

RCC Pilotage Foundation North Africa

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This replaces all previous supplements

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of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice.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

Author's 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 vessel is obliged by international law to have on board.

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

Acknowledgements for 2019

Credit and thanks go to Marjolein and Hermen De Bruijne of *S/Y Messenger* for their extensive reports and photographs of Tunisia, Morocco and Malta and for their valuable contribution towards putting together this supplement.

Our grateful thanks and credit also to Yves Rousselin of *S/Y Trillium* (a regular sailing visitor to Algeria) and Tom and Susie Partridge of *S/Y Adina* for contributing most of the information on Algeria

Introduction

Page 1 General

Since the Arab Spring took place over North Africa, the hopes and aspirations of cruisers who wanted to visit this new, developing Mediterranean area, as well as governments who were building more infrastructure, were confounded.

In reality, only Libya remains totally closed to tourism. Morocco and Algeria were never much affected due to their resourceful internal security. However, the uncertainty, along with two major terrorist atrocities in Tunisia has greatly affected perceptions and discouraged tourism of all types to North Africa.

In summer 2017 the British Foreign Office advised that Tunisia and Morocco are safe areas to travel to. The Foreign Office website shows a map of the areas of Algeria that must be avoided, the dangerous areas are principally those close to Algeria's borders with other, more turbulent, countries.

Currently (summer 2019), Tunisia's border areas with Algeria and Libya are also to be avoided. However, the coastline from Tabarka all the way to Zarzis is safe to travel. Many Yachtsmen find their way to the Tunisian marinas again as the situation is stabilising and facilities are improving.

Page 4 Backshish

Add: Tipping and Backshish

Morocco is a very poor country, and begging and poverty are evident everywhere. It is an advantage to always keep small change and tip for even small services – we are talking of a few pence. As Europeans, we are not used to this, but once you accept this as a small price to pay which could make a difference to someone's day, then it's not a problem.

Page 5 Maritime information

Add to end:

The entire coastline of North Africa from the Strait of Gibraltar to Italy, including the Italian islands and Malta, has been subject to one of the biggest movements of people ever as economic migrants and refugees have sought to cross from Africa to Europe. Whilst there is great sympathy

for those refugees escaping the horrors of Syria, Libya, and other countries at war in Africa, the sheer numbers create a problem for all countries where they land. The islands of Lampedusa and Malta, being so close to NA, have been the subject of numerous press reports showing graphic film footage of the desperation of those making the crossing.

As yachtsmen sailing in the Mediterranean, we may come across rickety inflatable craft, vastly overcrowded and full of migrants on the point of death from drowning or dehydration. Governments are now taking a hardline stance and have declared that assisting migrants in any way whatsoever, is a criminal activity and amounts to aiding illegal immigration. Where this leaves the imperative to assist anyone in peril on the sea is anyone's guess. What action to take is at the discretion of the captain. In any case, the authorities need to be informed by VHF giving coordinates.

Page 18 Add new heading and paragraph before Chartering:

Charges in Morocco

In the past, charges in harbours were cheap at just a few euros, but this has changed and a general charge is now levied in all harbours. The charge varies between €22-30 for a 12 metre yacht; approximately the same as in the marinas. However, unlike in the marinas, in the Atlantic harbours as well as in some of the Mediterranean ones, there are no facilities whatsoever apart from a bollard to tie up to. Some harbours, as indicated in the text, have also taken to charging an 'Anti-terrorist tax'. Whether this is an official tax or not is uncertain. Two yachts were reportedly charged €90 and forbidden from leaving before paying it.

Gibraltar

Page 24 Wintering

Change paragraph to read:

The lack of facilities for lifting out and wintering in Gibraltar, has greatly increased the number of yachts using nearby Marina Alcaidesa instead. Less than a mile north of Gibraltar, in neighbouring Spain (no connection with the nearby *pueblo* of Alcaidesa on the Mediterranean side of Gibraltar). Prices are currently cheaper than in Gibraltar and full lift-out and boatyard facilities are available.

Page 25 VHF Ch

Marinas call on VHF Ch 71, working VHF Ch 68.

Page 27 Queensway Quay

Communications Change VHF communications channel to 71, working 68.

Paragraph 1 Change to read:

The first marina after rounding Europa Point, Queensway Quay has undergone extensive and costly modifications to reduce the dangerous surging formerly experienced during gales.

The marina Delete second paragraph and replace with: Work to reduce the surging which has plagued this marina for years, despite many costly modifications, has finally been successful. This was achieved by narrowing the entrance and placing 'buffer' rock piles near the entrance.

Page 28 New marina, not for visitors

Half a mile N of Queensway Quay is a new 700 berth (small boats) marina with its outer wall suitable for super yacht berthing. The marina is ONLY for locally owned

boats, as is Coaling Island just behind it. It is fully subscribed with no visitors' berths.

The outer wall of the marina forms a half-mile-long quay for super yachts to berth alongside. This is protected by the detached mole to the west, but some surging does occur during strong E or W winds. More facilities are due to be added to the super yacht quay over the coming year (2019/20).



Gibraltar. The new small boat marina (centre of photo)
Graham Hutt

Page 28 Ocean Village Marina and Marina Bay

Marina Bay is host to a huge, 100 metre-long, 7-deck cruise liner / casino, which is also a luxury hotel and takes up the entire S side of the marina between Marina Bay and Ocean Village. The ship is a permanent fixture, sunk in position close to the existing casino.

Change VHF channel to Ch 71.

The marina

Near end of 3rd paragraph change to read:

There is good protection from the E but heavy surging during strong W winds. Mooring is difficult in some berths due to strong cross winds.

Oil spills driven into the marina from bunkering ships have been a problem, though an excellent response team quickly attends and draws a boom across the entrance if a spill occurs.

Replace last paragraph with: There are plans for a second phase of restructuring changes in 2019 and over the following 2 or 3 years.

Page 30 Note regarding hauling and boatyard facilities

The nearest alternative boatyard is now the Marina Alcaidesa one mile N of Gibraltar in neighbouring Spain; it offers excellent facilities at a good price. Other possibilities, especially for larger vessels, are the old Naval dockyard S of Queensway Quay and Algeciras which has an excellent facility at the S of the port. Ceuta, across the Strait is another option.

Page 31 Gibraltar Bay anchorage

Note that the excellent anchorage between Gibraltar and Marina Alcaidesa is now officially prohibited by the Spanish, who lay claim to all the waters around Gibraltar. However, some yachts are occasionally seen using the anchorage from time to time, but they usually get moved on by the Guardia Civil.

Morocco

Page 37 Add final paragraph to **Introduction** to read:
Thanks to the popularity of the King and the strength of the internal security forces, many of the problems besetting other Arab countries following the 'Arab Spring' have not affected Morocco. Tourism has though, been affected, and many locals resort to asking foreigners for *backshish*. See *backshish* comments on page 4.

There was, however, increasing unrest in the northern cities, including Al Hoceima in 2017.

Page 38 Planning your cruise

Add new paragraph at start:

General Several yachtsmen have reported an unfriendly and belligerent attitude from officials, though nothing to indicate that Morocco is not a safe place to visit. I have visited many times up to mid summer 2017 without incident.

Time zone

Morocco changed from using UT all year around, to UT+1 between 3 April and 30 July. This has been explained as a temporary adjustment for two or three years to accommodate visitors whilst Ramadan falls in the holiday season. Dates may change again.

Page 39 Marinas

Replace para with:

Morocco now has the following marinas:

Marina Smir (Tetouan province)

Marina Bouregreg (Rabat)

Kabila Marina (Tetouan – currently silted)

Saidia Marina (close to Algerian border)

Agadir Marina (in the S of Morocco)

A few crowded pontoons in Mohammedia

[A new marina has opened in Tangier, the Tanja Bay Marina. Casablanca has still not opened after more than 25 years of delays \(Summer 2019\).](#)

Page 44 Introduction

Change the 4th paragraph to read:

Unfortunately the new marina planned for Asilah never materialised. Casablanca is still a work in progress after 25 years of delays. [The new Tanja Bay Marina opened in 2018.](#)

Agadir marina is now open, with an experienced and active harbourmaster.

During 2017 reports have been received on the Atlantic coast that officials have been less than welcoming to yachts in some ports, particularly in El Jadida and Safi. This has not affected the welcome and excellent facilities in Rabat.

Page 47 Tanger

The port, paragraph 2

Change to read:

Many changes have taken place in Tanger over the past 10 years. [The new Tanja Bay marina was opened in summer 2018.](#) This will be an important and excellent marina with a yacht club, if the original plans are complied with. The commercial traffic has now been moved to the new port of Tanger Med, further E in the Strait between Cap Malabata and Ceuta. Ferries from Spain are also now operating from Algeciras to [Tanger Med](#) port. Only the Tarifa ferry now goes to Tanger and this service is under

review. The fishing fleet [has now](#) moved to a new facility being built NE of the main harbour, making way for the new pleasure marina.

Delete next paragraph: Ferries from Algeciras...

Page 48 Berthing

Replace from 'The yacht area...' to the end of **Berthing** section with:

[Berthing is now available at the new Tanja Bay marina within the port. See \[www.tanjaminabay.ma/en/\]\(http://www.tanjaminabay.ma/en/\) for details.](#)

Page 59 Marina Bouregreg (Rabat/Sale)

Change address and contact details to:

Av de Fes, Quartier Rmel, Bab Lamrissa. Sale

☎+212 3784990 Fax +212 37785858

bouregregmarina@bouregreg.gov.ma

Pilotage

Add at end of first paragraph:

...without any charge. Do make use of this service, which not only pilots you upstream but keeps swimmers and dinghies out of the channel. The same vessel will assist the return back to the Atlantic. It will not operate, however, if conditions are considered dangerous for entry or departure.

Page 60 Pilotage (continued)

Amend first paragraph and Note to: Entry in strong W sector winds or with more than 2m of swell running is not advised despite the clarity of the entry. Huge seas can build up and break over the entry sandbars. Depths are OK with regular dredging of the entire entry channel to 6m, but it is an intimidating entry if seas are breaking over the entrance sandbars. It is advisable to enter the marina (in suitable conditions) close to HW and only during daylight hours. Several incidents have been reported with yachts having difficulties during heavy Atlantic swells in the entrance. It is well worth the effort to enter as this is a superb and welcoming marina close to one of the most spectacular and ancient cities in Morocco.

Facilities

Provisions There is an excellent new tram system running between Sale and Rabat in parallel with a new road bridge. This makes visiting the centre of Rabat very easy and cheap. There is a station around 200m from the marina gates.

A new Carrefour supermarket on the Sale side is easily reachable by 'petit taxi'. All provisions can be obtained in the medina at Sale, where there is a good municipal market with an excellent range of fresh produce, much of it organic: meat, fish, vegetables, etc. Another large supermarket, Acima, is located in the basement of the Sale train station. Follow the tram tracks uphill (N) of the marina for 15 minutes.

Note, top of right-hand column Change to read:

Note: It has been reported that on several occasions during winter months the entrance has been closed to departing yachts due to heavy Atlantic swell, which often reaches 6m, making departure dangerous. This is not felt at all in the marina. Be prepared for a delayed departure if weather conditions are unfavourable. It is the local pilot who decides if the entrance is safe to navigate in either direction.

Page 65 Casablanca

The port

Change 2nd paragraph: The sheltered marina at the end of the port has been closed since 1998 and [there is still no prospect of it opening in 2019.](#) Once opened...

Page 70 El Jadida

Formalities

Note: In recent years [however](#), several yachtsmen have reported hostile and aggressive attitudes from harbour and customs officials. One was charged an extortionate amount for paperwork on entry plus an additional €40 on departure with no facilities offered. He left immediately, but not before having to also pay for the night.

The only place for a yacht to berth is now occupied by small boats, making getting ashore almost impossible. Hopefully this situation is temporary, since this is one of the most interesting and attractive ports on the Atlantic coast.

Page 72 Jorf Lasfar

Formalities

Add: Yachtsmen calling at Jorf Lasfar (since 2012) report having been asked to pay a €90 'anti-terrorism tax'. Some also reported this demand in El Jadida.

Page 77 Essaouira

The Port

End of paragraph, change from: 'Reports in 2009...' to: Depths in the only place for a yacht, alongside the Chez Sam pontoon, are now reduced to less than 2m. The bottom is soft mud.

Page 78 Plan

Change depths at Chez Sam and on the floating pontoon to less than 2m.

Page 81 Agadir

The port

Near end of 1st paragraph: Change 2009 to 2012.

Page 82 Formalities

Add: It is necessary to give 24 hours' notice before leaving.

Page 89 Tanger Med

The harbour

Replace to read: This huge harbour is an important addition to the maritime infrastructure of Morocco at a time of diminishing tourism revenues. Moving container traffic to this port has facilitated it becoming the new gateway to Africa and one of the largest container ports in the Mediterranean. Ferries from Algeciras are also now received here, with a bus service to Tanger for passengers.

[Berthing for yachts is now possible in the new Tanja Bay Marina](#)(see pages 47 and 48 of this supplement).

Page 93 Restinga (Marina) Smir

The marina

A number of negative reports have come in regarding this marina, typical of these is this one, received in summer 2017: 'The harbour is in a desolate state. Showers do not work, only cold water is available. The harbour is not safe for leaving your yacht for a few days or for wintering. Perimeter fences are broken in several places and north of the harbour is a camp of illegal immigrants. It is not a superb marina anymore.'

