



ATLANTIC ISLANDS

ANNE HAMMICK

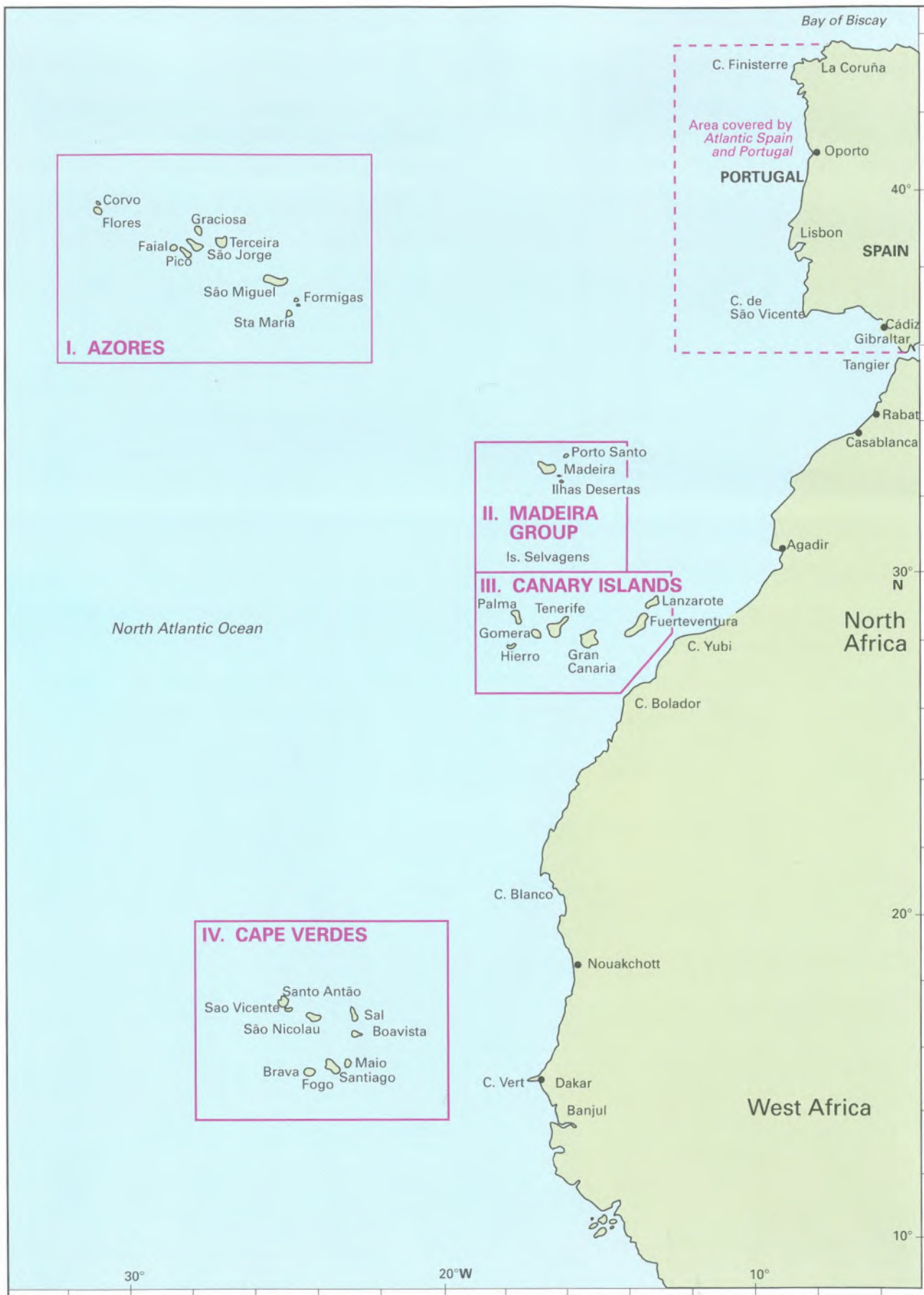
AZORES, MADEIRA GROUP, CANARY ISLANDS AND CAPE VERDES



**Fourth edition
Fully revised**

Atlantic Islands

*Azores, Madeira Group,
Canary Islands and Cape Verdes*



Atlantic Islands

*Azores, Madeira Group,
Canary Islands and Cape Verdes*

ROYAL CRUISING CLUB PILOTAGE FOUNDATION

Compiled and updated by Anne Hammick

NATIONAL MARITIME FLAGS



PORTUGAL
(Azores & Madeira)



SPAIN
(Canary Islands)



CAPE VERDES
(Independent Republic)

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This work, based on surveys over a period of more than ten years, has been corrected to May 2004 from sea and land-based visits to the ports and harbours described, from contributions by visiting yachtsmen and from official notices.

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CORRECTIONS

Both the RCC Pilotage Foundation and the author would be glad to receive any amendments, corrections, information or suggestions which users of this book may consider relevant, for use in both the Correctional Supplement (see right) and in the next edition. Letters or emails should be addressed to Anne Hammick, Author – *Atlantic Islands*, care of the publishers.

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CAUTION

Whilst every care has been taken to ensure that the information contained in this book is accurate, the RCC Pilotage Foundation, the author and the publishers hereby formally disclaim any and all liability for any personal injury, loss and/or damage howsoever caused, whether by reason of any error, inaccuracy, omission or ambiguity in relation to the contents and/or information contained within this book. The book 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 on alone for navigational use: it should only be used in conjunction with official hydrographic data. This is particularly relevant to the plans which should not be used for navigation.

The RCC Pilotage Foundation, the author and 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safety of a vessel depends ultimately on the judgment of the skipper, who should assess all information, published or unpublished.

PLANS

The plans in this guide are not to be used for navigation — they are designed to support the text and should always be used together with navigational charts. Even so, every effort has been made to locate harbour and anchorage plans adjacent to the relevant text.

It should be borne in mind that the characteristics of lights may be changed during the life of the book, and that in any case notification of such changes is unlikely to be reported immediately. Each light is identified in both the text and where possible on the plans (where it appears in red) by its international index number, as used in the Admiralty *List of Lights*, from which the book may be updated when no longer new.

All bearings are given from seaward and refer to true north. Scales may be taken from the scales of latitude. Symbols are based on those used by the British Admiralty — users are referred to *Symbols and Abbreviations* (NP 5011).

ENDORSEMENTS

Inclusion of an individual or company's name and contact details in this book does not imply endorsement of their services, and neither the RCC Pilotage Foundation, the author nor the publishers can accept any responsibility if their work proves unsatisfactory.

CORRECTIONAL SUPPLEMENTS

This pilot book will be amended at intervals by the issue of correctional supplements. These are published on the internet at our website www.imray.com and may be downloaded free of charge. Printed copies are also available on request from the publishers at the above address.

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Foreword

The RCC Pilotage Foundation

The RCC Pilotage Foundation was established in 1976 through the generosity of Dr Fred Ellis, an American member of the Royal Cruising Club. It enables members of the RCC, and others, to share their sailing experiences and so help cruising sailors extend their horizons.

The Pilotage Foundation is a registered charity whose object is 'to advance the education of the public in the science and practice of navigation'. It currently does this by revising and publishing a wide range of pilot books and by providing additional cruise planning information through its web site.

The *Atlantic Islands Pilot* has informed and encouraged the transatlantic skipper for fifteen years. During this time the size and number of boats sailing the Atlantic has increased, engines have become more reliable and GPS has greatly simplified the navigator's role. In the islands these changes have been met with increased and better facilities, and some easing of procedures, while the essential charm of the people and diverse nature of the differing islands and archipelagos remain unspoilt.

Anne Hammick researches these changes with great attention to detail. The Atlantic islands are not just convenient stepping stones for the long distance sailor but offer varied and fascinating cruising in their own right. Her fully revised pilot provides the facts and inspiration for such further exploration.

M R Walker

Director,

RCC Pilotage Foundation

July 2004

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Supplements
Passage Planning guides

Acknowledgements

There's something very satisfying about seeing one's book reach its fourth edition, perhaps heightened when it's the first one ever wrote. I'm very aware that it would not have achieved this venerable state without the help of the many yachtsmen and women who have sent in corrections and amendments over the years and whose names would fill a book in themselves. Should I have omitted to thank anyone who has contributed to this new edition I apologise. Please don't take it personally – I wish I had as reliable a memory for names and faces as I have for boats and harbours.

Taking the *Atlantic Islands* in sequence, I much enjoyed my five-week exploration of the Azores in 2003, meeting many welcoming local people and revisiting harbours which I had first seen when researching the first edition sixteen years earlier. It is remarkable how little many have changed – and how much others have. I now find it hard to imagine the Azores without the illuminating presence of Duncan Sweet, Ruthie, Leah and all the staff at Mid Atlantic Yacht Services in Horta, though older friends, in particular the ever-helpful Joao Carlos Fraga, should not be forgotten.

