



RCC Pilotage Foundation **ATLANTIC SPAIN AND PORTUGAL**

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CAUTION

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The author, the RCC Pilotage Foundation and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position-fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

These notes cover known corrections and feedback from visiting yachtsmen. Users should refer to NTMs for the latest official corrections including changes to lights.

Page references are made to *Atlantic Spain and Portugal* 5th Edition, 2006.

The latest input of technical information is April 2008, and this is shown with an * and highlighted in blue.

RCCPF is grateful to the following for sending notes and photographs of Galicia: Janet Gayler, Rupert Darbyshire, David Brooke, Mike and Jane Francis. Photographs by JG and RD were immediately published on rccpf.org.uk under the publications details for *Atlantic Spain and Portugal*. The Pilotage Foundation will welcome all future comment – in particular regarding the developments at Muros, Vilanova and the Ria de Vigo marinas.

*Yachtsmen who provided updating information during 2007 were: Brian Alexander, Henry Buchanan, Peter Haden, Mark Holbrook, Alfredo Lagos, Tony Montgomery-Smith, David Southwood, and David Tucker. Updating photographs by Henry Buchanan may be seen on www.rccpf.org.uk under 'Publications'. Thank you, the Pilotage Foundation is very much aware of the effort involved and grateful for such comprehensive comments; please keep the information coming. Where it is of

immediate importance it will be published as mid-season information on rccpf.org.uk under 'Publications'. In 2007, information from Mark Holbrook regarding the need for permits to visit Isle Cies was published immediately on receipt. It is now included below.

This Supplement is Published by Imray. Additional supporting files to this book may be found on the Pilotage Foundation website. These now include a downloadable waypoint file, additional pictures and updating material and direct access to Google Maps at La Coruna (also Lisbon, Lagos and Gibraltar). This offers the opportunity to use Google Earth imagery to assist with passage planning – and easy use of the Google search engine to provide assistance and information during the cruise.

Author Comment: The very rapid expansion of yachting facilities noted in 2005 appears to now being hampered by finance and planning difficulties. This seems to be reflected in an attitude that all the extras, such as good showers, are only needed by visiting yachts who are only a very small percentage of the berth users. It also appears that the government requirement for a percentage of berths in government assisted marinas to be kept for visitors is widely ignored in favour of local owners.

Wifi: This service is now available (free but may require a password) at most marinas in Galicia although its limited range may mean taking a lap top to the vicinity of the office.

The colour and excitement of water-borne and street fiestas are not to be missed, but yachtsmen may wish to moor well away from the increasing number of purpose built pop music lorries which may park in harbour areas and destroy the peace of the night.

Page 11 Ch I Galicia

These notes cover known corrections and feedback from visiting yachtsmen. Users should refer to NTMs for the latest official corrections, including changes to lights, since 2005.

* Page 15 Climate

There is a significant change to the weather at Finisterre (a warm improvement when heading S). Note further comment on page 49.

* Page 16

In 2007 *Captain's Lady* noted a West Cardinal Buoy close S of Cabo Priorino Chico (43°26'.5N 08°20'0W) and therefore of significance for yachts arriving from the N and heading for Ria Betanzos.

* Page 18 Ares

The extension shown on plan had been completed but was not in full use in 2007.

* Page 19 Sada

The first pontoon for visitors was reported as subject to swell. This large and very well run marina is now the main centre for cruising yachts in the A Coruna area. Facilities are excellent; there are three chandleries, a very good boat yard and a large supermarket on site – and the town is good. There are plans for another 800 berth marina within the existing harbour.

Page 21 photo delete 'Deportiva', insert 'de la Marina'.

Page 22 bottom photo delete 'Deportiva', insert 'de la Marina'

Page 23 text para 1 delete 'Deportiva', insert 'de la Marina'

Page 23 La Coruña

Visitors should be aware that they may find conflicting advice regarding the marinas and facilities of La Coruña. Signs do not always match current names and differing advice may be given from one week to another. Nevertheless La Coruña offers sound berthing and good shoreside facilities.