Page 94 Add Transport after Eating out

Note that the best and cheapest way to get to Tetouan is not as advised, but as follows: at the entrance to the port is a roundabout on the highway. Cross over to the bus stop and take bus no 34, which connects to Tetouan. Or go by grand taxi for 25 dirham. (€2.50) Taking a cab from inside the marina will cost 150 dirham.

Page 96 M'Diq

The harbour

From 'If room is available...' change to:

Although the existing old pontoons are usually full with jetskis and speedboats, there may be a space on the E side of the outer pontoon. The new marina is virtually completed, but is unlikely to be opened in the near future due to reasons connected with the King's security.

In recent years the new marina has been occupied principally by the King and his family. For security reasons, therefore, it is virtually closed to all outsiders. There is little prospect of this changing. The restaurant and club facilities are now fully functional and visitors may use them.

Berthing

Replace with:

If space is available, berth as directed by the office. Use of the new section is prohibited currently. There are no *marineros* to assist berthing.

Page 97 Plan

Top mark the new basin top LH (5m) as: Use prohibited.

Page 99 El Jebha

The harbour Add at end:

Entry into this formerly friendly and quiet fishing harbour is now prohibited for pleasure craft. However, anchoring in the nearby Cala Cangrejo, which was previously forbidden, is now allowed. It is important to clear formalities and inform authorities of your intention before anchoring – most easily in Marina Smir if coming from the west, or Al Hoceïma if coming from the east. Some yachts have been allowed to anchor without clearing by providing documentation to the local Gendarmes.

Page 101 Torres de Al Cala (Cala Iris)

The harbour Add at end:

Yachts are now being turned away from this small harbour (summer 2017).

Page 102/3 Al Hoceïma

Berthing Seems more consistently directed now to the NW side of the first inner basin, but yachts are sometimes directed elsewhere. The ferry service to Spain was found to be unprofitable and is now suspended, leaving plenty of room for yachts in the southern basin. Fuel is not available for yachts in the harbour.

It should be noted that increasing unrest in Morocco has led to demonstrations and many arrests in Al Hoceïma and other northern ports in mid 2017. The Foreign Office has not discouraged tourists, but does urge caution (summer 2017).

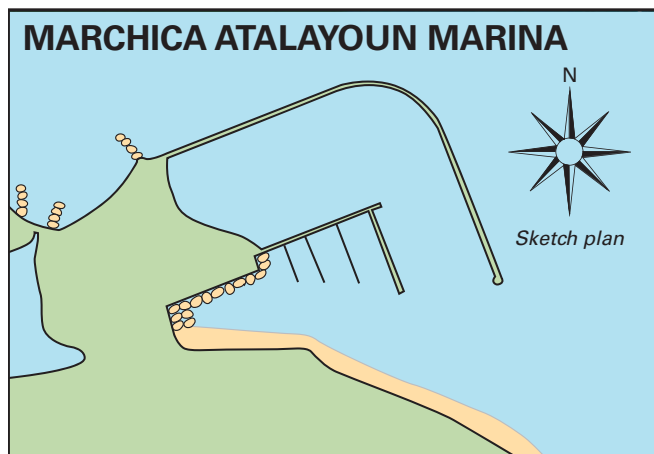
Page 105/6 Atalayoun Marina (Update thanks to Will Pedder of S.Y. *Zorra* and Richard Catatonic of *Tropical Cat*)

35°14'N 00°58'W

New marina opened April 2013, named Marchica Atalayoun Marina.

The marina

This new marina, approximately 8M SE of the Spanish enclave of Melilla and the Moroccan port of Nador, is inside Maggi Lagoon – formally called Sebkha Bou Areg (page 105). Also called Lagoon of Majumder and Mar Chica – the small sea. Access to the lagoon is half way along the sandbar which protects the lagoon from the sea. Coordinates for the entrance to the lagoon are 35°35'N 002°51'57W, it is marked by 5 large Moroccan flags and port and starboard posts. Entrance correctly shown on Navionics charts.



The marina forms part of a large development scheme for the area under the Mar Chica name. The marina is particularly well protected with entry via a wide 300m long channel dredged to 6m, about mid way along the huge sandbar enclosing the lagoon.

Moorings are reportedly free (summer 2017).

The Moroccan Government wishes to make the lagoon of Maggie a mecca for boating in the Mediterranean. The marina main basin is 5m deep and three more basins are dredged to 2, 3 and 4m.

The marina is located at the foot of the Atalayoun peninsula. The overlooking hill offers breathtaking views across the Maggi Lagoon, which is poised to regain its former beauty, with pink flamingos and a healthy ecology.

This new marina offers all the amenities of a modern high-end marina complete with an adjacent 18-hole golf course. It will be equipped with large hotels, as well as an ambitious development program of real estate. The first stage is the construction of 149 apartments in the vicinity of the Academy of Golf. Along the main wharf, the shops and the terraces of the restaurants create a summer atmosphere.

Formalities Currently (summer 2017) this is not a port of entry and formalities are carried out in Nador. The HM drives you there and back (1.5 hours).

Berthing There are 4 pontoons with facilities for 40 yachts plus hammerheads for 50ft yachts.

Page 106 Melilla

Communications

Change email address to: puertonoray@puertodemelilla.es

Page 111 Saidia

Add *Note*: Several plans of this marina are circulating and all differ. Most are incorrect, including the one issued by the marina. Ongoing work explains some of these differences. Reports of severe silting on the SE mole have been received. The marina layout closely resembles the plan on page 111, although no pontoons are laid in the NW entry basin.

Algeria

Page 113–115

Replace first paragraph with: Very few yachts have visited Algeria in recent years. The ones who have reported that it is still an adventure to sail the Algerian coast (Summer 2019). Authorities aren't used to visiting yachts and ports are not suited for pleasure craft. Formalities consume a lot of time, but if you are in for an adventure it is definitely worth it. Algeria has beautiful natural and archaeological sites and the people are amazingly friendly.

Add to end of introduction:

Note The introduction to Algeria was written several years ago, but is still largely correct. Algeria has continued to be a peaceful country, disinterested in tourism due to its bountiful supply of oil. Armed guards are no longer needed or provided to yacht crews. Obtaining a visa remains a challenge but it is possible. Note that they have to be applied for in the Algerian embassy or consulate of your country of residence and may be refused without a reason being given. Worth the effort though! Be sure to have multiple copies of your documents AND, most important, a rubber stamp with the ship's name etc.

Page 116 Money

Add to end of paragraph:

Be sure to obtain a customs currency declaration form when completing entry formalities as this is required at a bank in order to change money.

Page 118 Anchoring

Add to end:

Worth asking, but in general it is now prohibited to anchor anywhere off the Algerian coast.

Page 118 Official ports of entry

Add at end:

Whilst yachts are often berthed right outside the police or customs office, sometimes you will be berthed on huge concrete jetties suited to tankers. Be sure to have plenty of fenders and sturdy lines.

Page 119 Entry formalities

Don't forget to carry passports (if these are not being kept for you by the marina authorities until your departure) and visitors permits at all times when ashore. Always tell the authorities where you are going - whether on land or when departing Algeria. They are looking out for your interests. This particularly applies to the coastguards.

Page 123 Bou-Zadjar/Mersa Ali Bou Nouar

The harbour text has been mistakenly swapped with the text for The anchorage. Reverse.

Page 125 Mers El Kebir

The port Replace 1M with 3M. Same in box under distances.

Page 127 Formalities

Add to end: Since there is a yacht club here, ask if you can moor nearby. Worth repeating the importance of calling up the harbourmaster before entry. (VHF Ch 14 and 16.)

Page 131 Tenes plan

Jetee NW should be Jetee SW.

Page 135 Chiffalo
The harbour – delete ‘in 2010.’

Page 146 Collo
Berthing Add to end of first paragraph: Berthing may be allocated amongst the fishing boats.

Page 149 Skikda
Formalities Add at end: There is no restriction on sight-seeing ashore without protection. A visit to Constantine is worthwhile.

Page 152 Annaba
The port
Armed guards are no longer necessary.

Tunisia

Page 156 Recent history
Add paragraph (before Tunisian coastline) to read:

Events since 2010
The Arab Spring began in Tunisia and has spread to a greater or lesser extent throughout the Arab World, even as far as the Gulf states. It was principally driven by the people’s hatred of leaders who, through corrupt practices deprived the general population of everything, whilst amassing absolutely mind-boggling amounts of gold, property and cash for themselves, hidden in worldwide secret bank accounts. This all boiled over in a single incident in Tunisia, which sparked a revolution.

As far as a sailing destination goes, it has meant little apart from the following points.

1. Many marinas currently being refurbished or built are left unfinished due to lack of money to complete.
2. There are now very few tourists in the country, which has deprived the people of jobs and money. This has led to a greater reliance on *backshish* to get things done.
3. Some Nationals are angry at the fact that foreign governments knowingly supported the corrupt regimes for many years. This sometimes spills over to hard exchanges. My advice is to avoid the subject and not to engage in any discussion regarding what is essentially a problem for Tunisians.

Page 157 Good all-weather ports
Bizerte. Change: (commercial and fishing port) to marina.
Add Houmt Souk (Djerba)

Marine life
Add: The realisation of many new ports has lead to an increasing number of fishing boats. Fish stocks have declined in the area resulting in fewer divers visible.

Page 158 Cruising in Tunisia
Note to third paragraph: The new Marina Bizerte, Gammarth and Houmt Souk are now completed. The other locations mentioned seem to have stopped work on new marinas.

Page 159 Harbour charges
Change to read: Harbour charges vary depending on the type of port and facilities offered. All fishing ports charge 1TD per meter per day + a tax of 2TD per gross ton a year. Note that this yearly tax applies per port and is payable in every port. Marinas charge between 20 and 80 TD a night, in accordance with the facilities offered. The new marinas like Gammarth, Bizerte and Jasmine Hammamet are amongst the most expensive, and Sidi Bou Said and Houmt Souk are at the cheaper end of the price range.

Page 160 Provisions
Remove ‘Modern storing techniques..some towns.’

Repairs
Price for lift out and return charged at 220 TD for a 7.5-T yacht.

Page 161 Entry formalities
Add to the end of the last paragraph: Note that drones are not permitted in Tunisia. When a drone is brought into the country it needs to be declared on arrival at the port of entry. It will be put into bond by Customs until the owner picks it up in his yacht when leaving the country. Officially there is a possibility of obtaining authorisation to keep or fly it, but in reality this is not the case.

Laundry
Change to: Laundry service is available in El Kantoui and Yasmine Hammamet.

Page 162 Wintering
Marina Houmt souk can be added to the list of wintering marinas.

Page 163 Internet facilities
WiFi at cafés and restaurants is still rare to find. The best option is to buy a local simcard from Oredo which has great connection and offers a deal of 25GB for 25 Tunisian Dinar, valid for a month. This is much cheaper and more convenient than the WiFi options offered by marinas.

Page 164 Overland travel (continued from page 163):
The paragraph concerning livestock and furniture transported by louages may be removed as this has changed over the years.

Pages 166-167 Tabarka
Communications
Harbourmaster ☎+216 78673112

The port
Add sentence before ‘Around the yacht basin....’: Tabarka is primarily a fishing port, but has room reserved for visiting yachts. This makes it a relatively good port for wintering: cheaper than marinas and safer than most fishing ports. Wintering afloat without being on board is not recommended since the harbour guard is not very reliable.

Berthing
Change the entire text until ‘...what other yachts have done.’ to:
Visiting Yachts can moor anywhere alongside the east quay. When there is room, the visitors berth in front of the *Capitainerie* would be best. Most of the time there is no space directly on the quay, so you have to moor alongside other yachts.

Charges for a 12 Meter Yacht
Add: since 2011 all fishing ports have the same tariff year round: 1 TD per meter/day + 2 TD per gross ton tax. (tax is only paid once per port a year)
This would be 12 TD per night + 16 TD tax per year.

Formalities
Change: ‘Officials are friendly... here.’ to ‘Officials are friendly and efficient, but do ask for *bakshish* sometimes, although they don’t insist on it. The harbour guard can be difficult to deal with, but APIP in the office next to the *douane* are there to help as well.



The picturesque port of Tabarka *Hermen Doornenbal of S/Y Messenger*

Facilities

Showers change: 'but reported....' They are usable, but not in a good state.

Laundry change to: there is a small 'Talleur' shop opposite the Mosque, which provides a laundry service as well. They have a 20kg machine but you pay per item.

History

Change: 'There is no access to the castle itself... zone.' to 'You can obtain access to the castle through the tourist office in town.'

Page 168 Sidi Mechreg

Change in box: 'of little interest to yachts' to: 'which is worth a visit to experience the traditional village life that still exists here.'

Communications

Harbourmaster Mongi Abassi: ☎ +216 98109806

The harbour

Change: 'and still does not have the facilities promised'. to: 'The harbour opened in 1998 and is a quiet place where few yachts visit. There is nothing particular to visit here, but the traditional village life is interesting to experience. People still go to get water at the well with their donkey, and live off their livestock and gardens. It is very likely you will be invited for a meal at someone's house.'



Sidi Mechreg. Dangerous waves breaking at the entrance
Hermen Doornenbal of S/Y Messenger

Pilotage

Change: 'the authorities report a minimum of 2.5 meters in the entrance' to 'the authorities report a minimum of 2 meters in the entrance'.