Amongst those who sent me facts and feedback about the Azores in the later stages, generally in answer to specific questions, were Sue Thatcher (of whom more later), Roddy Innes and David Darbyshire, building on the assistance received from many other yachtsmen and women in the years since the previous edition was published. I would also like to thank Sue and Roddy for the use of their photographs, together with Michael Pocock, Peter Price and Dr John Lytle whose pictures also appeared in the previous edition. Mention of the third edition reminds me to thank Ian Wallace, who kindly lent me his own, carefully annotated, copy and who will be receiving a copy of this fourth one in return – an exchange which I hope will be as beneficial to him as it has already been to me.

Facilities for yachts in the Madeira archipelago are developing at speed, and I am indebted to Madeira resident Dick Denning for keeping me abreast of them. Undeterred by frustrating health problems he set up interviews with marina and project managers, collected plans, took photographs and then chased up my resulting queries. I hope that Peter Morgan, who introduced me to Dick, also knows how grateful I am. Amongst the yachtsmen who also went out of their way to obtain information for me were Mike Dwyer – visiting Porto Santo for the

fourth time – Sean Barnes and Alistair Pratt. Michael Grubb reported on the early development of the Quinta do Lorde marina and kindly allowed me to use his photographs, as did Michael Pocock and Peter Haden with pictures of the Islas Desertas and Ilhas Selvagens respectively.

My researches in the Canary Islands were made all the more enjoyable by the friendliness and help I received from many harbour and marina officials, notably Melanie Symes of Puerto Calero, Karin Rasmussen of Marina Rubicón, Elena Suarez-Rivero of Las Palmas de Gran Canaria and the charming gentlemen responsible for tiny Caleta del Sebo on Lanzarote's Isla Graciosa, the thriving marina at San Sebastian de la Gomera and the commercial harbour of Santa Cruz de la Palma – soon to have its own, long-awaited facility for yachts.

Among the fellow sailors who responded to my queries regarding the Canary Islands with efforts well beyond the call of duty were Graham and Avril Johnson, whose photographs largely illustrate the pages about Santa Cruz de Tenerife (and who cycled up some steep hills in unseasonable weather to take them), Anne Fleck, who took time during a family holiday to visit and report on Los Gigantes, and Sue Thatcher, Suzanne and John Dyer, John and Sally Melling and Drummond Challis.

Despite my best efforts I was unable to improve on several of the photographs taken during my previous research visit to the islands when I was accompanied by Tom Hammon, to whom I also owe significant thanks for the use of his Falmouth basement in which this book was largely written. Finally, a particular 'thank you' to Derrick Wolstencroft, who took the trouble to write to me about developments in El Hierro – smallest of the Canary Islands and all too often overlooked – and then answered my resulting questions in considerable detail.

So finally to the Cape Verdes, a fascinating archipelago which has made almost unimaginable progress on all fronts since my first visit there in 1987. I was delighted to share my month in the islands with Sue Thatcher, whose practicality and irrepressible sense of humour came to our aid on more than one occasion (for all its progress, missing reservations, sudden power failures and the occasional difficult official will probably be par for the course in the Cape Verdes for some time to come). A number of her photographs illustrate this section.

While in Mindelo, Sao Vicente I was delighted to meet and compare notes with Kai Brossmann, founder of boatCV, – see page 291 – and author of *Kapverdische Inseln : Der Nautische Revierführer*, the only cruising guide devoted solely to the islands. Slowly but surely the Cape Verdes are becoming a recognised stepping stone on the Atlantic circuit, and yachtsmen with problems – or those simply wanting security, fresh water and access to mains electricity – will bless the day that he arrived in the islands and decided to stay.

Back in the UK my thanks go, firstly, to the staff at Photo Express, Lymington to whom I trust my precious and irreplaceable films on my return from each research sortie, and secondly (and this is purely chronological) to my colleagues in the RCC Pilotage Foundation for being co-opted into proof reading at regrettably short notice. Ros Hogbin ploughed her way through the entire book, ably assisted on individual sections by John Lawson, David Darbyshire, Eve Bonham Cozens, Oliver Roome and Robin Leuchars. Martin Walker, having recently accepted the hot seat as Director of the Pilotage Foundation, did a last minute check, raising queries and spotting errors which had previously been overlooked, as well as making a number of suggestions which could only have come from a highly experienced yachtsman and skipper. I look forward to working with him.

Finally, as always, my thanks go Willie Wilson and all the staff at Imray Laurie Norie & Wilson Ltd. Imrays has just celebrated its one hundredth anniversary at a time when all too many specialist publishers have been gobbled up by the big names, and Willie and his team – Julia, Elaine, Jill, Ian, Chris and all the others – should congratulate themselves on their continued achievement. That they remain good humoured and apparently unflappable as their success inevitably increases their workload says much for them all. It is a privilege to be associated with such a company.

Anne Hammick
Wrestler of Leigh
 Falmouth, Cornwall
 June 2004



A low, static cloud in an otherwise clear sky is often the first indication of an island landfall, in this case Faial in the Azores, seen from the northeast.

Key to symbols used on the plans



Brightly painted whaleboats at Cais do Pico, long a centre of Azorean whaling. Although sadly neglected since whaling effectively ceased, many of the elegant double-enders have now been restored and take pride of place in festivals and interisland regattas.

Peter Price

English	Portuguese	Spanish
harbourmaster/	<i>diretor do porto/</i>	<i>capit�n de</i>
port office	<i>capitania</i>	<i>Puerto/</i>
		<i>capitania</i>
� customs	<i>alfandega</i>	<i>aduana</i>
fuel (diesel, petrol)	<i>gasoleo, gasolina gasoil, gasolina</i>	
travel-lift	<i>e portico</i>	<i>grua firatoria</i>
yacht club	<i>clube n�utico,</i>	<i>club n�utico</i>
	<i>clube naval</i>	
showers	<i>duches</i>	<i>duchas</i>
information	<i>informacoes</i>	<i>information</i>
post office	<i>ag�ncia do</i>	<i>oficina de</i>
	<i>correio</i>	<i>correos</i>
anchorage	<i>fundeadoiro</i>	<i>fondeadero</i>

See Appendix III, page 323, for further Portuguese and Spanish terms commonly used in a marine context.

Passages to and from the islands

Passage planning

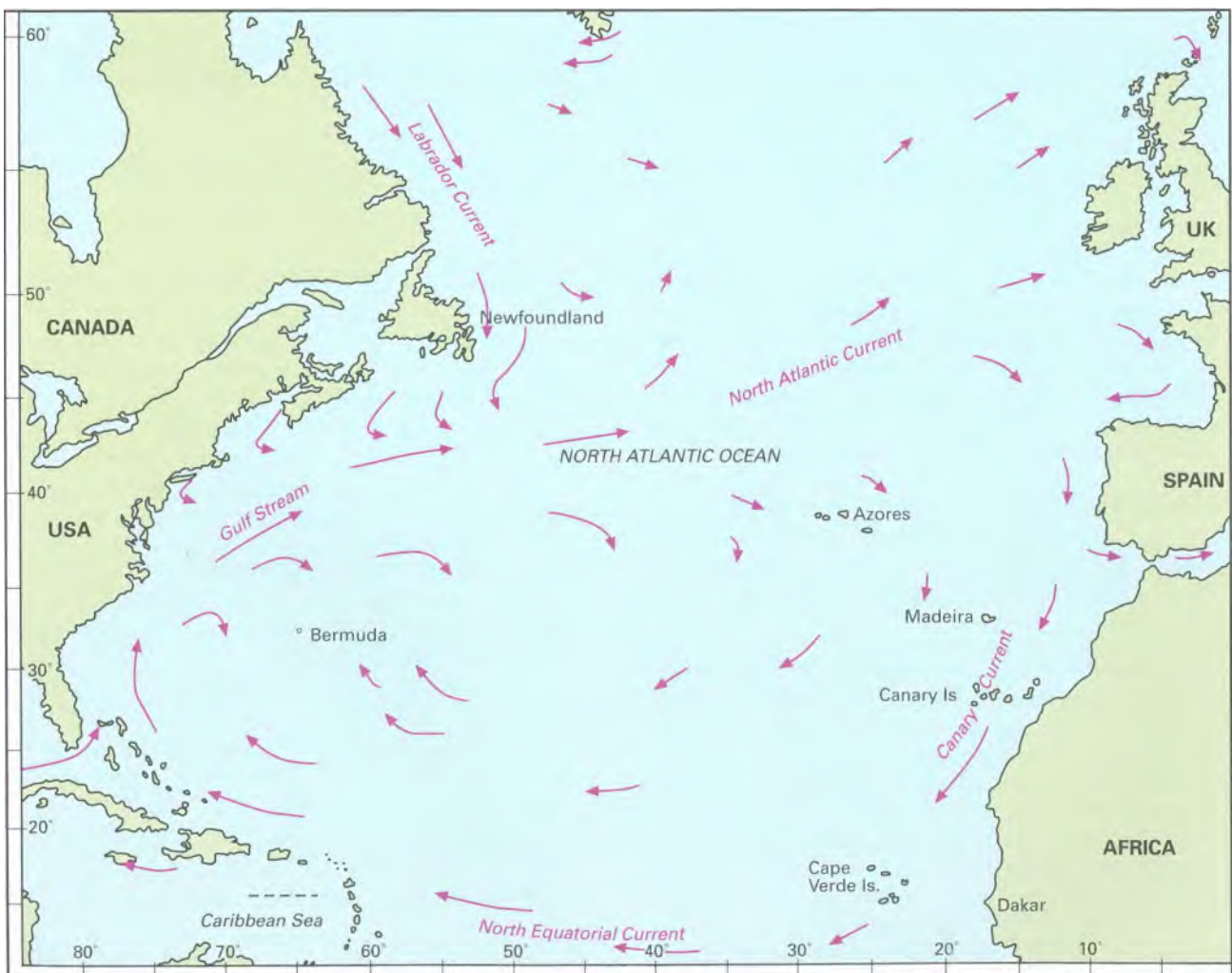
Whilst point of departure and arrival, timing and route are often dictated by outside factors, some basic rules should be observed when planning an ocean passage; most importantly that there are places and times which do not mix well, such as the western Atlantic during the tropical hurricane season and the northern Atlantic in autumn and winter when gales come with increasing frequency.