* Wash and surge can affect the pontoons of Marina A Coruna which consists of two separate clubs engaged in sailing small boats. The large U-shaped pontoons belong to the Port Authority and do not have services. They are made available for regattas and traditional boat festivals and, normally, may not be used by visiting yachts. It has been reported that the depths shown on the plan have reduced to a least depth of 1.4m. Fuel is reported as being dirty; Sada is reported as providing clean fuel. There is now talk of a completely new 800 berth marina inside the breakwater. For the present, visitors should use Darsena de la Marina. The visitors' berths are on the first pontoon immediately ahead on entering the narrow marina entrance. Swell can affect the visitors' berths. The marina office is at the top of this pontoon.

In 2006 it was noted that a rough mole was being built at Playa del Burgo (Anchorage 1).

* *Page 36 Camarinas*

Facilities A same-day laundry service is available close to the marina. Refurbishment of the marina bar facilities has been completed.

* *Page 38 Muxia*

The new mole is reported finished and providing a good sheltered area for anchoring.

Page 39 Plan

The western cape is 'Cabo de la Nave' the off-lying rock below is 'Cantolo de Finisterre'.

* *Page 40 Rounding Finisterre*

There have been reports of a small zone of localised but significant increases in wind off the headland.

* *Page 42 Anchorage*

Playa Esordi has been recommended as the best all round choice.

* *Page 43* There has been no recent reports of industrial pollution affecting the picturesque town of Corcubión. Cee has been beautifully developed, can easily be reached by dinghy and has a good market and excellent shops.

Page 46/47 Plans

On the latitude scales change 43°40'N to 42°40'N

Page 49 Muros

In August 2006 building works were progressing well with the new breakwater at the eastern end of Muros harbour.

* In 2007 the plans for a new marina appeared to have been abandoned.

Add to data box on page 49: 'Note: Works in progress 2007'.

Page 50 Muros

Facilities - Scrubbing Berth. – inspect for bottom debris before using.

* Alternatively the sand in Ensenada de Muros is hard and clean.

* *Page 51 Freixo*

A small marina has been established and yachts are reported to be welcome on the outer pontoon. However, yachts should check depths here carefully. The staff are friendly but there are no facilities. The berth on the outside of the E pontoon is subject to considerable wash from passing boats. An OBM mechanic is available.

Page 54 Plan

In WP box change WP41 to WP44 (the lat/long detail given is correct)

* *Page 54 Portosin*

Berthing The marina has recently been improved and enlarged. The hammerhead just inside the south mole is a floating concrete wavebreaker/pontoon and is closer to the entrance than hitherto. It can be uncomfortable in a northeaster. The second hammerhead in, and set further S, is the waiting Pier. Most berths now consist of finger pontoons. Internet and wi-fi are available. (Photos at rccpf.org.uk). The anchorage outside is reported as excellent.

Page 56 Puerto del Son is also known as Puerto do Son.

Page 58 Plan bottom right

Delete the symbol and WP50 (all remaining reference to WP50 on this plan is correct).

* *Page 61* Although current and past authors have used Canal de Sagres recent advice is that a simple route may be found south of Isla Sagres. Navigators may wish to select a useful waypoint at 42°30'.4N 09°02'.85W. This is S of the dangers off Islas Sagres and N of Bajo Meixón de Vigo, a rock that hardly shows. Direct passage may be made to close N of Piedras del Sargo when entering or exiting Ria de Arosa. However, do not route directly between this position and the listed WPs 50, 51 and 54 shown on plan as dangers lie on or very close to the direct line. The heights of Mirador de Aquino (not shown on plan) offer a panoramic view of this area.

* *Page 62 Anchorage 2*

Landing is no longer permitted on Isla Salvora without prior permission.

* *Page 64* Riveira is a busy fishing town with excellent supplies and three chandleries. The small marina is friendly with good facilities. Beam on to the inside of the outer pontoon has proved comfortable.