Add: 'Night entrance and entrance with onshore swell is not recommended due to the narrow and shallow entrance.'

Add: 'In the entrance stay on the north side, as the southern half of the entrance channel is silted.'

Facilities

Repairs change text to: 'The crane is broken, and cannot be used.'

Page 170 Ile de la Galite

By night

The first sentence should read: A night approach is not very easy. The light on Galitons de l'Ouest is clearly visible, but lights of fisherman can be confusing.

The anchorage

After 'this part of the coast' add: but there is some swell curling around and entering the bay, even in northwest winds.

Page 172 Bizerte

Boxed text should read: It is a good port of entry and since the new marina has been completed, it is a very convenient place to land in Tunisia.

Communications

VHF Ch 16 and 9

Capitainerie ☎+216 72425786 +21672425932

info@bizertecap3000.com

www.marinabizerte.com

Page 173 Bizerte

Pilotage

The new marina is built in the same location so this section remains unchanged.

Berthing

Should read: When entering the outer basin of the marina, the *Capitainerie* can be found portside. Yachts can tie up in front of it, at the visitors' quay. After the formalities, the staff will appoint a berth. There is plenty of room, so it is



Bizerte. Spacious facilities following renovations *Hermen Doornenbal of SIY Messenger*

easy to manoeuvre and berth bow/stern to. The marina has 720 berths for yachts that vary from 6 to 137m. Depths in the outer basin are 5m and the inner basin has at least 4m. Further details of berthing facilities and a marina plan can be found on the marina website.

Anchoring

Should read: Anchoring is possible during the day, but normally not at night. One can try to obtain permission from the Guard National to anchor at night. Since the marina is open, they don't normally allow this, but these rules appear to differ from person to person.

Charges for a 12m yacht in TD

High season

Per day: 80
Per month: 1000
Per year: 5000

Low season

Per day: 50
Per month: 650
Wintering: 3300

Facilities

Water, electricity On short stays this is included for 12m yachts and smaller. Bigger boats pay according to use.

Fuel The fuel station is now operational (August 2019.) One of the new pumps dispenses at a rate of 250 litres per minute.

Gas Can be arranged through the *Capitainerie*

Provisions No changes

Showers Currently (2019) clean and in a good state.

However, the fitting out quality is poor, so within a few years it may decline fast.

Hauling out Not in this marina, but further up the channel in Bizerte lake there is a big shipyard: Wmagic.

Repairs All repairs can be done by professionals at Wmagic. Yachtsmen looking for a cheaper place to carry out the work themselves can consider Bizerte Zarzouna.

Wintering Yachts can winter here afloat. Staff take good care of it and it is very secure. Wintering on the hard is not possible here.

Laundry In town.

WiFi The marina has prepaid WiFi boxes available. It is way cheaper to buy a local sim card in town (25 Dinars for 25 GB with Ooreedo)

Page 174 Charges

No longer relevant as they change regularly.

Page 175 Bizerte Zarzouna

The port

Add: This port is no longer open for yachts unless they are looking for hauling out facilities.

Page 176 Cap Ras Zebib

Facilities

Water and electricity A tap on each quay

Repairs The crane is broken and cannot be used.



Cap (Ras) Zebib. This small fishing harbour may have room for a few visiting yachts *Hermen Doornenbal of SIY Messenger*

Page 178 Gar El Melh

Boxed text: Change title to 'A medium size fishing port prone to silting lying 3M west-southwest of Cap Farina. Friendly, but not much room for yachts.'

The port

Change 'small' to 'medium size.'

Pilotage

By night

Change the sentence to 'A night approach is not recommended, but possible when necessary.'

Facilities

Water: Available from a tap on each quay.

Fuel Diesel: Available on the south quay

Repairs: There is a small boatyard, but no crane.

Page 179 Marina Gammarth

New facilities have now opened in Tunisia.

A fancy new marina, well protected but isolated from the local hustle and bustle. It is within close reach of ancient Carthage and the touristy Sidi Bou Said.

This marina is now operational, with berths for 466 yachts up to 65m. Depths are between 2.5 and 5m.

See: www.ys-tunisia.com/marinas/port-marina-de-gammarth/ for coordinates, facilities and general information.

VHF Ch 09 or 16, 24 hour working; call *Port Marina Gammarth*.

Port Director: Mr Taieb Bouhjar

☎216 71286431/456 Fax 216 71286482

info@ys-tunisia.com

www.ys-tunisia.com/port-marina-degammarth/

The port

Marina Gammarth is a brand-new and modern marina which was finished in September 2015. The marina has been built to provide more room for the growing fishing fleet and to take the pressure off Sidi Bou Said. It is situated in close proximity to the tourist sites of Carthage and Sidi Bou Said. It has over 400 berths and can handle boats from 6 to 70m. The friendly staff speak French, English and Arabic.

Its snail shell design is unique and attractive. The spacious marina is surrounded by hotels and villas and is only accessible for residents and mariners. This makes Gammarth a safe and quiet place and a good hideaway for those who are seeking rest. There are many Tunisian and European sailors who leave their yachts here during winter. 70% of the permanent users are wealthy Tunisians. The other 30% of users are French, Italian and English.

Pilotage

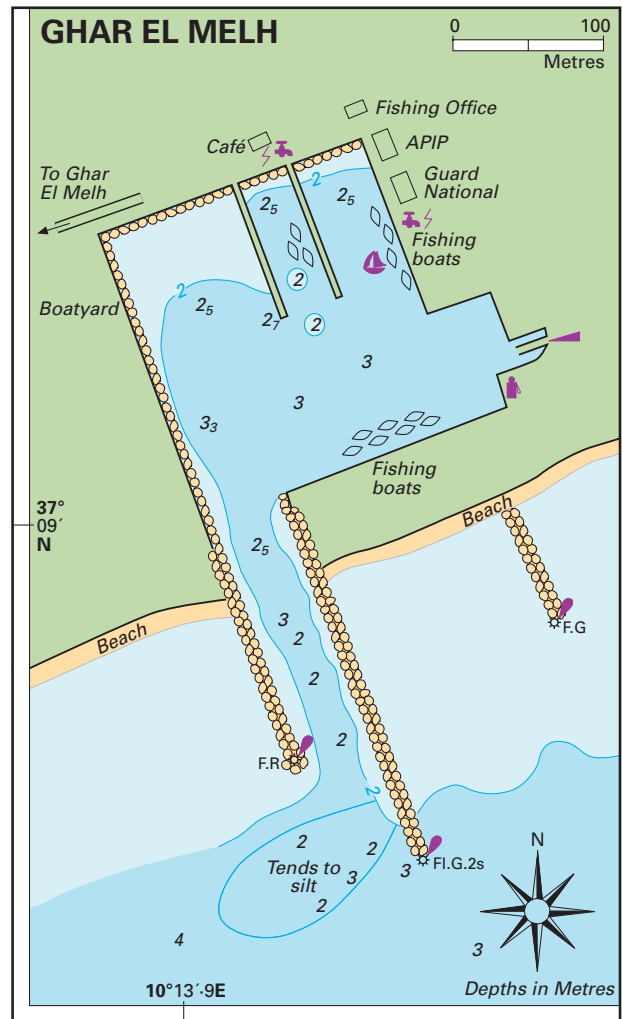
By day

The Palace hotel, 200m to the SE of the port is a good landmark.

The entrance channel of the port is buoyed: port (Fl.R.5s) and starboard marker (Fl.G.4s)

Night access: landing light Fl(3)W.15s, (located on the captaincy) positioned 36°55'15N 10°18'33E. Starboard entry Fl.G.4s, port entry light Fl.R.5s.

Danger 100m-long submersible dike is indicated by a N cardinal buoy positioned at 36°55'20N 10°18'18E, characteristic: DV.W



In very strong northwest winds it can be rough. But up to wind force 7, it should not be any problem to enter. The port has its own dredging machine, and they do dredge the entrance when necessary. During summer, depths of 4m are kept, and during winter it can be 3.5m. The north side of the entrance has some silting, but when this occurs, there are 2 big fenders at the entrance, to direct you through the deepest part of the entrance. Pass between the 2 fenders to be sure of a depth of 3.5m.

By night

Entry should not give any trouble since the lights are reliable and the marina is spacious. Only the 2 big fenders (as guidance to indicate the deepest channel in the entrance) are not lit. You can call the port to ask for the actual situation regarding the depths.

Berthing

There are over 400 berths, for boats from 6 to 70 meters. Tie up alongside the visitors' quay, the first pontoon on your left, after entering. The building with all officials is located behind this pontoon. The harbourmaster is found in the large cylinder shaped glass building and, through them, all formalities can be organised. The staff will appoint a berth for you.

Depths in the basins are 4m. There is enough room for bigger boats, but the pontoons with boats from 10m and smaller are almost all occupied. During strong north-west winds in winter, waves can crash over the pier. With southeast winds, there is some swell entering the first basin, but the second one is well protected.

Charges for a 12m yacht:

For guidance only, via weblink one can find the actual prices.

High season - May to October

Per day TD 95.000

Per month TD 1240.000

Year TD 6750.000

Low season - November to April

Per day TD 72.000

Per month TD 865.000

Professionals 40% extra

Multihulls 50 % extra

TTC.TVA 07 % tax.

Formalities

Port of entry. All officials are in the port 24/7. This process is managed by the harbourmaster.

Facilities

Water and electricity On the pontoons for each berth. 16-125A (cost included for boats under 14m, otherwise on the meter)

Fuel Diesel and petrol available on the fuel pontoon in front of the harbourmaster.

Wastewater There is a wastewater depot on the fuel pontoon

Gas Difficult to get sorted here. It is easier to get this from a village.

Provisions There is a huge Carrefour, 2km west of the port. The village of La Marsa lies 5km southeast where a market can be found, and all sorts of shops.

Showers There are 2 buildings with showers, but they have been constructed poorly. Within 3 years since opening, facilities are already in a dilapidated state.

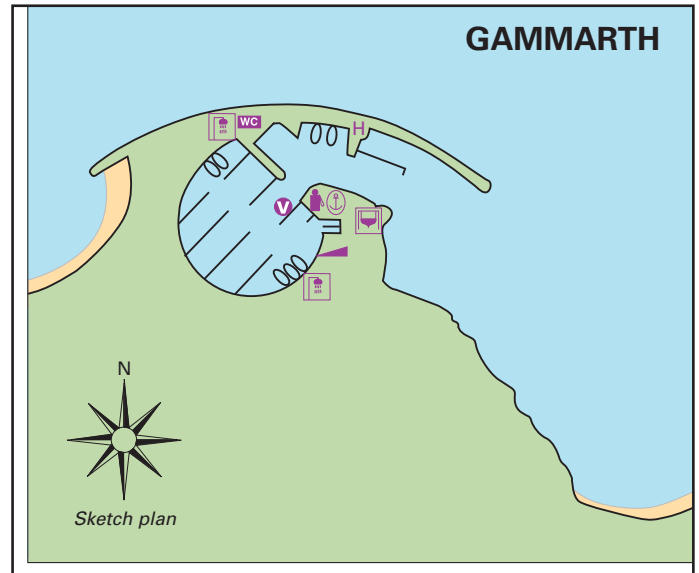
Post Office In La Marsa

Telephone Best to buy a Tunisian Simcard (Ooredoo) but there are taxi phones in La Marsa as well.

Other facilities Chandlery, travel-lift 50T, a guardian for the dry dock and yachts afloat, video monitoring, yacht club, sailing club, fitness centre, bank and duty-free shops. Note: some of these facilities are still unfinished (summer 2019).

History

Gammarth began as a small fishing village, but since the 1950's it has become a tourist resort. At the moment, only hotels and villas can be found here. There is no longer a historic village. From the marina, a few small fishing boats with fisherman still go out to provide for their families.



Sights locally

There is nothing particular to see in Gammarth itself, except for a golf course. But you are only 10km away from the rich historic site of Carthage and the picturesque village of Sidi Bou Said. More info on these places can be found under Sidi Bou Said (page 182).

Eating out

Currently, there are no bars and restaurants in the port. The new buildings are already there, but they are empty. However, there are plans for them to open some time in 2019. You will find restaurants at the hotels about 2km west of the port.

Gammarth shower facilities deteriorated within 3 years of opening *Hermen Doornenbal of S/Y Messenger*



Transport

It is best to get a taxi that takes you to La Marsa, or Sidi Bou Said for about 5TD. Make sure the driver is using the meter. There are also buses to La Marsa; the bus stop is a 15 minute walk. From la Marsa, you can take the cheap and very convenient train to Tunis or Carthage. Alternatively there are *louages* and buses to several destinations. Carthage airport is 15 minutes away by taxi.

Page 180 Sidi Bou Said

The marina

Change 'An ancient stepped footpath....right across the pathway' to 'An ancient stepped footpath leads from the marina to the famous old town of Sidi Bou Said.'

Plan: 2 of the quays collapsed exactly on their spot. 1 fell a bit to the side; it is situated on the exact place where plan shows a sounding of 4 meters. See photo over page.

Pilotage

By day

Remove from the second sentence 'with two conspicuous wrecks about 500 meters from the entrance.' Those wrecks are no longer there.

Page 181 Entry caution

Change the first sentence to: 'The entrance is dredged every 4 years as it is prone to silting, but caution on entry is advised.'