Other considerations to be taken into account, particularly for the longer passages, are the size and type of yacht, crew strength and experience, and range under power. Neither, at least with private yachts, should the important matter of crew happiness be neglected – for instance, most could easily make the passage from Bermuda to the

European mainland without calling at the Azores, but only if the skipper wishes to risk a mutiny. Charter yachts, or others with paid crews, timetables and deadlines, clearly have other priorities.

Wind and current circulation

Weather systems revolve around the North Atlantic in a generally clockwise direction, powered by the permanent high pressure in mid-ocean and the relatively low pressures surrounding it. Though local winds can and do run counter to this general rule – the Azores in July, for example, experience nearly as many winds out of the eastern quadrant as out of the west – the prevailing direction becomes more dominant as one heads south, until in November



Current circulation in the North Atlantic

westerlies seldom occur in the Canaries on more than two or three days in the month while in the Cape Verde islands they are virtually unknown. Further information on the weather conditions likely to be encountered in each of the four island groups will be found in their respective Cruising sections, on pages 26, 117, 154 and 268.

Being largely wind-driven, current circulation around the North Atlantic is also clockwise. The Azores are affected by a branch of the North Atlantic Current (Gulf Stream) setting generally southeast or south, while the Madeira archipelago, the Canaries and the Cape Verde islands lie in the path of the southwest-going Canaries Current. Around the Azores currents seldom exceed 0.5 knots, but speeds tend to increase further south to 1 or 1.5 knots through the Cape Verde islands. Current flow in all areas may be increased following long periods of strong winds or where the general flow is obstructed, such as around the ends of islands. Equally it may be cancelled out or even reversed by strong, sustained opposing winds, but this is only temporary.

Sources of further information

A great deal of useful information will be found on either the British Admiralty *Routeing Chart (North Atlantic Ocean) (NP 5124)* for the relevant month or the US National Geospatial-Intelligence Agency *Pilot Chart of the North Atlantic Ocean (Pilot 16)*, which is produced in four 3-monthly sections. Drawing on data collected over many years of observations, these give averages and extremes of wind strength and direction, current flow, wave and swell heights, visibility, temperature, barometric pressure, iceberg limits etc. The same information is to be found in slightly less detailed – but definitely more manageable – form in James Clarke's *Atlantic Pilot Atlas* and on Imray Laurie Norie & Wilson Ltd's new *Chart 100, North Atlantic Ocean Passage Chart*, the latter concentrating mainly on the months of April to July and October to December inclusive.

The fifth edition of the *Atlantic Crossing Guide*, recently updated by John Lawson for the RCC Pilotage Foundation, and *World Cruising Routes* by Jimmy Cornell, are valuable at the planning stage and go into considerably more detail about many of the possible routes than can be included here. So too does Street's *Transatlantic Crossing Guide* by American author Donald M Street Jr, now available in a facsimile edition of the original 1989 printing, and the classic *Ocean Passages for the World (NP 136)*, published by the British Admiralty Hydrographic Department, though the latter is slanted more towards the needs of merchant shipping than towards yachts.

Finally, those with internet access may like to consult the RCC Pilotage Foundation's *Passage Planning Guide*, to be found on the Pilotage Foundation's website at www.rccpf.org.uk.

Passage charts

See Appendix 1, page 319, for full details of large-scale charts.

British Admiralty (website www.ukho.gov.uk)

Chart Title	Scale
4011 North Atlantic Ocean – Northern Part	10,000,000
4012 North Atlantic Ocean – Southern Part	10,000,000
4014 North Atlantic Ocean – Eastern Part	10,000,000
4103 English Channel to the Strait of Gibraltar and the Arquipélago dos Acores	3,500,000
4104 Lisbon to Freetown	3,500,000
4115 Arquipélago dos Acores to the Arquipélago de Cabo Verde	3,500,000

US National Geospatial-Intelligence Agency
(website www.nga.mil)

Chart Title	Scale
121 North Atlantic Ocean (Northern Sheet)	5,870,000
120 North Atlantic Ocean (Southern Sheet)	6,331,100
125 North Atlantic Ocean (Southeastern Sheet)	5,281,950
126 North Atlantic Ocean (Northeastern Part)	3,619,020
103 English Channel to the Strait of Gibraltar including the Azores	3,500,000
104 Lisbon to Freetown	3,500,000

Unlike islands in the trade wind belts, the Azores can be reached from almost any direction. Yachts arrive from Britain and Northwest Europe, Spain, Portugal, Gibraltar, Madeira, the South Atlantic, the Caribbean, Bermuda, the US East Coast and Canada. Departure is slightly more limited, with few yachts leaving the islands to head westwards though it is by no means unknown.

Note that recommended dates refer to departure rather than to the passage as a whole.

Possible routes with distances to nearest 50M

Falmouth to Ponta Delgada or Horta

1150M and 1200M respectively. May to August. Keep as near the rhumb-line as conditions permit. The current sets southeast and prevailing winds are between southwest and northwest.

Ponta Delgada or Horta to Falmouth

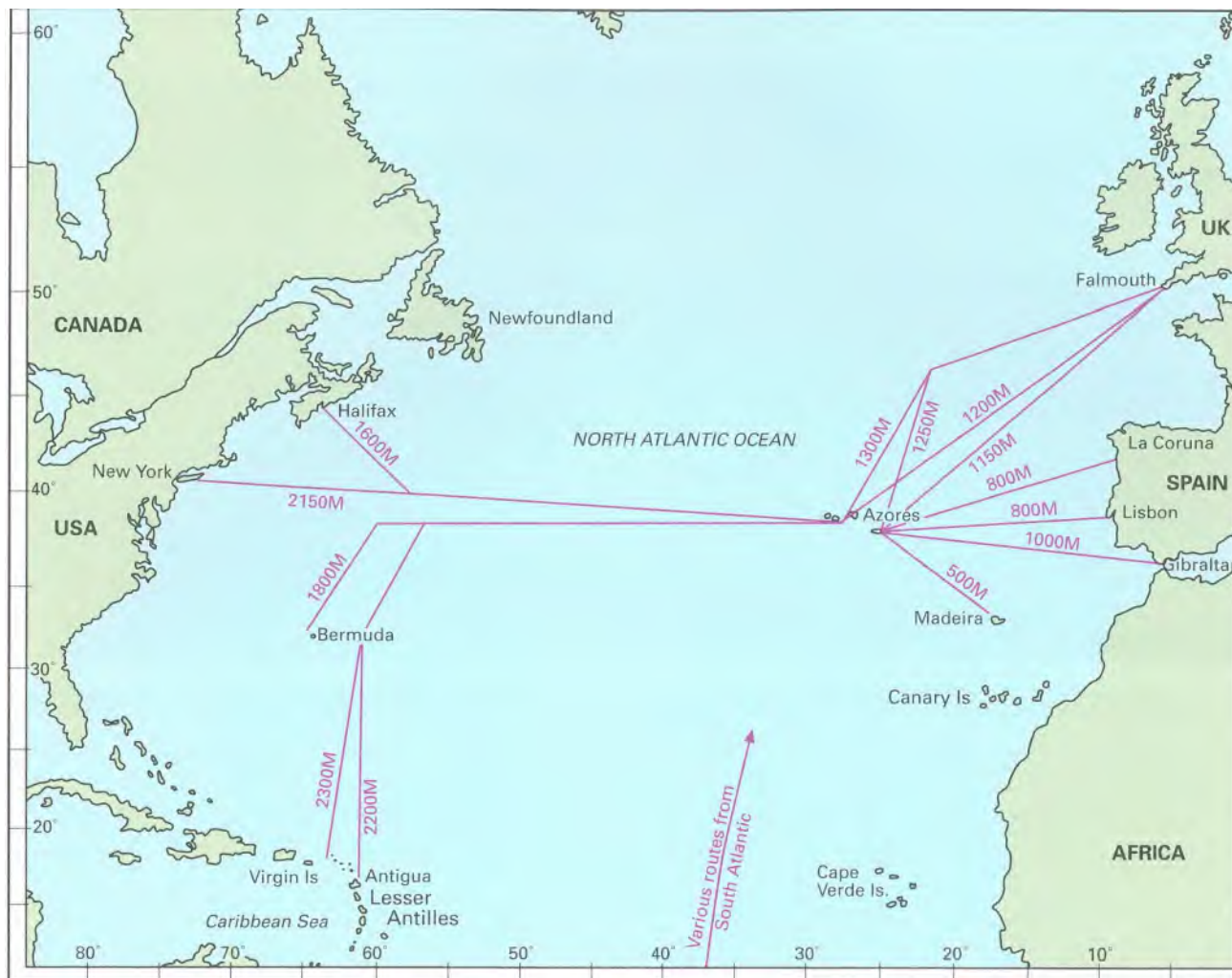
1250M and 1300M respectively. May to August. Work north or north-northeast until approximately 47°N to make the best use of east-going currents and avoid Biscay. Prevailing winds are southwest through northwest. An alternative strategy is to break the passage in northwest Spain and pick one's weather for crossing the Bay.

