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### Caution

Every effort has been made to ensure the accuracy of this supplement. It contains selected information and thus is not definitive and does not include all known information on the subject in hand; this is particularly relevant to the plans, which should not be used for navigation. The Author and Imray Laurie Norie and Wilson Ltd believe that its selection is 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him.

This supplement contains amendments and corrections sent in by cruising yachtsmen and women, in addition to those taken from official sources such as *Notices to Mariners*.

Along the North Spain coast the majority of the *Notices to Mariners* record changes to the characteristics of harbour lights. There has also been development of ports and harbours. However, very little of this is for the visiting yachtsman.

We have received Visitor's Reports from Rupert Darbyshire who sailed his father's 50' Westerman, *Eleanor Mary*, to the North Coast of Spain and the Rias. Also from Martin Nash who took his Mike Pocock designed 42' yacht, *Arabesque*, to Bilbao and returned north up the west coast of France. Reports on Waypoints were also received from Camilla Herrmann. The authors and publisher would like to thank users of the pilot who have kindly submitted information.

The updating of pilot guides is an ongoing process and the publisher is always pleased to receive information, sketch charts or photographs for incorporation in future supplements or new editions.

Page references are made to *South Biscay*, 6th edition, 2006. *Notices to Mariners* numbers can be obtained on [www.nmwebsearch.com](http://www.nmwebsearch.com).

The last input of information was March 2007.

Gill Barron  
March, 2007

### The Atlantic Coast of France

#### Page 23 Port Medoc – Approach and Entrance

A recent report indicates that the  $\oplus 446$  is in position 45°33'40N 01°03'45W. The reception berth is now at the far end by the Capitainerie (not at the marina entrance).

### The North Coast of Spain

#### Visitor's Report 2006

#### Page 46 The coast

In June and July 2006 no fog was encountered.

#### Page 49 Swell

The swell generally died down once the vessel was well into the harbour entrance.

#### Page 54 Weather forecast areas

The Coastguard MRCC forecasts are broadcast in Spanish and in English. Gijon MRCC on Channel 10 is not included in the list. Broadcasts are 2 hourly starting at 0215.

#### Page 58 Pasajes

There have been some developments in the Industrial Port and there is a new light Fl(2+1)G.10s on the harbour wall between the Industrial Port and the Fishing Port.

#### Page 65 Getaria

#### Visitor's Report 2006

#### Berthing and Mooring

The visitors were not welcomed in the marina for a stay of more than two days.

It was possible to stay on the fishing boat wall while the fleet was out as long as fishing operations were not disturbed.

#### Ashore in Getaria

The climb up the Isla de San Anton provides great views and, in addition, there is a monument to a steam roller that gave 50 years service to the town.

#### Page 73 Lequeitio

#### Visitor's Report 2006

#### Berthing

When the fishing fleet is out much of the wall is free for visitors.

#### Mooring

In 2006 there were only 2 mooring buoys in the harbour.

#### Ashore in Lequeitio

There are two yacht clubs, one on top of the other. The upper club is a 'social' club and is not welcoming to visitors. The lower club, for fishermen, is welcoming and provided showers and beer.

#### Page 87 Bilbao - Getxo

#### By day or night

A new cruising berth is being constructed at Getxo and the end of a new breakwater is marked with a light Fl(2+1)R.10s7m1M 43°20'34N 3°01'58W. It is believed that this replaces a yellow light buoy Q.Y. The recommended track of 125° will no longer be appropriate.

#### Visitor's Report 2006

#### Facilities

The restaurants are described as limited, rather like Brighton Marina or Port Solent.

A second report says that Getxo Marina is not geared up for visiting yacht crews. No one spoke English or French and there was no welcome pack, no map and no Met reports. It was very expensive.

**Page 95 Santona***Visitor's Report 2006***Moorings**

The yellow mooring buoys of Punta del Pasaje and the Colindres channel are very busy and there is no room to anchor.

**Anchoring**

There is an anchorage off Santona Beach near the pier. It is steeply shelving but the holding is sound. Identify the route used by the fishing boats when they are approaching or leaving the North Harbour.

**Page 99 Santander**

No 11 buoy Fl(2+1)G.10s, opposite the Oil Terminal and Pipeline, is now a GRG buoy following work in the Roas Dock. Keep it to starboard and proceed to No 15 buoy.

**Page 100 Santander****Marina del Cantabrico, Parayas***Visitor's Report 2006***Entrance**

*Note* that the harbour wall on the starboard side of the marina entrance is barely visible at high water. It is not recommended that a first visit is made at night.

**Ashore at Parayas**

It is possible to get a taxi into town fairly cheaply. The marina is expensive according to the price list but big discounts are available.

**Page 101 Santander****Pedrena Marina**

Reports of this new marina would be welcomed.