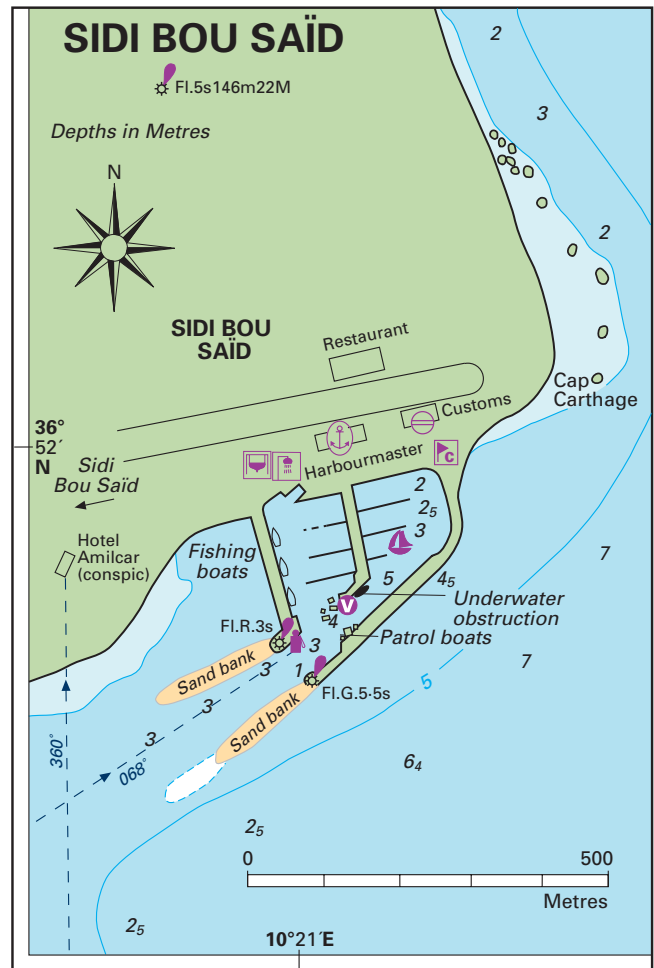
Remove: 'in 2009 there were no problems with silting'

Remove 'until almost in the entrance, where some unlit orange buoys are located.'

Change 'keep close to the north breakwater head as you enter as there is a shoal of depth 2.5m in the entrance opposite the fuel berth.' to 'keep close to the north breakwater head as you enter as there is a shoal of 1m depth in the entrance opposite the fuel berth.'

Final sentence, change to read:

Under these rare conditions head for the new Gammarth Marina which is now open.



Berthing

Add: The visitors quay has collapsed, but there are plans to replace it for floating pontoons during 2019. Before this issue is resolved, one should be very careful to avoid the parts of the quay that are just below water level. They are marked with small yellow buoys, but give them a wide clearance. The friendly staff will appoint you a berth.



Marina Sidi Bou Said. Note underwater obstruction adjacent to the visitors pontoon to the W side of the entrance, as marked on the plan *Hermen Doornenbal of S/Y Messenger*



Marina Sidi Bou Said. The collapsed quays and the silting in the entrance are clearly visible *Hermen Doornenbal of SIY Messenger*

Change 'beware of two underwater obstructions..... jetty.' to 'beware of the 4 underwater obstructions as shown on the plan.' All are the result of poor construction and are marked by fences, buoys or other indicators on top.

Page 183 La Goulette

Boxed text

Change: 'yachts have not been.... years.' to 'yachts are not allowed here'

The port

Remove: 'There are plans to turn a delapidated part of the old commercial port in the heart of the city into a marina.'

Berthing

Should read:

'When entering the harbour, the yacht club on the northeast side looks very welcoming, but this is military zone, and forbidden for visitors. Head for the westside and find a place where there is room; probably in the far northwest corner is the best.

To be sure to find room, it is good to call in advance since it gets crowded when all fishing boats are in the port. Fishing boats moor stern-to the quay, but there are no mooring lines to attach to the front.

It is wise to protect your yacht with fenders and to be on the deck when a boat is entering or leaving, when there is little room. They are usually very friendly and willing, but they don't always seem to know that a yacht is more sensitive to bumping than their big wooden ships.

Facilities

Water and electricity Change 'pontoons' for 'quay'

Provisions should read: 'Little grocery shops around the port where you can buy bread'. Good market and many shops in the village a short walk from the port.

Showers should read: Next to the Guard National you find a small building with hot showers. (2.50 TD).

Page 184 La Goulette

Repairs Add: There is a company next to the police office that fixes electronics and navigational equipment. They are skilled and can repair Raymarine equipment.

Page 185 Sidi Daoud

Boxed text: remove 'and nets'

Communications

Change telephone number to: ☎+216 27294528

The harbour

Add: Dredging takes place every 5 years.

Page 186 Sidi Daoud

Pilotage

By day

Change: 'The port must be approached.....year.' to 'The port must be approached from the northwest with a final approach from the west. Just follow the channel marked with lateral buoys'

Remove: 'Two tunny nets....leads into the channel.' and replace with: 'The tunny nets that used to be here are now gone, which makes the approach easier.'



Approaching the tranquil waters of Sidi Daoud *Hermen Doornenbal of SIY Messenger*

Remove: 'The actual orientation..... number of buoys around' (The buoys are fixed now, and the channel is dredged when it gets too shallow)

By night

Add at the end: 'due to unreliable lights and a difficult approach'

Berthing

Remove: '*Warning*: in the middle.... submerged.'

Formalities

Add: The Police will come from Haouaria when a boat arrives from abroad. (To speed up the process it is good to let them know in advance.)

Facilities

Water and electricity Water on tap in front of the customs office and at the beginning of the visitors' pontoon. Electricity now available.

Ashore

Change: 'During the tunny season...properly packed' to 'This village used to have a large tuna business, which was spectacular to observe. But because fishing for tuna is no longer permitted, except for one month a year, this is no longer the case. Nowadays they breed tuna at the fish farms.'

El Haouaria

Boxed text:

A small fishing port and port of entry just south of Cap Bon, which provides a safe haven if the anchorage gets uncomfortable.

Location

37°02'·43N 11°03'·93E Dique head south

Distances

Cap Bon 4.5 M

Kelibia 14.5 M

Charts

Admiralty 2122

French 4191

Lights: Harbour

Reported as not functioning in summer 2019. Current status is unknown.

Communications

APIP ☎+216 72272393

VHF Ch 16

The port

A small fishing port just south of Ras ed Drek anchorage which is welcoming to visiting yachts. The port is prone to silting and dredging is needed frequently. When there have been strong south winds silting occurs in the entrance, to such an extent that children play volleyball between the entrance lights! The port is home to two catamarans which are based here for commercial use.

Pilotage

By day

Coming from the south, follow the low coastline towards Cap Bon. Keep well clear of the coast because there are quite a few shipwrecks, some barely submerged. Just before Ras Ed Drek anchorage, the landscape changes into cliffs with dark green vegetation. At this change of landscape, you will find El Haouaria lying in the protection of these rocks. Coming from the north, do not come in too close as you round Cap Bon and pass Ras Ed Drek, to avoid the off-lying rocks.

Beware of the shipwreck that lies 0.1 M south of the port's entrance, marked with small buoys.

By night

Not recommended unless recent dredging has taken place.

Berthing

When entering the port stay on the east side of the entrance, because it shoals towards the beach in the west. Visiting yachts can usually tie up alongside one of the larger fishing boats on the two central quays, with minimum depths of 2m. The quay to the north is reserved for the catamarans.

Formalities

Garde National and *Police Frontiers* in the port. The *Douane* arrives from Sidi Daoud when this is your port of entry.

Facilities

Water and electricity Available on the quay.

Ice Available.

Fuel Diesel available in the port

Provisions There is a small shop in the port that sells bread as well. For fresh vegetables and other shops, you need to go to the village (5km).

Repairs There is a 15-T crane and small repairs, and maintenance can be done here. Mechanics are available.

Post Office In the village

Ashore

Haouaria comprises two sectors, the small settlement that stretches southward from the port, and the bigger town that lies 5km to the west. In the small settlement, you will find several restaurants, cafes and small shops. In the larger town, you can visit the caves of Haouaria, created by slaves under Carthaginian supervision. The blocks dug out here were shipped to Carthage, for the construction of the Punician City.

During springtime Cap Bon is the last stop for migratory birds before they cross the Mediterranean. Among them many birds of prey that find refuge in the cliffs of the Cape. Haouaria has the tradition of catching falcons, training them for hunting, and displaying what they have learned at the 'festival of the hawk' that takes place in June.

Pages 189-191 Kelibia

Facilities Add note at end:

Kelibia remains one of the best harbours to clear in or out of Tunisia. Conveniently located just S of Cap Bon, it is run down, but functional.

Communications

Remove the first phone number '72273639'. The second one is correct.

Pilotage

By night

Change: 'The port and starboard entry lights....3M' to 'The port and starboard entry lights are very weak and unreliable.'

Charges for a 12 meter yacht

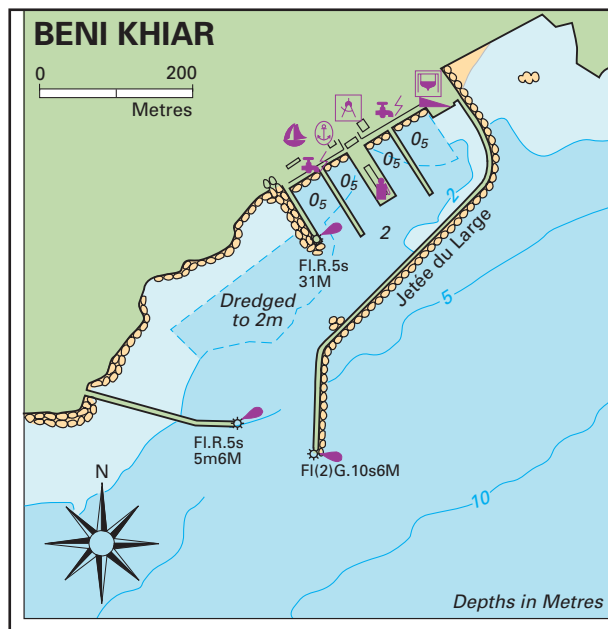
Change 'High season...negotiable' to 'As in all fishing ports 1TD per meter per day + 2 TD per gross tonne per year'

Facilities

Water should read: Available from a tap at the root and the tip of the yacht quay

Electricity remove: 'but requires a special....town.'

Wintering It is possible on request. The hard gets very crowded with fishing boats during winter, and in the water there isn't much room either.



Sights locally

Change at end of first paragraph '...and entry is only one Dinar' to 'and entry is 8 Dinar.'

Page 192 Beni Khiair

port.benikhiar@apip.com.tn

Pilotage

By day

On Navionics charts, rocks are shown in the entrance, which looks dangerous and confusing. However, these rocks are at a sounding of around 2.5m.

Berthing

Change 'or alongside the fish hall quay' to 'or alongside the end of the fish hall quay, which was extended in 2019'

Add: Only use the outer ends of the quays, further inward it shoals down to 0.5m.'

Facilities

Water and electricity Available from a tap at the beginning and at the end of each quay.

Provisions Change the first sentence to 'Bread, some vegetables and basic provisions are available from a small shop in the port. On the way to Beni Khiair (1.5km), you find some small supermarkets with a bit more choice, but for a big supermarket you have to go to Nabeul (6km)'

WC Add shower. 'WC and shower at the end of the fish market. They can be opened on request'

Page 195 Marina Jasmine

Change to T23 Port Marina Yasmine (Hammamet).

Communications

Change contact details to:

Port Yasmine Hammamet, 8050 Hammamet - Tunisie

☎(+216) 72 24 11 11

The Marina

A splendid marina... (delete new).

Add to end of the paragraph: Despite extensions to the breakwater, a noticeable surge develops in the marina with a strong E wind.



Pilotage

By day

Note: Remove 'A submerged....yellow buoys' add 'The southwest pier is collapsed between the fuel pontoon and the red entrance light. The extension stretching from the Red entrance light to the west is also submerged with a depth of about 0.70 m. This has no effect on the entrance or the approach to the fuel pontoon, which are unchanged'

Note should read: The E cardinal buoy at the N end...

Berthing

Add after '....collected from the office.':'for clearing in, yachts can moor alongside the large *quai d'accueil*.

Charges

Change: 'This is the most expensive....prices' to 'This is one of the more expensive marinas in Tunisia and charges a little less than European prices.' Follow on with 'See website.....'

Page 196 Facilities

Water: Add: For yachts under 16m it's free of charge.

Provisions: There are not many shops around the marina, but you will find a small supermarket that sells bread and some basic food stuffs just outside the marina. Vegetables can be found on the road to Hammamet (A1). Good provisioning in Hammamet, a short bus ride away.