Bayona or Lisbon to Ponta Delgada

800M. May to August. A rhumb-line course, allowing for south-going current and the likelihood of northerly winds, particularly in midsummer. The reverse leg should be similar.

Gibraltar to Ponta Delgada

1000M. May to August. Coastal or direct route to Cabo Sao Vicente, then as for Lisbon. Reverse leg similar.



Routes to and from the Azores

Ponta Delgada to Madeira

500M. July to September. A rhumb-line course, with the current setting southwest and winds likely to be northwest to northeast – probably a very pleasant passage. The reverse leg is possible but likely to be hard on the wind throughout.

South Atlantic to the Azores

Various distances. Pleasant passages from St Helena, Ascension Island or ports on the east coast of Brazil can be made leaving in April or May, especially if using the route recommended in *Ocean Passages for the World*. If followed closely this offers the shortest possible crossing of the inter-tropical convergence zone.

Antigua or Virgin Islands to Horta

2200M and 2300M respectively (if sailed direct). May to June. Yachts with considerable range under power may risk the Great Circle route with its attendant calms. Others would be wise to work well north to within 200-300M of Bermuda (see below) but should still carry all possible fuel and water.

Bermuda to Horta

1800M. May to July. The accepted route is to head northeast to 38° or 40°N in order to pick up heavier winds and stronger currents before running down

the latitude for the Azores. Smaller yachts may prefer the lighter winds and flatter seas of the Great Circle route, but should anticipate a slow passage and carry all possible fuel and water.

New York to Horta

2150M. May to July. The rhumb-line course should enjoy prevailing southwesterly winds and a favourable current.

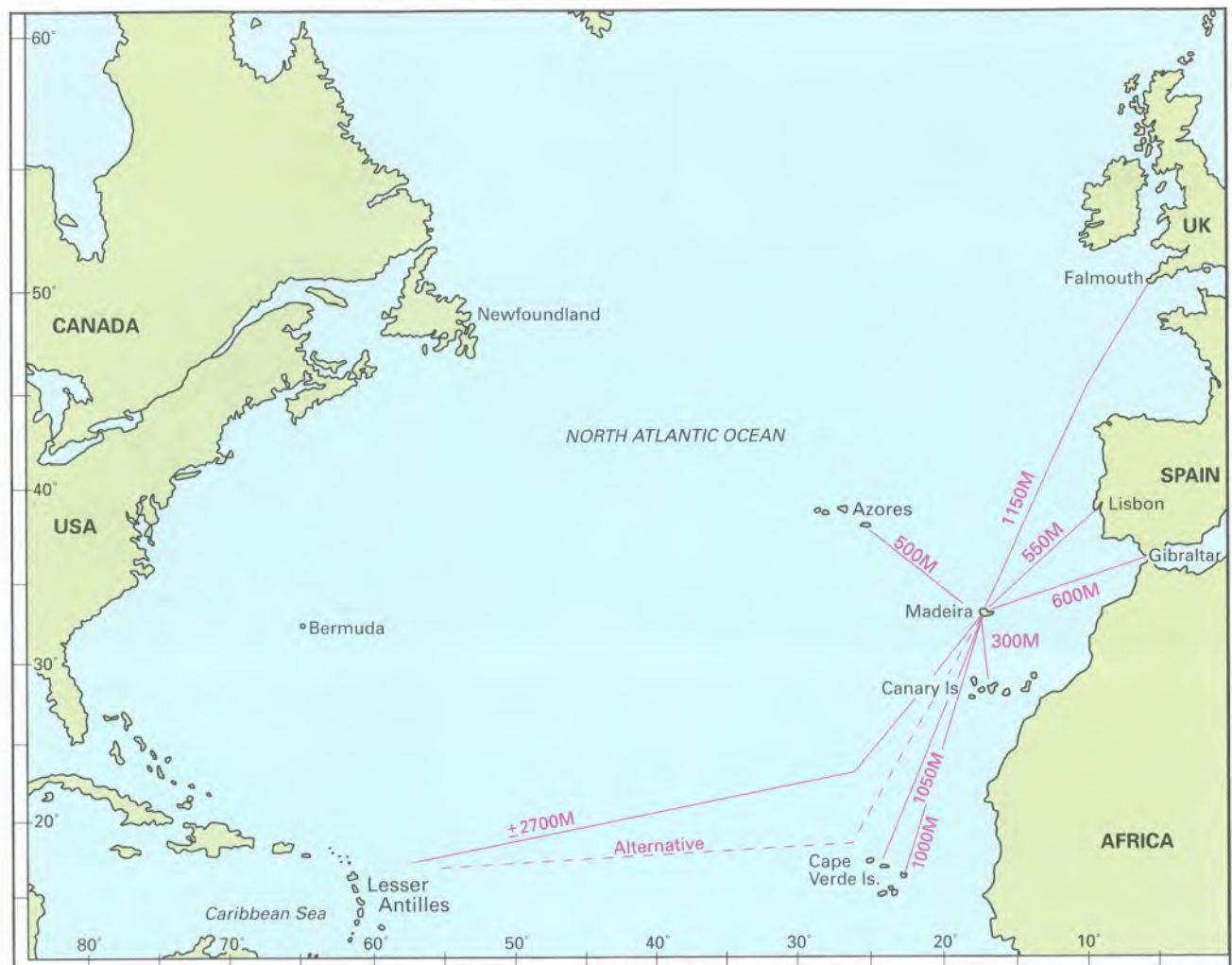
Halifax to Horta

1600M. June to July. Definitely worth heading southeast to pick up a fair current around 40°N 57°W, then as for New York.

Routes to and from the Madeira Group

Most yachts arriving in the Madeiran group do so from the northeast, having come direct from mainland Europe, and continue south or southwest towards the Canaries or directly across the Atlantic. However the passage from the Azores to Madeira has much to recommend it and occasionally a few yachts returning northwards from the Canaries also call in.

Note that recommended dates refer to departure rather than to the passage as a whole.



Routes to and from the Madeira Group

Possible routes with distances to nearest 50M

Falmouth to Madeira

1150M. May to August or September. Basically a rhumb-line course with some extra westing early on to clear Ushant and Finisterre, but not keeping so far off the Iberian coast as to lose the Portuguese trades. There is an excellent chance of favourable winds and current once past the latitude of Finisterre. The reverse passage would be distinctly 'uphill' and probably best broken in Spain, Portugal or the Azores.

Lisbon to Madeira

550M. May to October. A direct course, allowing for the south-going current. Winds are generally northwest to northeast with occasional calm periods. The reverse passage would probably be to windward, with allowance for current necessary.

Gibraltar to Madeira

600M. May to October. A rhumb-line course, allowing generously for the south-going current once outside the Strait. It is usually possible to lay the course without problem, though westerly or northwesterly winds sometimes blow later in the year.

Ponta Delgada to Madeira

500M. July to September. Again a rhumb-line course, with the current setting southwest and winds likely to be northwest to northeast – probably a very pleasant passage. The reverse leg is possible but likely to be hard on the wind throughout.

Madeira to Gran Canaria

300M. All year. Another direct course with favourable wind and current. The reverse leg would almost certainly be to windward.

Madeira to Ilha do Sal or São Vicente, Cape Verdes

1000 and 1050M respectively. Most likely to be sailed in October to March or April, though feasible at almost any season. A rhumb-line course, aided by the southwest-going current and prevailing winds between north and east. Attempting the reverse leg direct would be masochistic, though it might be possible via the West African coast.