* *Page 66* Pobra is gaining a reputation for its high class restaurants.

Page 72 Vilagarcia

In 2006 it was reported that when the marina is full, yachts were permitted to moor against the wall close to the fuel dock, or in the undeveloped basin alongside.

* In 2007 the marina was blighted by noise from an overlooking all-night club.

* Page 74 Xufre

Fishermen's moorings may be available on enquiry; as a general rule moorings without pick up lines are not in use.

Page 75 Photo

The title in white 'Vilanova' should be placed above the white arrowhead.

* Page 76 Vilanova

This welcoming marina is just starting up and security is provided by a watchman. Berthing facilities are complete with water and electricity on the pontoons. Visitor berths for up to 16m yachts are on finger pontoons on the W outer end of the centre pontoon. Larger yachts up to 20m are berthed on the three hammerheads. The travel lift, marina office and facilities are due to be open in 2008.

(Photos on rccpf.org.uk)

* Page 83 San Vicente

The S cardinal shown on plan was reported missing in 2007. The marina was reported as a tight fit (42' boat) but excellent.

* Page 87 Isla Ons

In 2007 there were free moorings conveniently located close to pier at Almacén (1) but, with roll back from the shore, a quieter night may be found at anchor at (2). In Anchorage (3), *Spellbinder* reported good holding at 42°21'.333N 08°56'.488W but was advised by a park ranger that landing in the bay was prohibited. Approach from well to the S to avoid the reefs to E and W. Fishing boats are active and pots may be laid on the reefs.

Page 90 Sanxenxo

In 2006 rates were reported as being very high; yachtsmen are advised to call ahead to verify the situation.

* In 2007 it offered excellent shopping and good restaurants. However, a night club in the centre of the marina destroyed the peace all night long.

* Page 101 Islas Cies

Strict regulations now apply about visiting these islands which are a national park as shown on the plan page 100. Permits are required before visiting.

Policing of the scheme is carried out by park authorities themselves with the wardens checking boat names against a roster and then issuing notices of fines to those who have not got a permit. Apparently the fines themselves have to be paid by a process of a personal visit to an office in Vigo.

To obtain a permit visit the website http://reddeparquesnacionales.mma.es/en/parques/cies/guia_info_entorno.htm

and follow the link for 'permit application' – this is a two part process, first of all you get a general year-long permit but then, once this has been obtained, you need to notify the park of the dates when you intend to visit and the number of persons on board. The second part of the process is carried out over the internet and is automatic, the first part takes a few days. Alternatively if you berth at the Monte Real Yacht Club before you visit then the office there will help you with the process.

* Page 102 Cangas

Anchoring in the harbour may now be unwise due to heavy traffic. Anchorage may be found east of the Salainos rocks, and clear of the ferry Channel or anywhere along Playa de Cangas. This is a friendly marina with a superb beach nearby and an attractive small town. The staff will do all possible to make you welcome.

☎ 986 30 42 46

Email nauticorodeira@hotmail.com

Good showers/WC and washing machines.

* Page 103 Moana

An excellent new marina is now available (behind a large fish farm on the north side of the Vigo-Moana ferry) with first class pontoons and good shelter. The entrance is at the northern end with a visitors' berth at the entrance. Call VHF Ch 9 or ☎ 986 31 11 40. Moana is an attractive seaside town with a good beach and ferry access to Vigo.

Page 104 Marina de Davila Sport

Photo available on rccpf.org.uk

* Now a very large and well run marina and workshops and good English spoken. It is a long way from any shop or restaurant and WC/shower arrangements were poor in 2008. It is probably best considered as a place for work (particularly paint and glass fibre) or to leave the boat for winter of summer lay up.

* Page 105 Vigo plan

In addition to repair facilities available located at marinas, the long established Astilleros Lagos boatyard in Darsena de Bouzas continues to offer major technical support and repair.