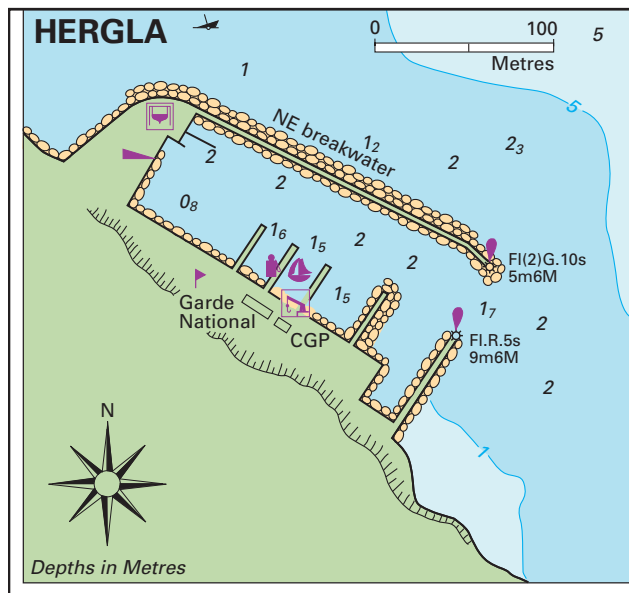
Repairs: Remove 'and a 40-ton crane'

Telephone: Remove this section.

Wifi: Free wifi available on berths in the port, but not all berths have a good connection.

Transport

Change: 'being constructed' to 'now operational'



Page 196 Hergla plan

Pilotage

Change 'but is dredged regularly' to 'and is only dredged about once every 4 years.'

Page 197

Berthing

Change 'depths of around 2.5 meters' to '1.5 to 2 meters.'

Charges for a 12m yacht

Conform with the standard fishing port prices: 1 TD per meter a day plus tax.

Facilities

Water From boxes on each quay

Electricity The same as water

Fuel Add: They plan to build a new pump on the tip of the quay

Repairs Add after small-boat yard: 'with a 17-T crane'

Page 198 El Kantaoui

Communications

Change phone number to 73348757

Remove VHF channel 6

Change email to: contact@portelkantaoui.com.tn

The marina

Add after '....reasonable privacy': Many vendors try to sell their handicrafts around the basin, but they are not aggressive in their approach.

Page 199 El Kantaoui

Berthing

Add at the beginning of the paragraph: On arrival tie up alongside the first quay on the port side as shown on the chart.

Change: '...though they are rarely locked.' to 'which are accessible with an electronic key.'

Page 200 El Kantaoui

Facilities

Gas Available just outside the port

Telephone It is best to buy a local sim card

Repairs change 40-T to 20-T. Change 'The boatyard.....winter.' to: 'The boatyard is small, but is reported to be a pleasant place for maintenance during winter.'

Remove: 'the ship chandler....spares'(this shop has now closed).

Page 200 Sousse Introduction

Change 'with nothing to attract yachts' to: 'which is to be used only in case of emergency.'

The port

Remove: 'There are plans....Jasmine'

Page 201 Sousse

Berthing

Remove text and replace with: Yachts are not welcome in this port, but in case of an emergency you can find room alongside a commercial pirate boat in the northern basin, with discomforts as mentioned before. The southern basin is reserved for fishing boats and is normally not accessible for yachts. Commercial rates apply here, and charges have consequently been reported as very high.

Page 202 New port/marina

Remove this section, this port is not accessible for yachts.

Marina Cap Monastir box

Communications

Change email to: capitainerie@marinamonastir.tn

Change website to: www.marinamonastir.tn

Phone and fax are as written in the book (fax number did not change as reported in 2017 update)

The marina

Replace end of paragraph 'though show signs of ageing now' with: 'The quality of services in the marina has been one of the best in Tunisia. And the new team of harbourmaster and staff does a good job in maintaining everything to a high standard. They also introduced new services like hull cleaning with divers and a towing service.'

Page 203 Marina Cap Monastir

Berthing

Add at the beginning of the paragraph: It is advisable to call in advance to reserve a berth, even in winter, since this is a popular marina and there is not always room left. On arrival head for the North East corner to moor in front of the *Capitainerie*.

Change 'Yachts over 12m' to 'Yachts over 14m'

Formalities

Change the sentences 'Several yachts....declined' to: Experiences from yachtsmen differ a lot. To some, everything was very professional and smooth and they had no problems at all. Others report that the same officials were slowing down the process in order to get *backshish*. Add to end of paragraph: Many more reports of harassment and demands for *backshish* in Monastir were reported in the past year.

Page 204 Marina Cap Monastir

Facilities

Gas Can be arranged through the *Capitainerie*.

Showers Have been completely renewed and are good and clean now.

Telephone Remove this section

Repairs Elite yacht services does not exist anymore

Add: Most yachts prefer to haul out in Monastir fishing Harbour.

Laundry Replace text with: Arranged by marina personnel. Full laundry service with pick up service is possible for about 35 TD for a large load.

Internet WiFi at the yacht club. With a local sim card you have good and fast internet onboard for a small price.

Add:

Yachtclub A new yacht club has been built behind the *Capitainerie*. They organize barbecues for yachtsmen every Saturday and Sunday, year-round.

Add: **Fitness**

There is a fitness club in the marina which offers good facilities. A great way to stay in shape when wintering here.

Add: **Studio/apartment**

The marina has studios and apartments for yachtsmen who prefer to stay on land.

Wintering notes

Change 'Pay a deposit....email' with: In the past, the booking paperwork got lost sometimes when a deposit wasn't paid, but with the replacement of the entire office staff, this problem should be resolved.

Page 205 Sites locally

Replace 'Tennis courts.....derelict.' with: Tennis courts can be found at Hotel Regency, just outside the marina.

Transport

DH 50 should be TD 50

Monastir fishing harbour box

Communications

Add phone number: (+216 73468127)

Add email: apip.monastir@apip.com.tn

The harbour

End of para: Remove 'Reports indicate that the service to yachts has declined'

Berthing

Change: 'Berth as directed.....advance' for: 'Moor in the south-east corner, next to the travel lift.

The 2 piers on the southeast quay look inviting but these are reserved for the Navy. The harbourmaster does not show up by himself, which is a more relaxed approach as compared to other ports. You can find him in the office next to the entrance.

Add new heading after **Berthing**:

Formalities

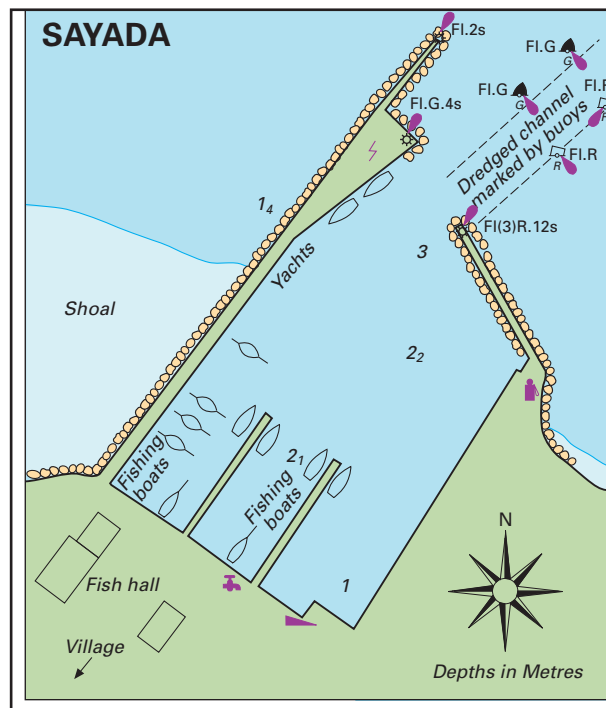
There is a *Garde National* and Navy presence in the port, but they do not deal with yachts. You have to fill out paperwork with the officials in the marina, a short ride by bicycle or taxi.

Facilities

Yards Change info to: There is a large and lively boatyard which is divided into 5 sections run by different owners (see below).

Add heading:

Hauling out This harbour is particularly good for hauling out. Fishing boats, pirate galleons and many yachts from Marina Monastir use this yard for their yearly maintenance. The boatyard is divided into 5 repair facilities. In the middle, there is a small government-owned facility which is the cheapest. Then there are 4 different chantiers around it. In the northeast of the boatyard: AKSA (99239413), southeast: Hisem (98830995), southwest: Dauphin Blue (99869999), northwest: Mr Ali Bedoui (73461820). These 4 chantiers all provide toilet and shower facilities. In the government yard, the price for a 7.5-T yacht is 220 TD for hauling in and out, cleaning, taxes and a 7 day stay. Every additional day costs 1 TD per tonne. The services of the 4 privately owned chantiers cost a little more, but prices are negotiable.



Page 207 Ile Kuriat and Ile Conigliera anchorages and passage

Pilotage

Change first paragraph to read:

In 2009 and 2011 no buoys were in position and only shallow draught fishing boats and the tourist ferries were seen using the passage between Kuriat...

Page 208 Ksibet El Mdeiouni

This port can be removed from the book since it is completed now, but only for smaller boats, and thus too shallow for a yacht. Depths of 1 meter need to be crossed in order to make it into the port.

Page 209 Sayada

Box

Add: phone 73430026

mail apip.sayada@apip.com.tn

www.apip.nat.tn

apip@apip.com.tn

Pilotage

By day

Change: 'and the dredged channel.....buoys' to 'but the dredged channel is easily located due to the 2 sets of lit buoys. Even though the northern green buoy was missing in 2019, it was pretty clear.'

Berthing

Depths once inside the port are around 2m, with 3m in the entrance, though it shoals in several places towards the quays. There is very little space for yachts, so one should find a place alongside a smaller fishing boat at the end of the finger pontoon, or on the north end of the west breakwater. Note: On the very northern tip there are no boulders to tie up to.

Page 210

Berthing

Add: They are building an extension on the west side that will make the port twice as big, so this will clearly solve this issue.

Eating out

Locals did not recognize the names of the restaurants previously mentioned from this book. Cheap local restaurants will offer a meal for around 10 TD

Page 211 Channel from Teboulba to Ras Dimas

Remove in the first paragraph: 'of which the several pairs are missing'

Change: 'Warning: Lateen rigged fishing boats work on the shallows' to 'Warning: Traditional lateen rigged fishing boats still occasionally work in the shallows'

Change: 'These are likely to become larger harbours in the future' to 'These are of no use for yachts as they are not accessible due to the shallow depths.'

The following coordinates mark the channel giving the centre between all the buoys:

35°40'·51N, 10°57'·85E

35°40'·52N, 10°58'·10E

35°40'·53N, 10°58'·25E

35°40'·54N, 10°58'·54E

35°40'·55N, 10°58'·75E

35°40'·56N, 10°58'·96E

35°40'·57N, 10°59'·30E

35°40'·60N, 10°59'·10E

35°40'·66N, 10°59'·18E

Page 212 Bekalta

Communications

Add phone: 73408102

Add email: bocapip@apip.com.tn

Page 213 Mahdia

Communications

Add phone number: +216 73695301

Add email: apip.mahdia@apip.com.tn

Page 214 The harbour

Change the last word of the paragraph 'currently' to 'for many years.'

Add header:

Anchorage

After rounding Cap Africa one can anchor northeast of the harbour entrance, south of the Grande Mosque. There is good protection in north to east winds. Anchor in sand and weed with depths of 3-6 meters. Inform the *Garde National* of your intentions.

Berthing

Remove 'There is an underwater projection.....hazard.'
(It is no longer there).

Charges for a 12m yacht.

The same as in all fishing ports: 1 TD per m per day + 2 TD per tonne per stay.

Warning: It is possible that they will try to convince you that prices have recently changed, in order to earn some extra money from you. When you indicate your knowledge of this ruse, you will get the real price.

Formalities

Change the second sentence to read: 'The police office is on the reserved yacht quay and the *Capitainerie* is located next to the *Garde National* NE of the fish hall.'

Facilities

Chandlery: Remove this section as the chandlery has now closed down.

Add section: **Transport**

A train station has replaced the old Louage station, right



Channel Kuriat Teboulba, between Teboulba and Ras Dimas
Hermen Doornenbal of S/Y Messenger

next to the port. The Louage station is now located 2km away.

Page 215 Mahdia Marina

Change 'is being constructed' to 'was in the process of being constructed'

Change 'The project seems to have stalled in 2010' to 'The project has stalled since 2010'

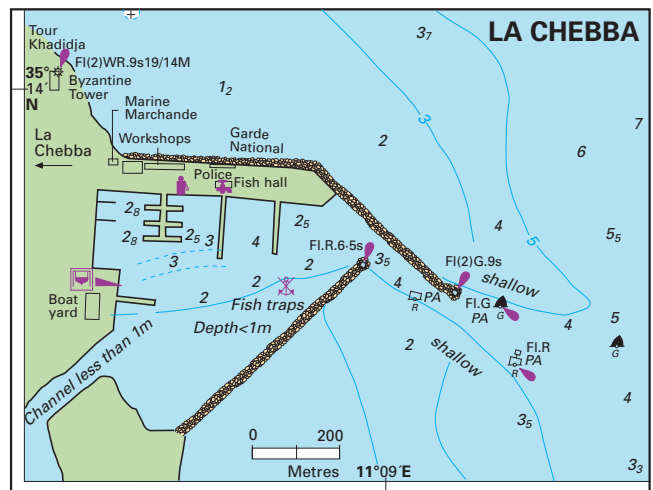
Page 217 La Chebba

Communications

Change phone number to +216 73643044

The harbour

Change: 'but a few of them.... La Chebba' to 'but in la Chebba they are all replaced by motorised boats.'



La Chebba. The traditional lateen rigged fishing boats have been largely replaced by motorised vessels. Note the discarded fish farm apparatus on the far left of the picture, near the entrance
Hermen Doornenbal of S/Y Messenger

Pilotage

By night

Add: The lights of the buoys marking the shallows are reportedly reliable.