Madeira to the Lesser Antilles

±2700M. November to May. It is always necessary to head well southwest before altering course for the Caribbean, but the best latitude at which to turn varies with the position of the trade wind belt. The 'classic' turning point of 25°N 25°W is often successful, but some seasons it is much too far north

and yachts may have to continue down to 20° or 18°N before finding good winds. A rhumb-line should then be possible, with favourable current and following winds.

Routes to and from the Canary Islands

Many yachts arrive in the Canaries from Madeira, others from mainland Europe or occasionally the Azores. The vast majority depart west or southwestwards across the Atlantic.

Note that recommended dates refer to departure rather than to the passage as a whole.

Possible routes with distances to nearest 50M

Falmouth to Gran Canaria

1400M. May to August or September. Basically a rhumb-line course with some extra westing early on to clear Ushant and Finisterre, but not keeping so far off the Iberian coast as to lose the Portuguese trades. There is an excellent chance of favourable winds and current once past the latitude of northwest Spain. The reverse passage would be distinctly 'uphill' and probably best broken in Spain, Portugal or the Azores.

Lisbon to Gran Canaria

750M. May to October. A direct course, allowing

for the south-going current. Winds are generally northwest to northeast with occasional calm periods. The reverse passage would probably be to windward, with allowance for current necessary.

Gibraltar to Gran Canaria

750M. May to October. A rhumb-line course, allowing generously for the south-going current once outside the Strait. It is usually possible to lay the course without problem, though westerly or northwesterly winds sometimes blow later in the year.

Madeira to Gran Canaria

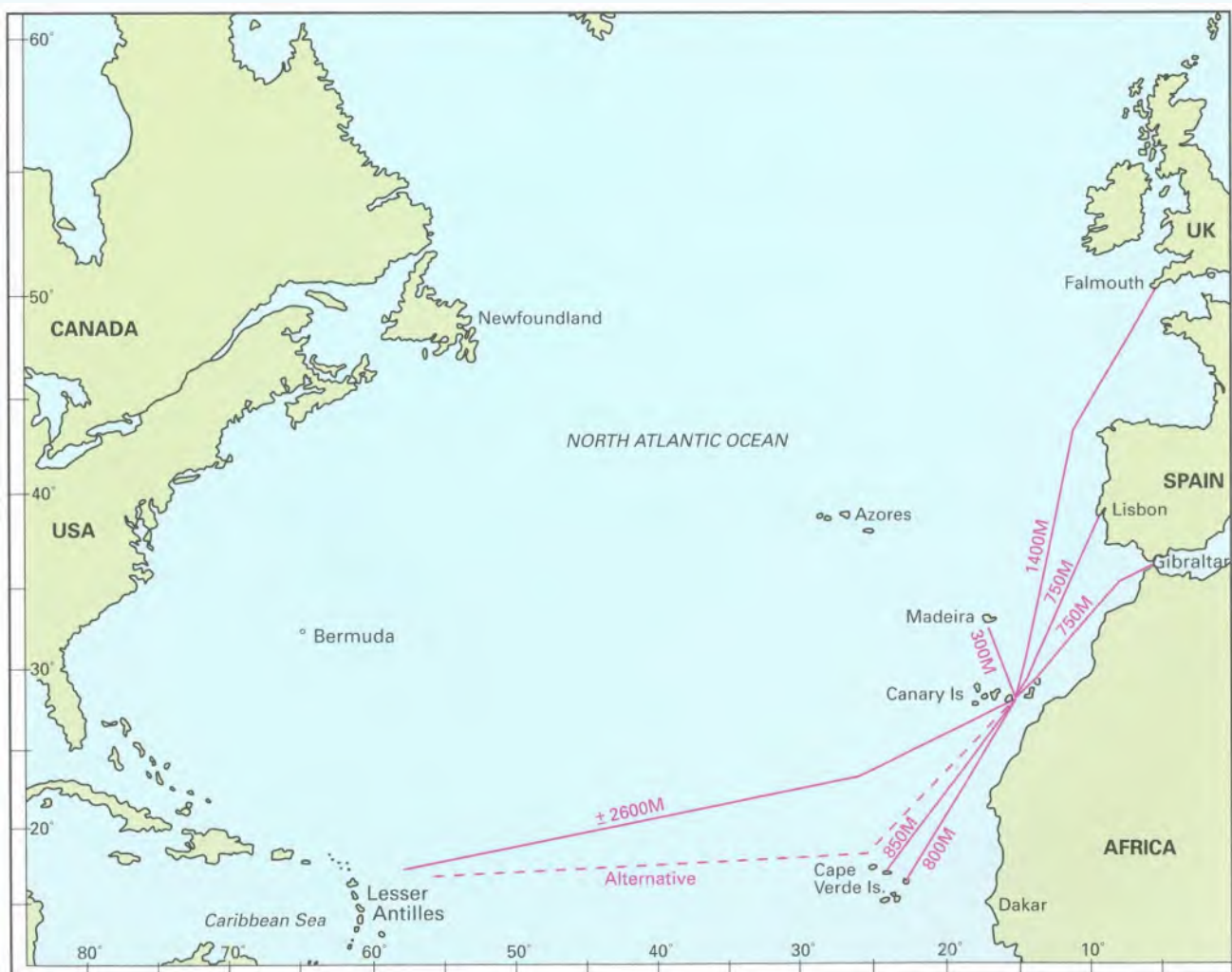
300M. All year. Another direct course with favourable wind and current. The reverse leg would almost certainly be to windward.

Gran Canaria to Ilha do Sal or São Vicente, Cape Verdes

800M and 850M respectively. Most likely to be sailed in October to March or April, though feasible at almost any season. A rhumb-line course, aided by the southwest-going current and prevailing winds between north and east.

Gran Canaria to the Lesser Antilles

±2600M. November to May. As for Funchal to Antigua, though in some years it will not be



Routes to and from the Canary Islands

necessary to sail very far southwest before picking up the trade winds.

Routes to and from the Cape Verdes

Lying squarely in the path of the northeast trades, the vast majority of yachts arriving in the archipelago do so from Madeira or the Canaries, with the occasional one from Gibraltar via West Africa. Equally, a very high proportion depart for the Caribbean or South America, though a few head south or southeast towards Africa.

Note that recommended dates refer to departure rather than to the passage as a whole.

Possible routes with distances to nearest 50M

Madeira to Ilha do Sal or São Vicente

1000 and 1050M respectively. Most likely to be sailed in October to March or April, though feasible at almost any season. A rhumb-line course, aided by the southwest-going current and prevailing winds between north and east.

Gran Canaria to Ilha do Sal or São Vicente

800M and 850M respectively. As for Madeira to Ilha do Sal or São Vicente.

Dakar to Ilha do Sal

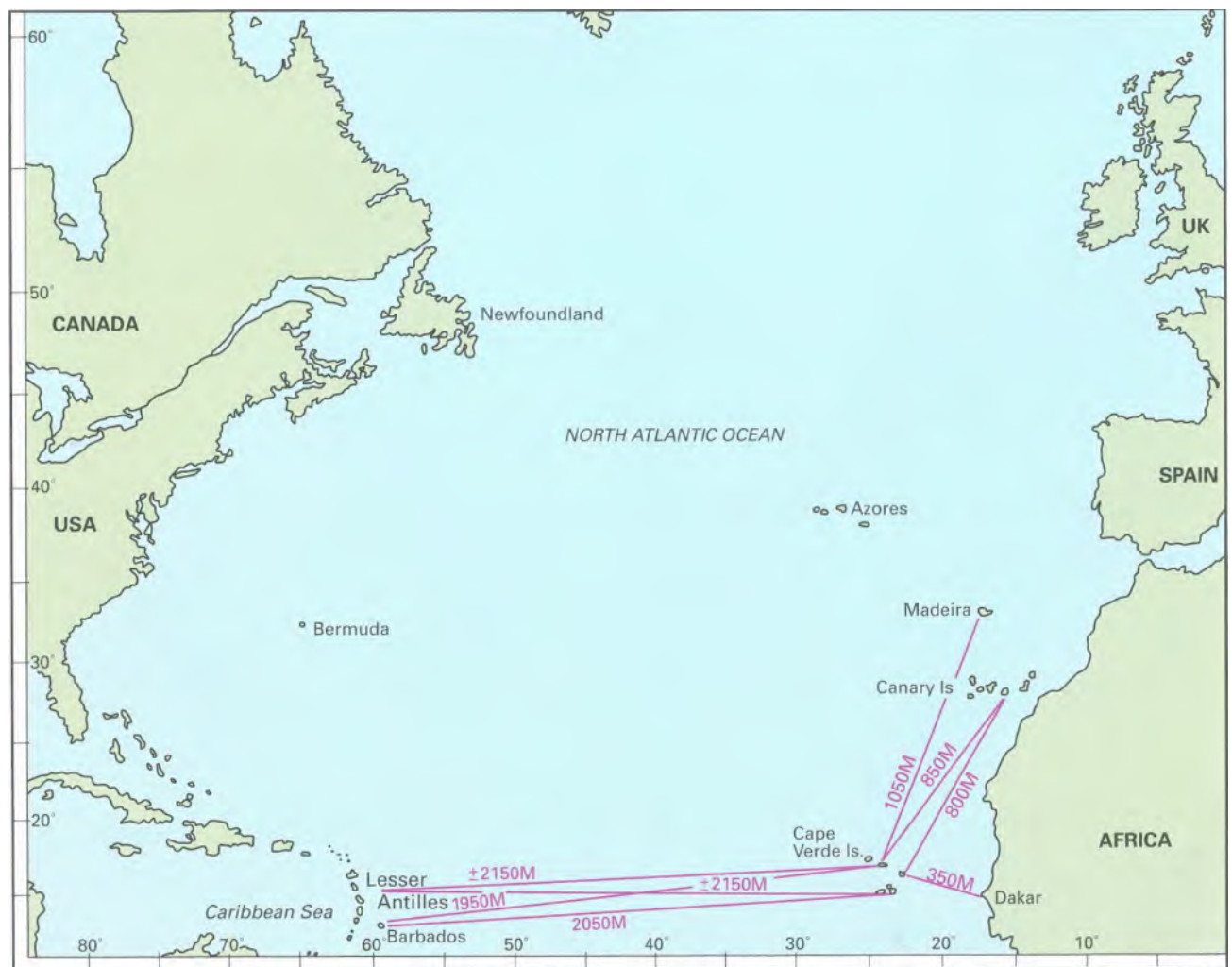
350M. October to April. Northerly winds near the African coast may free to give northeasterlies nearer the islands, but as allowance must be made for the south-going current it would be wise to keep well to windward. The reverse leg is similar, but with the possibility of freer winds.