**Page 102 Santander***Visitor's Report 2006***Ashore in Santander City**

The food and tapas are excellent and Saturday evenings are particularly recommended for strolling, eating and sampling the wine.

**Page 112 San Vicente de la Barquera***Visitor's Report 2006*

The plan shows depths of 6m in the entrance. However, the entrance has already silted and there was only 2m at the entrance with 1.5m a little further up (above chart datum).

**Page 119 Ensenada de Poo***Visitor's Report 2006*

A 'magic' anchorage although swell is to be expected.

**Page 122 Ribadesella***By day and by night*

There has been considerable increase in buoyage, lights and light beacons at Ribadesella. To port there are now four lights, in order Fl(4)R.11s, then Fl.R.5s, Fl(2)R.7s and Fl(3)R.9s. There are two new SHM indicating the narrow part of the bend, their characteristics are Fl(2)G.7s and Fl(3)G.9s. *Notice to Mariners* 3479, dated 2006.

**Page 128 Tazones***By night*

The characteristic of the breakwater light has changed to Fl(2)G.7s10m5M

**Page 130 Gijon***Visitor's Report 2006***Berthing**

The pontoons are being upgraded and modernised. The depth in the basin is only just 3m and visitors are advised not to stray beyond the hammer heads in the main basin or the visitors' pontoon and pontoons closes to the entrances of each of the sub-basin.

**Anchoring**

The anchorage just outside the harbour may be too exposed and too shallow to be safe.

**Page 132 Candas***By day or by night*

The light on the north breakwater head has changed to Fl(3)G.9s11m3M.

**Page 134 Luanco****Approaches**

The leading lights on 255° have changed. The front light, is Fl.WG.5s3m5M and the rear is Oc.G.4s6m5M. The light at the Juan de Melao anchorage is changed to Fl(2)G.7s10m5M.

*Notices to Mariners* reports that many depths in the approaches to Luanco are less than charted. Proceed with caution.

**Page 139 San Esteban de Pravia**

The Author does not recommend a first entry by night as the leading lights are limited. In 2006 there were considerable changes to the lights some were inserted, some amended and some deleted. *Notice to Mariners* number 3688, dated 2006 gives all the details.

**Page 141 Cudillero****Moorings and anchoring***Visitor's Report 2006*

In general visiting boats anchor rather than use the pontoon or the moorings.

**Page 142 Cudillero**

⊕591 is inaccurate and should read 43°34'54N 06°08'69W.

**Page 144 Luarca***By day or by night*

There have been some changes to the lights. The breakwater lights have changed to Fl(2)G.7s6m3M and to Fl(2)R.7s19m5M. There is a new SHM Fl(3)G.9s at the end of the inner breakwater.

**Page 154 Approaches to Ribadeo***By day or by night*

Las Carrayas have a new light beacon Q.G.2M.

**Berthing at Porcillan**

*Visitor's Report 2006*

**Facilities** at Porcillan are uncared for. However there is a wi-fi connection available.

*Page 162* **San Ciprian**

*By day or by night*

The light on San Ciprian jetty has changed to Fl(2)R.7s9m3M.

*Page 164* **Portocelo to La Coruña**

Some of the waypoints are in the wrong positions. In particular  $\oplus 620$  should be N of I. Colleira and  $\oplus 629$  should be off Cabo Prior not Cabo Prioriño Chico.

*Page 174* **Carino**

The light on the end of the Commercial Wharf has changed to Fl(3)G.9s5M.

*Page 185* **Sada Marina**

**Berthing**

*Visitor's Report 2006*

Pontoons fill much of the harbour making manoeuvring difficult around the fuel dock. The facilities are very good and Sada would be a good place to prepare to cross the Bay of Biscay.

*Page 187* **La Coruña**

**Berthing**

*Visitor's Report 2006*

A marina, not shown on the plan, close N of Castillo de San Anton, at the W end of Dique de Abrigo, has re-opened with two full length pontoons. The marina is subject to surge and boats are moored stern to with no pontoons between them. It is very cheap but not a place to leave a boat for any length of time. There is a fuel dock but with very little space to manoeuvre.

*Page 188* **La Coruña**

**Travel**

*Visitor's Report 2006*

An excellent train service goes from La Coruña to Vigo via Santiago. This makes it excellent for flight connections in La Coruña, Santiago, Vigo and Porto.

*Pages 193* **Tazones**

Tazones **Breakwater head** light characteristic has changed to Fl(2)G.7s10m5M.

**Candas**

Candas **Mole head** light characteristic has changed to Fl(3)G.9s11m3M

*Page 194* **Ensenada de Santa Marta**

**Carino Mole head** light characteristic has changed to Fl(3)G.9s5M

*Page 195* **Ria de El Ferrol**

**Cabo Prioriño Chico** light characteristic is Fl.5s34m23M