Berthing

Add after the first sentence: When there is no room, one can usually tie up alongside one of the larger fishing boats on the south side of the port, close to the boatyard.

Change: 'there are no charges here' to 'Charges are the same as any other fishing port'

Page 218

Facilities

Provisions Change 'two' to 'four' small shops in the port

Repairs Change '50-T winch and slip' to a '130-T travel lift'

Ashore

Change: 'Since the harbour is so remote.....yacht.' to 'It is easy to find a taxi that takes you from the port to the village'

Eating out

There are 2 simple restaurants in the port.

Page 220 Sfax

Boxed text should read:

The largest fishing harbour in Tunisia and a port of entry. Located halfway down the east coast of Tunisia, west of the Kerkennah Islands. A good option to haul out. For area plan see page 228.

Communications

Harbourmaster fishing port +216 74497888

The port and fishing harbour

Change: 'it should only be entered...necessary' to 'it should not be entered.'

Change 'and is slightly more accommodating to yachts although there is little room for visitors' to 'welcomes yachts and has sufficient room for visitors. In the northeast of the fishing port, there is a small quay for pleasure boats, with a guard. Only on the head of this quay depths are doable with around 2m. WARNING Note that around spring tide the water level can drop drastically to only half a meter in this corner of the port. The bottom consists of soft mud and weeds, so for long keeled yachts it is possible to sit in the mud.'

Page 221

Pilotage

By night

Add: Some of the lights marking the branch to the fishing harbour may not be working.

Berthing

This paragraph should read:

To clear customs, tie up at the quay on your port side where the large fishing boats and fuelling stations are located. After clearing, move to one of the finger quays at the south end of the port. Shallow draft, long keeled yachts could also go to the head of the pontoon for pleasure boats in the north of the fishing port.

Formalities

This paragraph should read:

All officials are located in the fishing port, situated next to each other at the head of the fish hall quay. To clear customs, an official from the commercial port might want to inspect the boat as well. It has been known for crew to

be asked to visit the office in the commercial port instead. They are not familiar with clearing in yachts in this port.

Facilities (Fishing Harbour)

Water Available from several taps at the big quay in front of the officials' office, and from the quay for pleasure boats.

Fuel From several pumps at the head of the fish hall quay.

Provisions From a small shop in the fishing port that sells bread, some vegetables and basic provisions. There is a daily market 2 km from the port and big supermarkets in town. The daily souk in the medina has fresh food at low prices and makes for an interesting dive into the local culture.

Post office and bank In the fishing harbour.

Repairs No changes.

Add *Hauling out*

Sfax has a very large shipyard with lots of room and strong travel hoists to lift out boats up to 250-T. This is a good place for yachtsmen who want to carry out the work themselves and enjoy being with the locals. The chandlers in the yard are used to wood and steel boats but do not know much about fibreglass boats. Mehdi Ben Amor has a workshop on the south side of the port and is the right man to contact when hull repairs or an osmosis treatment are needed. There is a good mechanic in the port, Mohammed Lo-Saif, who is very trustworthy and experienced. In spring and summer it gets very hot and dusty in this yard and it is quite a challenge to get painting jobs done.

Transport

Sfax has its own airport. Taxis are very cheap and easy to find in the port. The *louage* station is located 1km from the port and has red-striped mini-vans going to all major cities in Tunisia and blue-striped ones going to smaller towns in the region. There is a bus station and a train station as well, but the *louage* is the fastest and cheapest transport for longer distances.

Ashore

Replace the first sentence with: 'The modern city centre of Sfax is 1.5 km away and the old medina is situated just behind it.'

Sights locally

Add after the first sentence: 'Because of this, the medina is worth a visit since it is still unspoiled by tourism.'

Page 224 Sidi Youssef (Kerkennah Island)

Mooring is quite a challenge in Sidi Youssef

The harbour

Remove: the 4m high wall....shelter.

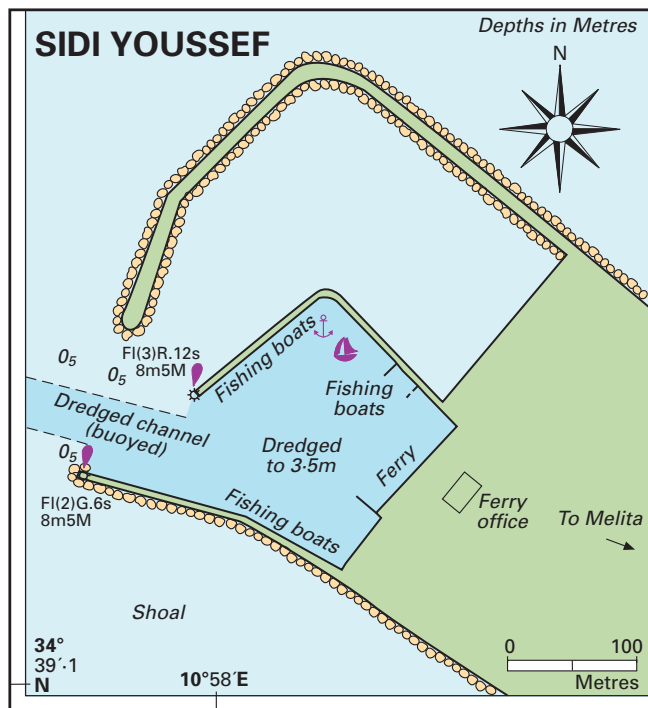
Remove: 'if sufficient....swing'

Add:

A large extension to the port is being built around the northern breakwater and is expected to be ready in 2020. When finished, the small basin will be reserved for the ferry and the outer basin will be used by the fishing fleet and visiting yachts.

Berthing

Change the entire text to: 'There are no quays on the north breakwater but there are 2 wooden landings which can be used to moor when not occupied by fishing boats. The other option is to throw a bow line to the breakwater and a kedge as all the fishing boats do. Use the dinghy when it's



difficult to get ashore. The ferry creates considerable wash. Try to avoid lying too close to the harbour entrance since the wash of the ferry will make you drag at this location. When the new port is finished, these problems will be resolved. There are no charges in this port.'

Facilities

Water Limited amounts available from a tap with very little pressure inside one of the fish stalls.

Electricity There is no electricity here.

Provisions Basic provisions available from a small shop in the port. Fresh fish from the many stalls in the port. Fast food from the bar in the ferry terminal and a snack tent. Restaurant next to the road where cars are lined up for the ferry. More provisions, PTT, hardware store and restaurants in Melita, 5km away.

Transport When the ferry arrives there will be buses to Melita, and many taxis are available. At other times one can get a ride from pickups belonging to workers in the port.

Page 224 Sidi Ferruch pier and anchorage

The anchorage

Change: 'It is only accessible to yachts drawing half a meter or less' to 'It is accessible to yachts drawing 1.5m or less, but there is little room, and charts are not up to date'

Page 225 Sidi Ferruch pier and anchorage

Berthing

After '. . . 3M offshore add: 'and it is used by a ferry.'

Page 227 El Attaya inset plan

Place fuel symbol between fish hall and yard.

Page 227 Maharès

Boxed text

Delete 'accessed through a dredged channel'

The harbour

Change the second sentence 'The entrance....breakwaters' for 'Previously breakwaters were submerged by high tides but this was resolved in 2008. The channel leading to the port, as written before, does not exist, and depths are at least 1.8m in the approach of the harbour.'

Pilotage

By day

This paragraph should read: A TV antenna northeast of the port is visible from a distance of around 3M and closer in the mosque minaret will be seen. Depths should be at least 1.8m but keep an eye on your depth sounder as depths are not certain. Minimum depth is 1.8 meters at LW in the channel and 1.5m in the harbour itself.

By night

Replace with: A night entrance is not recommended due to little space to moor in the port, and uncertain depths.

Berthing

Change 'Tie up anywhere as convenient' to 'Tie up alongside one of the fishing boats at the end of a quay. Do not venture too far between the quays as it shoals towards the end.'

Page 228

Ashore

Begin this section: There is a clean public beach with clear water at Chaffar, which is quite unique in Tunisia. This is located 6km north east of Maharès.

Page 233-234 Marina Houmt Souk

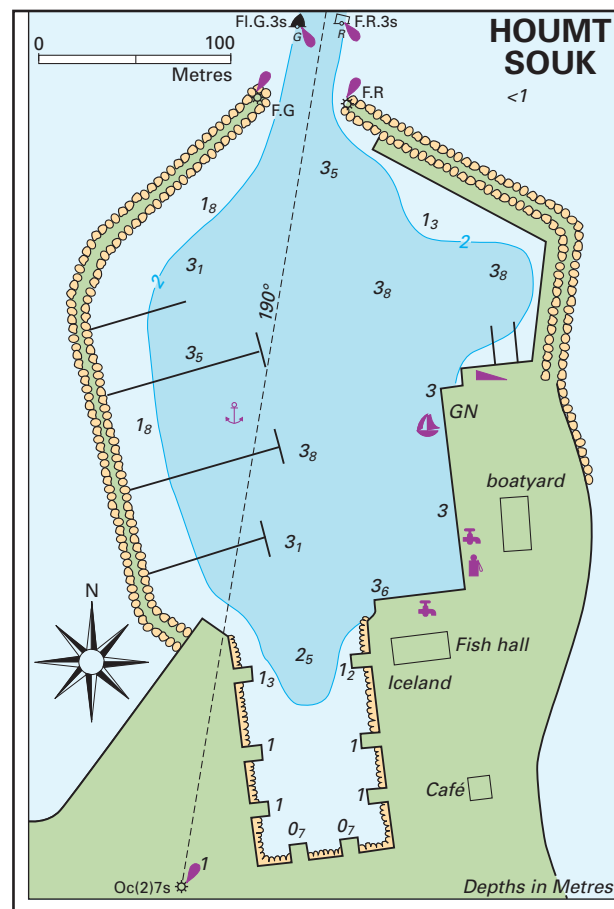
(also called Marina Djerba)

Communications

☎216 71 806392, 216 75 652 211

Fax 216 75 650 587, 216 71 808 422

Email marina.jerba@planet.tn



The harbour

Change 'but yachts can usually.... boat to 'but yachts can find room in the marina in this port. This new marina can accommodate 200 yachts up to 16m in three basins. Dredging is to 3.5m.

Change: 'but occasionally the quays.....north winds' to 'water levels can be very high in the winter, but with the floating pontoons this has no impact on the yachts'

Pilotage

By day

Change: 'Entrance to the port....184°' to 'Access is via a dredged channel 4,500m long on a heading of 184° under the lighthouse of Houmt Souk.'

Page 234 Pilotage

By night

Change 'Night entrance... reliably' to 'Night entrance is not easy because the approach lights are unreliable. Of many pairs, only 1 of the 2 buoys is lit, but when you come closer, the unlit ones are visible as well. So it is possible to approach safely at a slow speed. Due to the shallow water, there are no waves, which makes it easier to negotiate the channel.'

Add at the end: Beware of the many fishing nets here. (Bordj Djellidj anchorage). They are not visible, as they float just under the surface, but the extremities are marked with cans.

Berthing

Change text to:

The marina is located on the west side of the port and the easiest place to moor is on the outside of the t-bar of the middle pontoon. When there is room one can also moor bow/stern-to on the inside, where there is more protection against waves from passing boats.

Formalities

Port of entry. All formalities in the port. The harbourmaster is very efficient and organises all the paperwork for the other formalities.

Facilities

Water On the pontoons to each berth

Electricity On the pontoons to each berth

Repairs Add: A large new travel lift is waiting for the paperwork to be signed (Summer 2019).

Add:

Wintering This marina is well protected. The only opening is to the north, and due to the shallow depths, waves do not build up. Many European yachts winter here every year because it is the cheapest marina in Tunisia and it offers good protection.

After Facilities add:

Charges for a 12m yacht:

In 2013 the tariff in high season was about €10 (€6 in low season).

Electricity and water (respectively €1.62 and €4 per day) plus higher consumption (€0.15 per Kwh per €1.3 m³).

These prices had changed little in 2019.

Ashore

Begin this section: In 2013 a housing complex was completed with various shops including restaurants, pizzeria, pharmacy, bakery, cafés and tobacconist.

Transport

Add: Taxis are a cheap and efficient mode of transport as well.

Page 235 Aghir

This project has stalled and due to silting it is not accessible. It dries out completely during low tide.

Page 235 Ajim

The harbour

Remove 'strong tidal streams....interest' and replace with: 'Strong tidal streams flow through the Canal d'Ajim and several small ferries are moving non-stop between the island and the mainland. When following the ferries and watching the buoys that mark the channel, it is quite easy to access the port. Keep close to the ferry landings when entering the port because it shoals quickly towards the southeast. The village, though not unattractive with its whitewashed houses, is without any particular interest apart from the great possibilities for kitesurfing.'

Pilotage

Change: Neither is clearly buoyed...with the main channel' to 'There are no buoys marking the channels, but when using the plotter or a navigation app like Navionics, it is easily doable'

Add following '... has to be avoided.' This area is marked on charts and thus easy to avoid, but it is not marked with buoys.