São Vicente or Santiago to Barbados

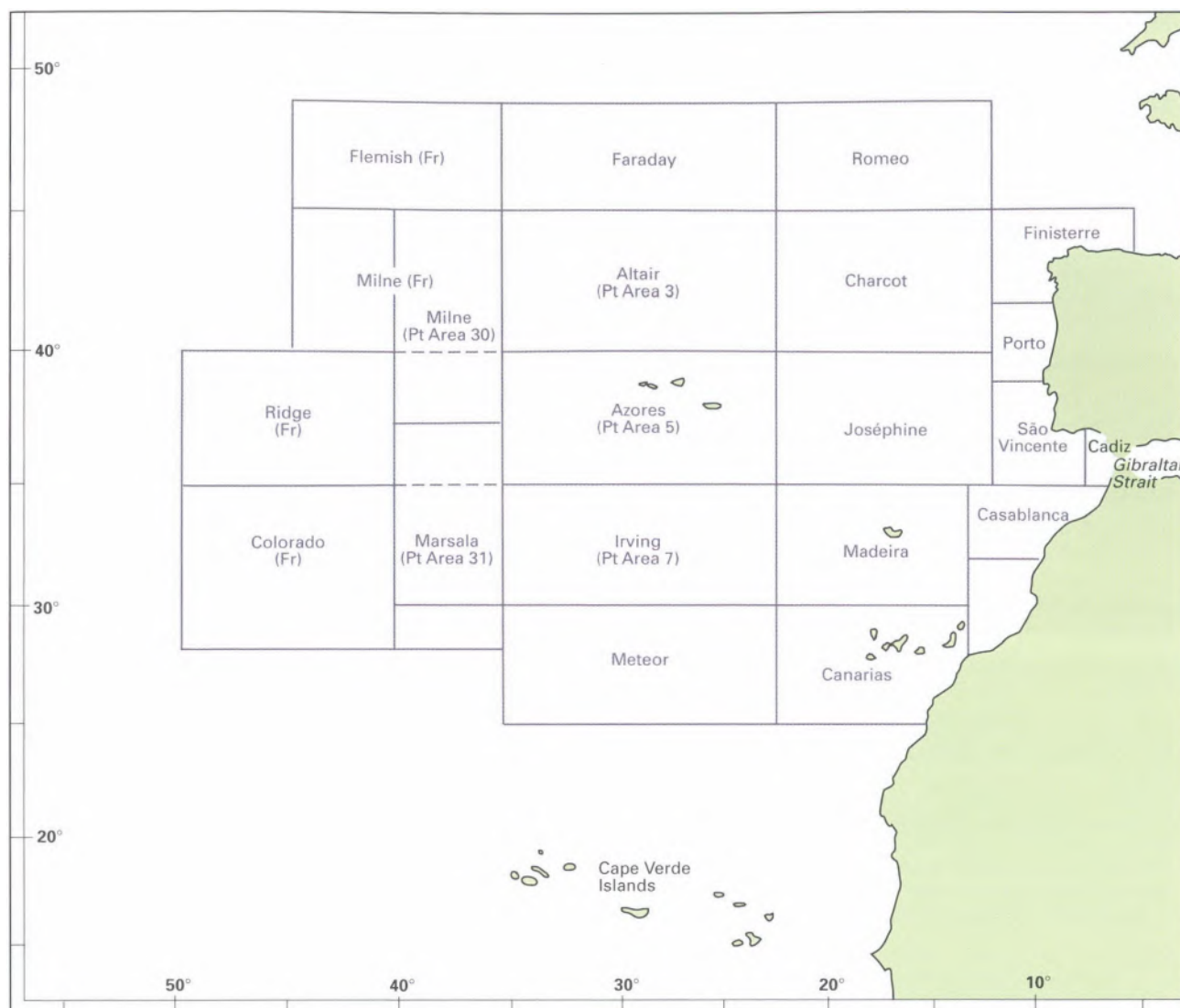
1950M and 2050M respectively. November to May. Without the need to search southwards for the trade winds, a rhumb-line is generally the best course for Barbados. With favourable winds and current this should be a fast and enjoyable passage.

São Vicente or Santiago to the Lesser Antilles

±2150M. November to May. As for Barbados.



Routes to and from the Cape Verde Islands



FRENCH, PORTUGUESE AND SPANISH WEATHER FORECAST AREAS

Extremely comprehensive details of all official weather forecasts worldwide will be found in the Admiralty *List of Radio Signals, Volumes 3(1)* and *3(2)*, the former covering Europe, Africa and Asia and the latter the rest of the world including the Americas. Thus, with the exception of one or two North American weatherfax transmissions, the Atlantic Islands are covered by *Volume 3(1)*. Reprinted annually, they can be updated via the weekly *Notices to Mariners*, available online at www.ukho.gov.uk. The US equivalent is *Worldwide Marine Weather Broadcasts*, published by NOAA.

Perhaps more convenient for yachtsmen, particularly those with limited bookshelf space, are *Maritime Communications — United Kingdom and the Mediterranean (NP289)* and *Maritime Communications — Caribbean (NP290)*, which also contain details of GMDSS and DSC procedures, Navtex and SafetyNet information, marina and port communications, satellite and radio telephone services, and global navigation satellite systems

(GPS). Unfortunately the Atlantic Islands are split between the two volumes, the Azores featuring in *NP289* and Madeira, the Canaries and Cape Verde islands in *NP290*. Both books are reprinted biannually, with corrections appearing every four weeks in *Notices to Mariners*, available online at www.ukho.gov.uk.

It should be noted that times quoted for weather messages, navigational warnings and traffic lists are normally given in Universal Time (UT or, previously, GMT). This contrasts with harbour and marina radio schedules, which are generally governed by office hours and are therefore quoted in Local Time (LT).

English language

There are relatively few official forecasts for vessels in the eastern Atlantic in the English language, though the *BBC Radio 4* shipping forecasts broadcast at 0048, 0535, 1201 and 1755 UK local time (BST in summer, UT in winter) on 198kHz (1515m) extend to 35°N and 15°W and are therefore relevant if sailing between mainland

necessary to sail very far southwest before picking up the trade winds.

Routes to and from the Cape Verdes

Lying squarely in the path of the northeast trades, the vast majority of yachts arriving in the archipelago do so from Madeira or the Canaries, with the occasional one from Gibraltar via West Africa. Equally, a very high proportion depart for the Caribbean or South America, though a few head south or southeast towards Africa.

Note that recommended dates refer to departure rather than to the passage as a whole.

Possible routes with distances to nearest 50M

Madeira to Ilha do Sal or São Vicente

1000 and 1050M respectively. Most likely to be sailed in October to March or April, though feasible at almost any season. A rhumb-line course, aided by the southwest-going current and prevailing winds between north and east.

Gran Canaria to Ilha do Sal or São Vicente

800M and 850M respectively. As for Madeira to Ilha do Sal or Sao Vicente.