☎ 986 232626 Fax 986 291833

Email astillero@astilleroslagos.com

Page 106 Punta Lagoa – bottom photo

The building shown is now a luxurious clubhouse restaurant and the harbourmaster's office is further along the back on the first floor above a motor boat show room. Costs in 2006 reported as €19 for 11m boat, €38 for 20m boat (before the passport discount is applied) It is 15 minutes to the airport by bus or taxi. A taxi to Vigo costs around €5.

* Excellent reports from yachts in 2008 including on site facilities and local restaurant – also, considered 'much cheaper than expected from the look of the place'.

** Page 108 San Simon*

Continues to be recommended as a place to relax in peace. A visit to the island of San Simon is recommended (consult a local tourist office in advance). An alternative to anchorage No. 2 is close to the southern tip of the island directly out from two stone crosses (just to the right of depth '3' on the plan).

** Page 111 Baiona – Puerto Deportivo*

There is still no separate wavebreaker but a concrete wave breaker pontoon is in position and connected to the long SW/NE feeder pontoon at its outer NE end. Enter the marina as per the plan. The shore side development had not been started in 2007 and its future seems in doubt. Washroom facilities were disappointing. MRCA remains highly popular.

Page 120 Ch II & III Portugal to Gibraltar

These notes cover known corrections and feedback from visiting yachtsmen. Users should refer to NTMs for the latest official corrections, including changes to lights, since 2005.

Thank you to the following for sending in information on Portugal to Gibraltar: Tony & Anne Montgomery-Smith, Mike & Jane Francis, Meg Williamson, Werner Früh, and Mr & Mrs Van Olmen.

* The Pilotage Foundation is grateful for the increasing level of feedback from yachtsmen to contribute to keeping our books up to date. The following commented in 2007: Brian Alexander, Claudio Bras, Robert Beddows, Henry Buchanan, John Button, Tony Montgomery-Smith, Martin Northney and John Owen. Photographs taken by Henry Buchanan may be seen under the Atlantic Spain and Portugal book support files found under 'Publications' on the Pilotage Foundation website – www.rccpf.org.uk

Page 121 An excellent photograph of the entrance to Foz de Minho may be seen under details of this book on www.rccpf.org.uk.

An interesting and detailed account of sailing a catamaran up the Rio Minho in 2006 – including navigational notes and photographs – may be found at www.montgomery-smith.org.

Photo caption – delete 'and Bandeira rock clearly visible'. Note: MF reports that the rock is not visible at half tide. He also reported having an very uncomfortable night in wind against flood tide conditions at anchorage 3 when strong NE winds blew from midnight to dawn.

Page 123 right col 2nd para last line – the town is Comasantos

** Page 125 Viana do Castelo*

This marina was very welcoming in 2007; some silting has occurred so monitor depths on entering. There is a swinging footbridge across the marina entrance and a waiting pontoon just down river of that entrance. Four photographs (2007) by Henry Buchanan may be seen at www.rccpf.org.uk under 'Publications'.

** Page 126 Leixoes*

The quality of water in the marina was reported to be good in 2007; a computer terminal is available at the office.

** Page 129 Póvoa de Varzim*

€18 a night in 2007, very friendly, good English but no wi-fi. A vigorous chop comes across the harbour in fresh northerlies. There is an excellent restaurant on site and a good hourly Metro to Porto

Page 136 Leixões Marina was reopened in 2006 with plenty of visitors' berths. An internet terminal is available in the marina office. Info from www.marinaportoatlantico.net. Two reports of the marina being friendly but there is a raw sewage problem under some conditions.

Page 140 Plan

Expect changes on the Approach; it is reported that the rear leading light has been withdrawn and there is now a new leading line with 4 new entrance buoys with new breakwaters under construction.

Page 143 Porto Plan

38°.2 should read 08°.2N

** Page 145 Aveiro*

Good holding reported just S of the water tower with additional protection from northerly blow being provided by trees and the Forca Aerea hanger.