Page 236 Ajim

Berthing

Change the first sentence to 'has depths of around 1.5m'

Remove 'It is difficult to find a berth here'

Page 236 Bahiret El Bou Grara

Add this new section between **Facilities** and **Ashore** RH of page:

Anchorage

Around Djerba, there are plenty of opportunities to anchor, especially on the west coast where there is good protection from the predominant east winds, and shallow flat water. The large bay of Bou Grara, which separates the island from the mainland, offers good anchorages where you can enjoy the solitude out on the water. Anchorages are in 2-4 meters, in sand and weed. Note that you cannot come in very close to the shore, as it often gets too shallow from around 0.3M from the coast, so be prepared for a long row when you want to go ashore. A good place is 33°41'·47N 10°51'·98E but there are many more places to find. The entrance channel to the gulf is not very difficult when you have GPS. There are no buoys and in some places it gets quite narrow.

Warning Just after crossing the ferry lane between Ajim and Tarf el Djorf there are high voltage cables that hang in big curves. It causes optical illusions which makes you think that the mast won't pass underneath. Don't venture too close to the high voltage mast, since it is located on a sandbank.

Libya

Page 239 Introduction

It was only a few months after the publication of the 4th edition in English of *North Africa*, with its hard worked newly added section on Libya, that the Arab Spring took hold and civil war broke out, destroying any chances of tourism in the country. The Libyan section is left as it was originally written, as so many yachtsmen appreciated the information when transiting the coast en route to Tunisia or for making a decision about visiting. Many current changes in the country are in any case temporary. There has not even been a consensus on renaming the country. The coastal ports are unchanged, though much of Tripoli was destroyed following NATO bombing. My guess is that it will be two or three years before stability returns. It is certainly unsafe to visit at present (summer 2019).

Page 242 Tourist Development

Add:

Note: Please interpret what is written regarding tourism in Libya in the light of current great uncertainties following the removal of Gadaffi and the civil war which has closed down tourism. The information is left as it was written just before the Arab Spring for its usefulness in the future when the country gets back on its feet. **However**, this looks highly unlikely even in the very distant future.

Pantellaria

Page 257 Pantelleria Port

Berthing, Porto Vecchio

Add **to end of paragraph:** If there is any swell running, do not attempt to enter Porto Vecchio. It is shallow and rebounding seas make it untenable in anything other than settled weather.

Berthing, Porto Nuovo

After first paragraph add:

Note: An obstruction has been reported less than 2m deep, approximately 20m from the SE corner of the E-W berthing mole. Probably an old tunny boat anchor fluke as there were many there some years ago. Keep close to the mole on entry.

Malta & Gozo

Page 267 Introduction Malta & Gozo

In the 2nd paragraph change to read: '...with a population of 430,000, Gozo 31,000....'

Page 269 Cruising grounds

Change end of first paragraph 'rather than a cruising ground' to 'Previously the islands were more a... but have now become a great cruising ground in recent years.'

Page 271 Harbour charges

This paragraph should read:

Tariffs seem to change with great regularity. To avoid confusion there is no price given or just an example to be used as a reference. Please note that prices could differ a lot. They should only be used as a guideline to determine whether a marina asks high, moderate or low prices compared to the others.

Internet

This paragraph should read: Most marinas have WiFi available on the pontoons or alternatively at the marina office. Cafes and restaurants with good WiFi are easy to

find, and Malta's government provides a good free WiFi network with hotspots all over Malta. (Melita free WiFi).

Page 272 Transport

Bus should read:

There is an extensive bus service. The old, colourfully decorated buses have been replaced due to new environmental requirements. The new white and green buses connect just about any point on the island. It is well worth getting to know the system as it offers a very effective, frequent service. Single tickets can be bought on board the bus for €1.50 or €2.00 in peak season, and can be used for 2 hours. Another good option is to buy a 7-day ticket for €21.00 to enjoy unlimited transport all over the Island. Taxis in comparison are quite expensive.

Carrozzins, the horse-drawn carriages, have reappeared to please the tourists.

After the *Car hire* section add

Car and bike sharing

GoTo car sharing has 150 electronic cars spread over Malta and Gozo with over 450 reserved parking spots. By using an app a car can be unlocked and used to leave it in another parking spot at the driver's destination. There is also a shared bike system with bike parks all around Malta.

Page 274 Manoel Island plan

See next page of this supplement for plan amendments

Page 275 Grand Harbour Marina

Add website in box:

www.cnmarinas.com/en/marinas/grand-harbour-marina

Page 276 Add new marina:

Marina Kalkara

35°53'43N 14°31'47E

after Grand Harbour Marina.

Communications

(+356)216 61306 /(+356)276 61306

VHF 13

kalkaramarina@gmail.com

www.kalkaramarina.com

The marina

A new marina with a boatyard run as a family business, located in the quiet 2nd creek on the south side of Grand Harbour, SE of Valetta. Marina Kalkara welcomes visitors but normally there are no vacant berths for passing visitors. There are berths for yachts up to 28 meters. Grand Harbour is quite protected but with east winds, there is still some swell entering, which can make it uncomfortable in the marina.

Berthing

Call or send an email in advance to reserve a berth. On arrival call on VHF channel 13 and the staff will direct you to your berth and assist with a rib when necessary.

Pontoons are security protected with electronic gates and CCTV.

Charges

Charges do change regularly but this marina has moderate charges compared to the others around Valletta.

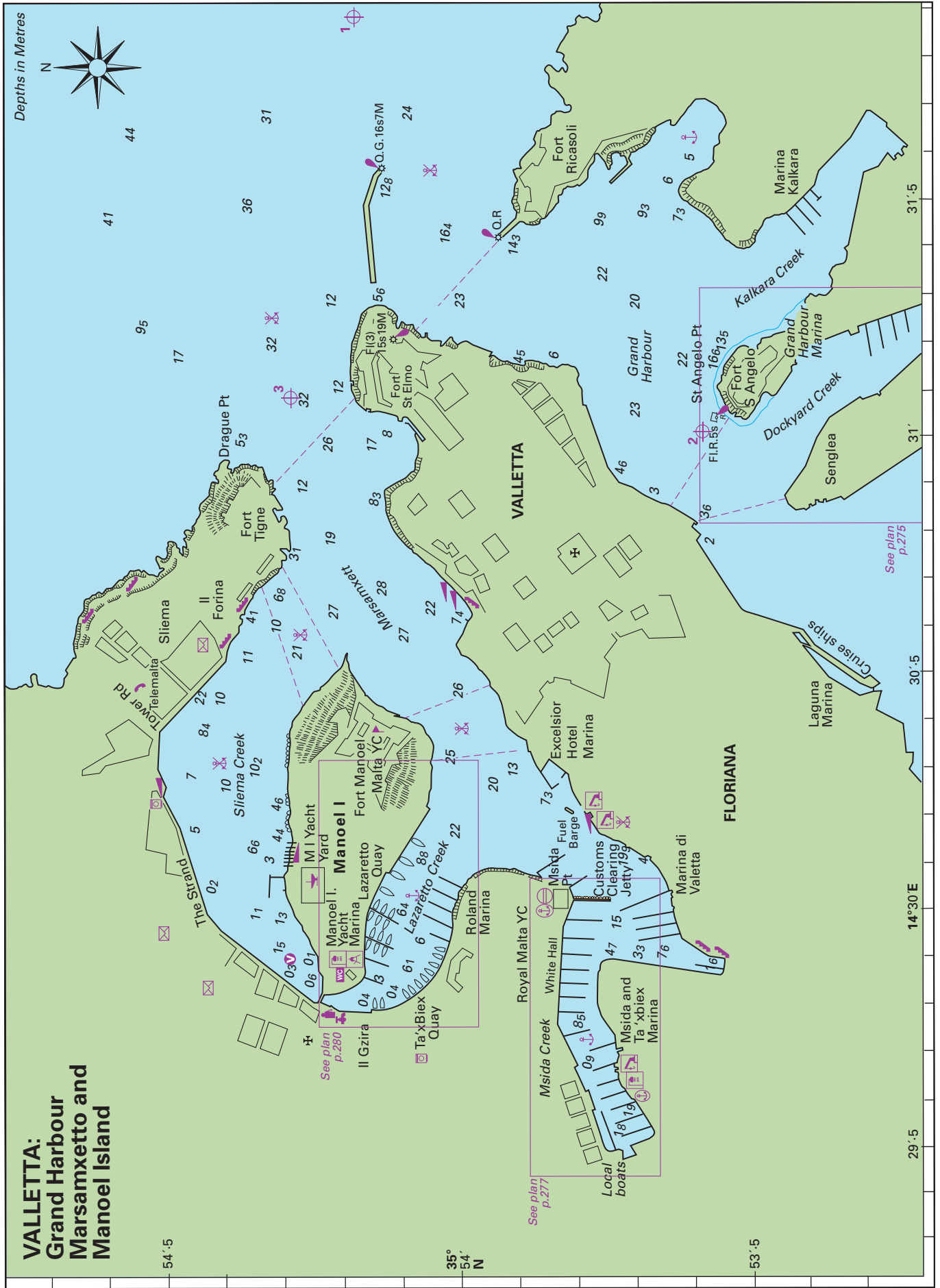
Formalities

See information on page 271

Facilities

Water and electricity Available on the pontoons by using a prepaid tag.

Fuel Delivered by fuel truck to the boat.



Toilets and showers In the marina office building.

WiFi On each berth.

Provisions Nearby Paul & Waters is open 08:00-23:00 and sells freshly baked bread and basic provisions.

Boatyard

The small boatyard in the marina has a 40 ton crane and can undertake maintenance and repairs. Any work under the waterline needs to be carried out by the staff of the yard. Wintering on the hard without work being done is not possible here.

Moorings and anchoring

The moorings in this creek are private and occupy all the available space so that anchoring around the harbour is no longer possible. In Rinella Creek, one creek to the east, one can anchor in 5 meters over sand. There is a beach and a quay to land the dinghy. To pick up people or load/unload goods one can use the quay to moor the yacht alongside the quay. It is 10 minutes' walk from the marina and village of Kalkara. Locals like to come for a swim or a barbecue here at the weekends, so it can become be noisy during the night.

Page 276

Add new marina info:

Laguna Marina

Boxed text: A very well protected and luxurious marina for motorised yachts only, with excellent services. Located under the ancient city walls of Valletta.

Communications

(+356) 21230980

www.lagunamarina.com

The marina

The approach of this motor yacht marina is somewhat strange since the marina is located behind the cruise terminal. On the west side, there is an opening bridge where boats can enter. Once inside one can enjoy the scenery of the historic town of Valletta.

Full-service packages are available including cleaning, bunkering, waste collection etc.

This marina has berths only for motorised yachts with a draft up to 2m.

Page 276 Excelsior Grand Hotel

Add MA4 to Excelsior Grand Hotel Marina.

Renumber in book.

Page 277 Msida and Ta'xbiex Marina

Change from MA4 to MA5.

Boxed text:

Formerly Msida marina, this renovated marina close to Floriana town, has over 700 yacht berths, with some moorings up to 22 metres. It is conveniently located close to Valletta with customs facilities on entry.

Location

35°53'.8N 14°30'.E (visitors berth)

Charts

Admiralty 177

Communications

Change contacts to:

☎+356 21337049, Fax +356 7933724

VHF Ch 13 Email info@creekdevelopments.com

www.marinamalta.com

The marina

The information as written in the book has changed a lot since this marina came under private ownership. It is the largest marina within Marsamxetto harbour and the only one with good protection from the strong *gregale* gales, due to the breakwater on the east side of the Marina. (Marina di Valetta has a floating breakwater). The main road from Msida to Valletta runs around the marina and it is somewhat noisy on the far south side, where other roads converge with busy traffic as they near Floriana, en route to Valletta. Most of the berths have permanent occupants but usually it is easy to find room for a day or two. Longer stays are a challenge during summer, and especially during September through November. In winter many boats are hauled out, so there is no problem for long term wintering berths but it is necessary to book in advance. Each pontoon is accessed with a key and security is excellent.

Pilotage

By day

There are no special problems. From the entrance of the main harbour, (F3) continue southeast until the breakwater is seen. Depths in the entrance are from 12m to 17m.

By night

The green light at the end of the breakwater is easily identified and the area is well lit with floodlights.

Berthing

Yachts should call on VHF Ch 13 to receive berthing instructions. Staff are available 24 hours, but if there is no response, you can moor first at the west side of the breakwater where several berths are reserved for guests, with lines tailed to the quay. If arriving after office hours visitors should prepare to pay for the first night plus a deposit, and a water/electricity fee to the guard. The next day things can be negotiated during office hours. Also be aware that up-to-date insurance and boat registration papers are required.

Charges

Tariffs do change regularly but this marina charges moderate rates compared to the others around Valetta. Current charges can be requested via the website above. There is a 10% discount for 7 day stays when booked in advance.

Formalities

During office hours yachts needing to clear customs can find a berth in the marina and visit the customs office on the south side of the marina. After office hours it is advisable to clear customs at Grand harbour marina which is open 24h. For more information see further note under **Entry Formalities**, on page 271.

Page 278 Facilities

Water and electricity Available on pontoon. Works with a prepaid card.

Showers and toilets There are facilities on both sides of the marina, though it can be a long walk, depending on which pontoon the yacht is berthed.

Fuel From fuel trucks organised through the marina office. Inform them some time ahead. See page 284 for more facilities.

Ashore

See under Tourist Information page 272.

Eating out

The most interesting place is a harbour restaurant and bar housed in an old timber ship, the Black Pearl, next to the marina office. Built in 1909 it serves good food and fine wines and makes for a different atmosphere overlooking the marina. A chilly breeze can blow across her open decks in the evenings so take a shawl or jacket.

A basic but good place to eat is Mama Mia, a few meters west of the Marina office.