Dakar to Ilha do Sal

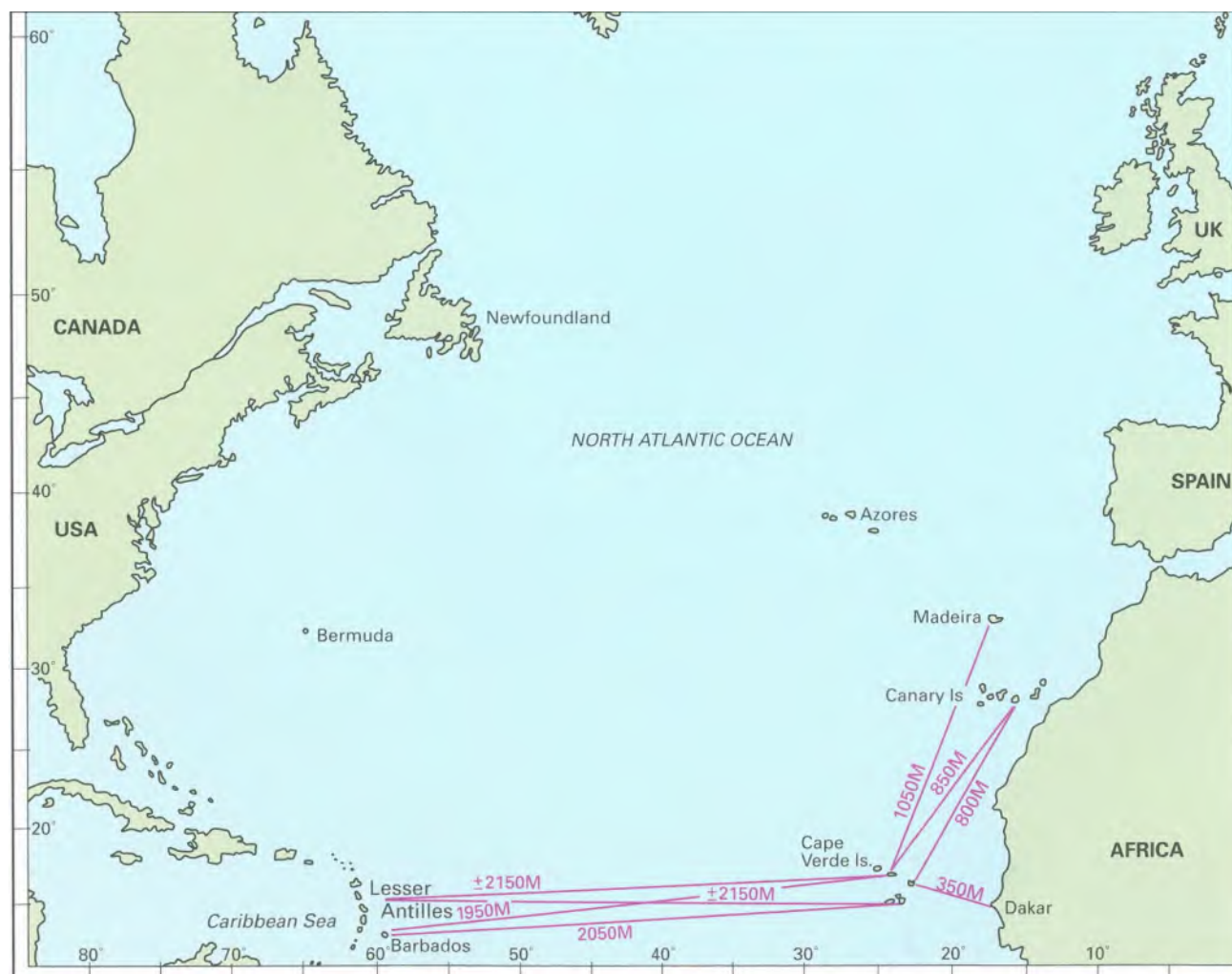
350M. October to April. Northerly winds near the African coast may free to give northeasterlies nearer the islands, but as allowance must be made for the south-going current it would be wise to keep well to windward. The reverse leg is similar, but with the possibility of freer winds.

São Vicente or Santiago to Barbados

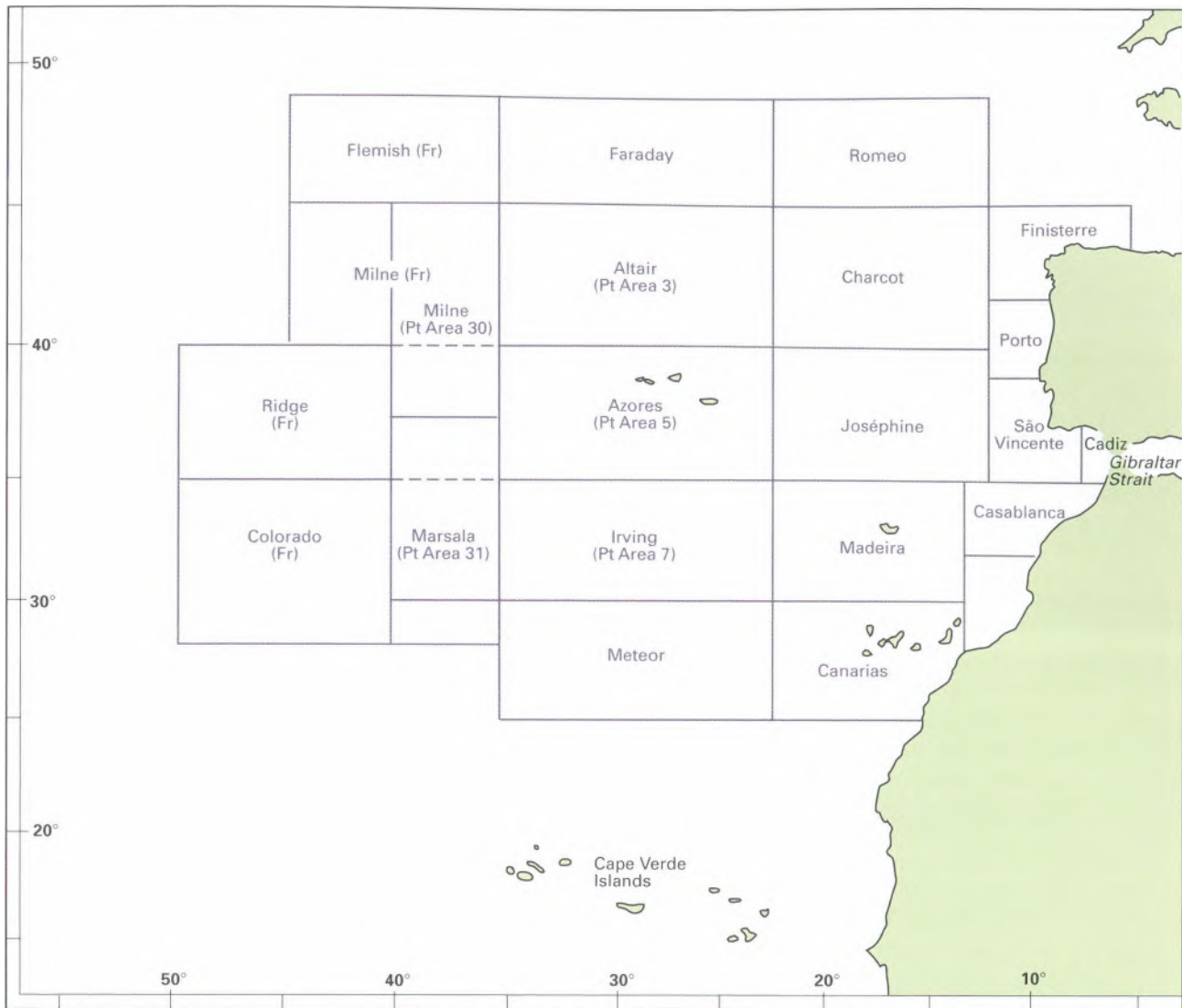
1950M and 2050M respectively. November to May. Without the need to search southwards for the trade winds, a rhumb-line is generally the best course for Barbados. With favourable winds and current this should be a fast and enjoyable passage.

Sao Vicente or Santiago to the Lesser Antilles

±2150M. November to May. As for Barbados.



Routes to and from the Cape Verde Islands



FRENCH, PORTUGUESE AND SPANISH WEATHER FORECAST AREAS

International weather forecasts

Extremely comprehensive details of all official weather forecasts worldwide will be found in the Admiralty *List of Radio Signals, Volumes 3(1)* and *3(2)*, the former covering Europe, Africa and Asia and the latter the rest of the world including the Americas. Thus, with the exception of one or two North American weatherfax transmissions, the Atlantic Islands are covered by *Volume 3(1)*. Reprinted annually, they can be updated via the weekly *Notices to Mariners*, available online at www.ukho.gov.uk. The US equivalent is *Worldwide Marine Weather Broadcasts*, published by NOAA.

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(GPS). Unfortunately the Atlantic Islands are split between the two volumes, the Azores featuring in *NP289* and Madeira, the Canaries and Cape Verde islands in *NP290*. Both books are reprinted biannually, with corrections appearing every four weeks in *Notices to Mariners*, available online at www.ukho.gov.uk.

