Sexton

Page 27 El Ferrol

Berthing

The club name of the small marina at La Grana is 'Club do Mar Ferrol'

Bassin de Curuxeiras (43° 28'.65N 08° 14'.67W)

There are 3 berths reserved for visiting yachts on the outside and inside faces of the first hammerhead to the starboard side on entry to the bassin. The berths are managed by Club do Mar Ferrol (www.clubdomarferrol.com, clubdomarferrol@hotmail.com ☎ +34 981 340 945 or WhatsApp: +34 695 488 056).

There are water and electricity available on the pontoon.

There are no facilities ashore for visitors.

The visitor berths are to the left on the hammerhead.

Fuel is available from the end of the adjacent pier.

Page 35 A Coruña Marina Real

Facilities

The taverna restaurant to the western end of the wood clad building has been closed for several years and is visually quite dilapidated.

Page 94 Isla de Arousa anchorages

Ensenada Sur de San Xulian

It is now (2025) possible to pick up one of the several old conical fishing boat moorings in the bay. Currently no charge is made.

Page 126 Ensenada de San Simón

Anchorage

There is a good and attractive anchoring area with plenty of depth just NE of Isla de San Simón, well protected when afternoon sea breezes come up the Ria de Vigo and across the Ensenada. Added interest in a statue of Jules Verne on the sand spit that extends from Pta del Cabo. There are 3 parts to the statue, 2 of which uncover only as the tide falls. 20000 Leagues Under the Sea starts in Ensenada de San Simon, which is where the Battle of Rande (Battle of Vigo Bay) took place.

Page 131 Baiona

Berthing

Puerto Deportivo – They are extending the hardstand at Puerto Deportivo in Baiona, reclaiming an area SE of existing hardstand between the old harbour wall and the SE corner of the pontoons. The reclamation does not impact on the anchorage.

Page 153–155 Leixões

Approach

The superb buoy that used to be NW of Leixões harbour, with its 1000m exclusion zone, is no longer there but is still shown on Navionics charts.

Ashore

A pleasant way to access Porto is via the 500 bus from Matosinhos Mercado. This goes along the coast and up the Douro into town. It's an easy 30min walk through old Leixões and over the lifting bridge to Mercado Mercado where there is a bus stop and Metro (tram) stop as well as a large covered fish, fruit and veg market. Bus and tram tickets are better value with an Andante card which you can buy (60 cents) and charge with single or multiple trips. There's a ticket machine at Mercado.

Facilities

Chandlery

It is still possible to have UK Calor bottles refilled through the Walk on Wind chandlery next to the marina office. There is a charge per bottle on top of the cost of the gas, which works out equivalent to a Campingaz refill.

Page 169 Figueira da Foz

Entrance

It's worth emphasising that Cabo Mondego does provide a break to N/NW swell running down the coast and so the harbour breakwater/entrance is more protected than it looks. Heading south past the cape there is a significant wind acceleration with northerly sector winds but a diminishment of swell between the cape and breakwater. The marina harbourmaster confirmed that it is unusual for the port to be closed in the summer months. On average perhaps one day a month. In December and January it is closed every other day. It would be very difficult to see the signal balls from seaward as there are tall pine trees and tower blocks behind them. But as a rule of thumb we were advised that if the swell is around or above 3m it may close, or if the swell is 2.5m plus but from a more westerly direction. In these conditions it would be best to call or radio the marina before approaching to ascertain whether the port is open. The channel continues to be dredged. Small fishing boats we're anchored outside the channel marks. In July 2025 there did not appear to be any problematic cross currents across the marina entrance or within the marina.