Around Royal Malta Yacht Club there are several good restaurants with an excellent view of the harbour and the old city of Valetta. (Chinese, Indian and other speciality restaurants as well as normal European fare, are to be found further round in Gzira, or in Valletta.)

Page 279

Add new **Marina di Valetta** after Msida Marina

Boxed text:

A brand-new marina within walking distance of the city gate of Valletta. 250 berths for yachts from 10 to 50+ meters.

Location

35°53'·40N 14°29'·56E

Communications

Marina office (+356) 79444016, (+356) 21444016

Berthing assistance (+356) 79444013

VHF Ch 13

info@marinadivalletta.com

www.marinadivalletta.com

The marina

A brand-new and perfectly located marina just a short walk from the Valletta city gate. The floating breakwater on the east side provides good protection for the 250 yachts inside. 25 transit berths are reserved for visiting yachts from 10 to 30m.

Superyachts up to 70m can find room on the transit quay with electricity and water hook-up up to 480V and 250A.

Wintering is possible from October through May or by negotiating a monthly winter contract.

Pilotage

Same as for Msida Marina. Marina di Valetta is located on your port side just after the Malta Naval Base.

Berthing

Advance notice is recommended for a speedy registration process. On arrival call on VHF channel 13 and a dinghy will guide you to the pontoon. Staff are available 24 hours.

Charges

Tariffs seem to change regularly, but this is included as a reference. Charges for a 12m yacht per night in summer 2019 were € 80,00.

Formalities

Yacht registration and insurance papers are required for all yachts. After berthing, non-EU yachts have 24h to complete formality procedures. The marina offers assistance with the formalities. See Introduction on page 271 for further formality information.

Facilities

Water and Electricity Available on each berth and works with a prepaid card.

Showers and toilets At the moment in a temporary facility.

Buildings should be finished soon. (Summer 2019).

Fuel A fuel dock east of the floating breakwater is being built and should be operative soon. (Summer 2019).

See page 284 for more services and facilities in Malta

Ashore

After a 10 minute walk you will find the city gate of Valletta with its steep characteristic streets, old cathedrals and impressive fortifications.

For more information see page 272.

Page 279 Add new facility: Royal Malta Yacht Club

Boxed text:

A seasonal marina, located in Msida and Ta'Xbiex Marina. It is open from May through October and welcomes visitors.

Location

35°53'·84N 14°30'·05E

Communications

VHF 13

+356 2133109

email: info@rmymc.org

www.rmymc.org

The marina

This small marina belongs to the Royal Malta Yacht Club and has room for up to 65 boats from 6m to 20m in length. The pontoons are not of high standard and are exposed to wind chop in the bay, but the facilities of the Yacht Club are excellent and stylish. Water and electricity are available on a prepaid basis. Guests may use the club facilities including showers and fitness centre, as well as the club bar and dining room.

Charges

Current tariffs can be looked up on the website above. During summer 2019 €57,00 (incl VAT) per night was charged for a 12m yacht.

Page 279 Manoel Island

Amend name to Manoel Island Yacht Marina and change from MA5 to MA6.

Add coordinates: 35°54'·1N 14°30'·4E

Communications

Change / add contact details:

VHF Ch 13

Marina office ☎(+356) 2134 2618 Fax (+356) 2134 2619

info@miym.com.mt

www.miym.com.mt

Boxed text Change to read:

An excellent, if crowded, marina with four pontoons with berths for 200 yachts. Up to 50 Superyachts or larger craft up to 100m can be moored on fore-and-aft lines E of the pontoons. Very conveniently located close to the Gzira tourist area but across the creek, making it a quiet area.

The marina Change to read:

After many years of neglect under the Malta Port Authority, many changes have taken place resulting in this marina being privatised and extended to include most of the S side of Manoel Island from the road bridge to the old hospital. Four pontoons have berths for 200 yachts at the W end near the bridge into town, with around 50 fore/aft moorings for larger yachts up to 100m further down to the E. A proposal to build a breakwater at the E end of the island has not yet materialised (Summer 2019), but this would be of huge benefit during the winter *gregale* gales which create a strong surge.

The marina is very well situated close to the tourist centre of Gzira with many chandleries nearby. Although on the main coastal road, it is a quiet location as it is situated across the creek from the traffic.

Page 280

Berthing

Change to read:

Call on VHF channel 13 and a berth will be allocated on a pontoon. Staff are available 24 hours.

Charges

Tariffs seem to change regularly, but this is included as a reference. Charges for a 12m yacht per night €50 during low season, € 60 during high season. Monthly rates of €500/€600.

Facilities

Fuel Change to read: Available from a truck that services the marinas. There are plans for a fuel pontoon in the future.

Page 280 Ta'Xbiex Quay moorings

Change MA6 to MA7.

Communications

Change contact details to:

☎+356 21337049 Fax +356 21337048

VHF Ch 13

info@creekdevelopments.com

http://marinamalta.com

Add: The marina

This marina recently came under private ownership and plans are being made to transform this part into a modern marina too. Currently, it is hard to find a berth here as a visiting yacht, but things will change under the new ownership (Summer 2019).

Berthing

Change Ch 9 to Ch 13 (third line).

Remove 'An alternative.... marinas'

Page 281 Ta'Xbiex Quay moorings cont.

Facilities

Fuel change to read: Available from a truck that services the marinas.

Formalities

Remove the first line: 'As above for Manoel Island Marina'

Page 281 Add new marina: Roland Marina

Boxed text:

A new marina which consists of 4 new pontoons east of Ta'Xbiex quay. It offers good services, but it is not protected against the severe *gregale* winds.

Location:

35°45'09N 14°29'98E

Communications

(+356) 20995245, (+356) 99478678

VHF Ch 13

info@roland-marina.com, giti@roland-marina.com

www.roland-marina.com

The marina

As Malta is getting more and more popular with yachtsmen, new marinas are being built to accommodate those who want to discover Malta's treasures. This new marina in Marsamxetto harbour consists of 4 pontoons and has room for 130 yachts up to 32m. Roland Marina is part of S&D Yachts. Its head office is located within 100m of the marina and offers a great range of professional

services. A proposal to build a breakwater at the E end of the island has not yet materialised, but this would be of huge benefit during the winter *gregale* gales which create a strong surge.

The marina is well situated close to the tourist centre of Gzira, with many chandleries nearby.

Pilotage

As for Manoel Island Yacht Marina.

Berthing

Call in advance to find out if they have room. On arrival call on VHF channel 13 and a dinghy will guide you to the pontoon. Staff are available 24 hours.

Charges

Tariffs seem to change regularly, but this is included as a reference. Charges for a 12m yacht per night in summer 2019: €98-00.

Formalities

See Introduction on page 271.

Facilities

Water and electricity Available on each berth

Showers and toilets Basic but clean facilities in the floating Marina office on pontoon D (pontoon A during winter.)

Fuel Available from a truck that services the marinas.

Lounge and bbq On the roof of the floating office there is a lounge (self-catering) which can be used to work, relax or to organise a bbq.

See page 284 for more services and facilities in Malta

Ashore

There are many restaurants, bars and shopping facilities in Gzira, including chandleries. Sliema shopping centre and Valetta town centre are a good walk or a short bus ride away.

Page 281 Manoel Island Malta Yacht Yard

Change MA7 to MA8.

Communications

Change contact details to:

Yard ☎+356 21334453/4 Fax +356 21343900

info@yachtyard-malta.com

www.yachtyard-malta.com

Manoel Island, Gzira GZR 3013, Malta

☎(+356) 2134 2618

Page 282 Portomaso Marina

Change MA8 to MA9.

Communications

Change contact details to:

Portomaso Marina, St Julians PTM01 Malta

☎(+356) 21387803, 21389656, Fax (+356) 21389655

info@portomasomarina.com

VHF Ch 13 (call sign Portomaso Marina)

Page 283 Birzebbuga and Marsaxlokk

Add MA10 to heading.

Gzira GZR 3012, Malta

☎+356 21334453/4 Fax + 356 21343900

info@yachtyard-Malta.com

Fax (+356) 2134 2619

info@miym.com.mt

Page 284 Yacht services in Malta

Change contact information for whole page as follows:

Add:

Atlantis Sails Ltd, 68 Dawret Hal, Ghaxaq 9018 ☎+356 99895008. For expert sail repairs, awnings, dodgers, spray hoods, etc. Sails collected and returned.

RLR/Yachting, Ta' Xbiex Sea Front, 156, Ta' Xbiex,
GZR1020 Malta ☎ +356 21331192/21331996,
Fax +356 21344615, info@rlryachting.com
www.rlryachting.com *Skype* rlryachting.

S&D Yachts Ltd, Sea Breeze, Triq Giuseppe Cali, Ta'
Xbiex MSD 14 ☎ +356 21320577 / 21331515 /
21339908
Fax +356 21332259

Nautica Ltd (change from Nautica Slema) Msida Road,
21/23, Gzira ☎ +356 21 345138/9 21338253
Fax +356 21 343821 info@nautica.com.mt
www.yachtchartermalta.com

Chandlers & Electronics / Services

Change contact details as follows:

D'Agata Marine/Nautilus Services Ltd, Ta' Xbiex Wharf,
152, Gzira Malta GZR 1020 ☎ +356 21341533
Fax +356 21 340594 info@dagatamarine.com
www.dagatamarine.com

Gauci & co should read: **Gauci Borda & co. Ltd**
Change Fax to: +356 21 343604

International Marine Centre Ltd, Testaferrata Street, Gzira
☎ +356 21332747, Fax +356 21343871
intermar@waldonet.net.mt

Camilleri Marine (Ellcee Nautical Supplies Ltd), Ta' Xbiex
Seafront 162A, Gzira, Malta ☎ +356 21346320
Fax +356 21345414 camarine@ellcee.com
www.ellcee.com

Fabian Enterprises Ltd, Msida Road 18-20, Gzira, GZR
1401 Malta ☎ +356 21313283/21320845 Fax +356
21338087, Email sales@fabian.com.mt
www.fabian.com.mt.

Medcomms Ltd Msida Road 4, Gzira GZR1401 Malta
☎ +356 21335521/21330147 Fax +356 21310820
info@medcomms.com.mt
www.medcomms.com.mt/products.htm
Skype medcomms.ltd.

Ronnie's Marine Services, Marie Louis Buildings 1, Gzira
☎ +356 21 319338 Fax +356 21 318873
ronniesmarine@waldonet.net.mt

Zarb Stores Ltd, New Street 13, Luqa, Malta ☎ +356
21809304 Fax +356 21664034
info@suzuki-marinemalta.com and
info@zarbstores.com www.suzukimarinemalta.com

Thos. C. Smith & Co. Ltd, La Valletta ☎ +356 22 058000
Fax +356 22 058199 webinfo@tcsmith.com
www.tcsmith.com

Marine Services Ltd, Corinthia San Gorg, St George's Bay,
St Julian's, Malta ☎ +356 21373822 *Mobile* +356
99494363 Fax +356 21382915 Email info@
marineservicesmalta.com www.marineservicesmalta.

Dolphin Forge KW38, Corradino Industrial Estate, Paola,
PLA 3000 Malta ☎ +356 23 607000 Fax +356
21664735 Email info@discompanies.com
www.dolphinforge.com

Shipyards

Change / add contact details as follows:

Manoel Island Yacht Yard, Manoel Island, Gzira, GZR
3013, Malta ☎ +356 2133 4453/4 Fax +356
213439000
Email info@yachtyard-malta.com
www.yachtyard-malta.com
Delete final sentence: For rates...

Kalkara Boatyard Co Ltd, Kalkara Wharf, Kalkara KKR
1501 Malta ☎ +356 21 661306 Fax +356 21 690420
Email kalkaraboatyard@onvol.net
www.kalkaraboatyard.com.mt

Bezzina Ship Repair Yard Ltd, Marsa
Email bezzina@us.delmarmarine.com.
Delete: *Skype*.
www.delmarmarine.com/bezzina.html

Cassar Ship Repair Ltd, Slipway No 6, Marsa Cross Road,
Marsa, HMR 17 Malta ☎ +356 21225764 /
21244500 / 21247351 Fax +356 21239761
Email info@cassarshiprepair.com
www.cassarshiprepair.com

Gozo Island:

Page 285 Mgarr Marina
Change to MA11

Communications

Delete Malta Maritime Authority
Change contact details as follows:
Berthing Master ☎ +356 99242501
Office ☎ + 356 20992501
24 hr ☎ +356 99452389 / 99493706
Fax +356 21341714
Email info@gozomarina.net
www.gozomarina.net
VHF Ch 16 & Ch 9

Page 286 Marina Charges

Change to read:

For berthing fees for all lengths of yachts consult:
www.gozomarina.net/tariffs.shtml

Page 286

Remove the first photo on this page. The Aircraft pontoon
no longer exists.

Berthing

Before arrival call on VHF channel 13 to ask for a berth
and assistance.

Anchoring in Mgarr Harbour

Change to read: 'Anchoring is allowed inside the marina
but not outside.'

Add to follow **Formalities:**

Wintering

The marina is open to the east, and not protected against
the strong *gregale* winds. Three boats sank in 2019 during
a severe *gregale* gale.

Page 287 Anchorages

Around Malta MA10 change to MA12

Page 289 Anchorages

Around Gozo MA11 change to MA13

Page 291 Anchorages

Around Comino MA12 change to MA14.