** Page 151 Figueira da Foz*

Remains expensive, good restaurant reported at head of the pontoon. Local Mercado opens at 0730. Photo of harbour entrance on rccpf.org.uk.

** Page 154 Nazaré*

Helpful local shop and good restaurants. Local advice is that West of a line from the Pontal de Nazaré to a point midway between Ilha Berlenga and Cabo Carvoeiro, the tide runs S at 0.5 knots. To the E of this line it is said to run N at 0.5 knots. Photos of the Harbour entrance and anchorage are at rccpf.org.uk. The anchorage was on a plateau (39°36'.121N 09°04'.704W) in 10m with good holding and acceptable swell – and popular with friendly fishermen.

** Page 163 Peniche*

A proliferation of bureaucracy was noted in 2007 while the visitors' pontoon was reported as being in a disgusting state – guano, fish scraps – and unreliable electricity.

** Page 167 RHS para 1 line 3 correction*

This should read ...lies 23M south...

Oeiras

Reported as very friendly but be aware of strong crosstide (3 knots at Springs) across the entrance. Laundry fully operational, small chandlery on site, several restaurants now open.

Page 172 Significantly increased marina charges in 2006.

Page 174 Plan

Be prepared for changes to the entrance channel buoys.

** Page 178 Lisbon Data*

Harbour communications Port Control – the email address is believed to be –de- lisboa not ‘do’.

Lisbon ashore

A recommended trip is to use the Hop-on Hop-off sightseeing bus (€15 for a one day ticket) which goes from Belem Tower in the west to City Centre and zoo in the north. A non-stop trip takes 1 hour 45 minutes.

** Page 182 Lisbon Doca de Alcântara*

Visitors berth bow- or stern-to with pick up lines.

** Page 186 Anchorages reported:* for shallow draft anchor immediately off the church 38°38′.69N 9°6′.28W; deep draft at 38°38′.59N 9°6′.49W. Dinghy tie up at the end of the concrete town pier.

Tagus Yacht Centre

Liveboards and DIY activities no longer welcome, no space for laying up.

** Navegador*

☎ 21 227 79 13

Email felisberto.carlos@navegador.com.pt have space and are cheap. They do not allow living aboard or DIY.

** Page 195 Anchorage 2 Peninsular de Troia*

A marina is reported in construction 38°29′.6N 08°54′.1W.

** Page 197 Sines*

A smart new building houses Reception (upstairs) showers, WC, laundry downstairs. Chandlery and marine business are on the ground floor. The staff are friendly and helpful. Charges €25 in 2007. Current practice on arrival (2007) is to go straight to an empty berth and then check with Reception. There is a good market and an interesting museum in Sines. Photo on rccpf.org.uk

** Page 201 Arrifina*

Fishing boat moorings surround the waypoint given. Anchorage may be found in 7.5m inshore of these at 37°17′.564N 08°52′.166W. Photo on rccpf.org.uk

Page 209 Enseada de Belixe left col anchorage 1

Last line last word – Corval.

** Page 209 Enseada de Belixe*

A secure anchorage confirmed near waypoint 148. Photo on rccpf.org.uk.

Enseada de Sagres

Good holding found off the pleasant beach.

Page 210 left col line 2 – longitude is 8°52′.6W.

** Page 220 Portimão photo top right*

Correction to caption: ‘looking west’ not east.

** Page 222* There are plans to build a marina in the area between near Ferragudo inlet. Details, with artists impression, may be found at www.marinasdeferragudo.com. There was no sign of construction on site in February 2008.

** Page 240 Olhão*

A boatyard ‘Marina Formosa’ is located near the marina with a launch and recovery trailer and repair facilities. Boats may be lived on while work is carried out.

Page 262 The new marina is fully open. There is now little room to anchor downstream of it but space may be found immediately W.

Page 273 Unless the wind is in the NW, anchorage may be found to the E of the marina entrance.

** Page 302 Plan*

It is reported that, in strong easterlies, anchorage may be found in the lee of Pointe de Gracia.