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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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.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.

Page references are made to *North Africa* 3rd Edition, 2005.

The latest input of technical information is January 2008.

MOROCCO

Page 101 Al Hocēima

Various conflicting reports regarding formalities and visitors' facilities. For some it is an ordeal of several hours, whilst others report speedy and efficient formalities.

Page 107 Nador

Although an unattractive harbour, it is a commercial port and therefore very useful as a port of entry if you plan to head E and visit Ras el Mar or Saidia. Call first on Ch 14 or 16.

Page 109 Saidia

The marina development is still under construction, and will not be completed before 2008 at the earliest: several years later than scheduled. Some pontoons are now in place.

TUNISIA

General

Whereas in the past it was difficult to accomplish any task during Ramadan, this is no longer the case. Shops, banks and restaurants are all now reported to be open, though restaurants often open an hour later in the evenings.

Page 166 Bizerte

Reports of chaotic administration here and a lack of care of yachts by the authorities has resulted in damage to yachts during storms.

Page 174 Sidi Bou Said

The sandbank extending SW of the breakwater has been dredged. It is reported that the marina can now be accessed by rounding the starboard light. Depths reported to be 3.5m.

It is advisable to proceed with caution, since silting here is an ongoing problem.

Prices for moorings are said to have been increased and are now prohibitive.

Page 177 La Goulette

The port is now administered by the Tunisian Navy and is unavailable for pleasure craft.

Page 179 Sidi Daoud

Reports of shifting sands make this a difficult and possibly dangerous harbour to enter. It is also reported that it is usually full with local fishing craft.

Page 187 Beni Khair

The pontoon formally reserved for visitors as marked on the plan, is now occupied by two tourist 'galleons'. The second pontoon has only 1.75m depths.

Page 190 Marina Jasmine

The Dique du Large has been extended S to connect with the Starboard beacon. No doubt the light will also be moved, but this has not yet been reported.

Page 210 La Chebba

Entrance channel has been extended with an additional two outer buoys.

Coordinate for new entrance: 35°13'·29N 11°10'·62E.

MALTA/GOZO

Page 261 Mgarr harbour

There are several free berths here but access to them is totally uncontrolled leading to a chaotic situation for visitors.

LIBYA

Whilst Libya looked a promising proposition throughout 2007, with at least one yacht visiting which received a spectacular welcome, events in November this year have led to an almost impossible situation for any visitors to this country. See: news.bbc.co.uk/1/hi/world/africa/7092589.stm

Hopefully this will be resolved soon.

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