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Europe and the Azores or Madeira.

If able to receive MF transmissions, the weather bulletin broadcast in Portuguese by *Horta Radionaval* on 2657kHz SSB at 0935 and 2135 is repeated in English, as is that broadcast by *Porto Santo Radionaval* on the same frequency at 0735 and 1935. In both cases bulletins broadcast on VHF are in Portuguese only.

If within VHF range of Tenerife, *Tenerife (MR CC)* broadcasts a weather bulletin for the western Canaries in Spanish and English on Ch 74 at 0015, 0415, 0815, 1215, 1615, 2015 - see page 214.

French language

Radio France International broadcasts gale warnings, synopsis and a 24 hour forecast at 1140 UT daily on the following AM (A3E) frequencies - 6175, 15300, 15515, 17570 and 21645kHz. Frequency varies according to reception area, as does the area covered in the forecast.

The forecast is read clearly and at moderate pace, and those with limited French may find it helpful to record it for translation. The format is straightforward being gale warnings, synopsis, development and area forecasts. It is divided into a number of major forecast areas (see diagram above) each of which may be further subdivided.

Portuguese and Spanish language

Forecasts in Portuguese are broadcast on VHF from Flores, Faial and Sao Miguel in the Azores, and Porto Santo in the Madeira group. Forecasts in Spanish are broadcast on VHF by Coast Radio Stations throughout the Canaries. See individual harbour text for details.

Navtex

Two Navtex stations - *Horta* and *Las Palmas de Gran Canaria*, both in NAVAREA 11 - currently operate within the area covered by this book, with transmissions in English on the standard frequency of 518kHz. Details of times and coverage will be found with the harbour details on pages 46 and 193 respectively. A Navtex station is planned for Porto Santo (see page 121) but it is not known when it may become operational. There is no Navtex coverage in the Cape Verde islands.

Mainland European stations which also cover Atlantic waters include La Coruna and Tarifa (Spain) and Monsanto (Portugal). The former transmit weather bulletins in English and Spanish at 0830 and 2030 (La Coruna) and 0900 and 2100 (Tarifa) for waters within 450M of the Spanish coast, relevant to many on passage south. The latter transmits weather bulletins in English on receipt and at 0250, 0650, 1050, 1450, 1850, 2250 for Portuguese forecast areas Charcot, Joséphine, Finisterre, Porto, Sao Vicente and Cadiz (see diagram).

Weatherfax

Four sources of weatherfax are relevant to the eastern North Atlantic - *Northwood (UK)*, *Offenbach (Germany)*, *Boston (USA)* and *Halifax (Canada)*.

Northwood transmits on 2618·5, 4610, 8040 and 11086·5kHz, with schedules at 0236 and 1424, gale summaries at 0348, 0600, 0700, 1148, 1548 and 1900, and forecasts at 0524, 0800, 0848, 1000, 1300, 1600, 1700, 1736, 2000 and 2200. Further information, much of it useful, is transmitted at other times. Coverage extends south to 32°N and west to beyond 50°W.

Offenbach transmits on 3855, 7880 and 13882·5kHz, with a schedule at 1111, test chart at 1132, surface pressure analyses at 0525, 0743 and 1800 and weather charts at 0430, 1050, 1145, 1600 and 2200. Timing of forecasts varies according to the area covered, which may extend as far south as 16°S and westwards across the entire Atlantic.

Boston transmits on 4235, 6340·5, 9108 and 12750kHz, with schedules in two parts - Part 1 at 0243 and 1405, and Part 2 at 0254 and 1420. A surface analysis for Part 1, the eastern North Atlantic, is transmitted at 0325, 0402, 0925, 1002, 1525, 1723, 2125 and 2202, with forecasts at 0805, 0855, 1905, 1955, 2045 and 2115. Further information, much of it useful, is transmitted at other times. The entire Atlantic to 15°N is covered.

Halifax transmits on 122·5, 4271, 6496·4, 10536 and 13510, with a schedule at 1101, surface analyses at 0322, 0901, 1522 and 2101 and forecasts at 1201, 1222 and 1302. Coverage extends east to 20°W and south to around 30°N, so taking in the Azores but not the other three island groups.

Full details of *Northwood* and *Offenbach* are given in both the *Admiralty List of Radio Signals, Volume 3(1) and Maritime Communications - United Kingdom and the Mediterranean (NP289)*, while *Boston* and *Halifax* appear in the *Admiralty List of Radio Signals, Volume 3(2) and Maritime Communications - Caribbean (NP290)*.

Amateur forecasts

In addition to the official forecasts, several amateur or 'ham' nets transmit weather information for different parts of the Atlantic Ocean. Only licensed amateur operators may transmit, but all may listen and useful information can be obtained. All frequencies are USB (J3E). Nets come and go, but as of 2004 the two most relevant to yachts heading east towards the Azores or departing the Canaries or Cape Verde islands westward had both been established for several decades. They are:

Herb's Net - Herb Hilgenberg, often referred to as **South Bound II**, callsign *GX498*, email hehilgen@sympatico.ca, www3.sympatico.ca/hehilgen/vax498.htm, broadcasts daily on 12359kHz (occasionally)

Meteorology on the Internet

An ever-increasing amount of weather-related information can be found on the internet. As of May 2004 the following sites were all up and running, though much information is duplicated at least once.

<http://mypage.bluewin.ch/weltumsegelung.ch/bookmarks.htm> - *Skippy's Bookmarks* - a private Swiss site

(though mostly in English), well constructed and with dozens of useful links on a variety of subjects including meteorology

manati.web.noaa.gov/doc/oceanwinds.html - *Marine Observing Systems Team* - a technical (but nevertheless interesting) American site carrying a wide range of background data

weather.noaa.gov/fax/otherfax.shtml - *US National Weather Service* - a wide range of surface analysis and forecast charts for both sides of the Atlantic up to five days ahead

www.cnn.com/WEATHER/images.html - *CNN Weather Images* - worldwide weather coverage with charts, satellite images and three day forecasts for principal cities

www.ecmwf.int - *European Centre for Medium-Range Weather Forecasts* - featuring pressure charts for up to six days ahead, as well as worldwide 'seasonal forecast charts'

www.franksingleton.clara.net - *Frank Singleton's Weather Site* - believed to be the only meteorological website constructed by a yachtsman (and retired senior forecaster with the UK Met Office) for other yachtsmen. Contains links to many useful sites plus, crucially, advice on how to get the best out of them

www.inm.es - *Instituto Nacional de Meteorologia Maritima* (the Spanish Met Office) in Spanish only. Follow the 'maritima' link, then select first 'Salidas de los modelos de prediccion de viento y oleaje' and finally 'Ultimos mapas previstos' for 12, 24 or 48 hour viento (wind) or oleaje (swell) predictions for areas including the Canary Islands. Slow to open without broadband

www.meteo.pt - *Instituto de Meteorologia* (the Portuguese Met Office) in Portuguese but reasonably user-friendly. Covers the Azores and Madeira as well as mainland Portugal

www.metoffice.com - *UK Met Office* - with worldwide satellite imagery as well as UK forecasts. Some services are accessible by subscription only

www.sat.dundee.ac.uk - *Dundee Satellite Receiving Station, Dundee University* - images from orbiting and geostationary satellites, plus some useful links. (Free) registration is necessary for full access

www.theyr.net - *Theyr.Net* - carries easily accessed forecasts for selected cities worldwide, plus (rather small) wind, cloud, temperature and precipitation diagrams. Closer study reveals an impressive depth of information

www.wetterzentrale.de/topkarten - *Wetter Zentrale* - useful German site giving links to many key world weather sites, some of which charge if accessed directly

www.wmo.ch - *World Meteorological Organization* - a UN Specialized Agency whose brief it is to promote co-operation between national met offices and hydrological services, encourage standardisation of observations, and further their use. Forecasts, links and much else of interest

www.weatherbase.com - *Weatherbase* - weather records and monthly statistics (not current forecasts) for more than 16,000 cities worldwide. Fascinating!

www.worldclimate.com - *WorldClimate* - a British site providing an archive of past weather data (no current or forecast information). Not specifically maritime

www.wunderground.com - *The Weather Underground* - claiming to be 'the first internet weather service', this site user-friendly site (available in several languages) carries a vast range of marine and land-based weather information including local barometric readings

www3.sympatico.ca/hehilgen/vax498.htm - *Herb Hilgenberg, South Bound II* - not weather info per se, but the background to Herb's Net as described under Amateur forecasts, above. Well worth visiting before departure

Miscellaneous websites of interest

Of the thousands of websites of potential interest to yachtsmen cruising the Atlantic Islands, the following dozen offer something for everybody. Additional suggestions would be welcome, and may be featured in the ongoing supplement to this book carried on Imray Norie Laurie & Wilson Ltd's website at www.imray.com.

<http://volcano.und.nodak.edu> - *University of North Dakota* - claims to be 'the web's premier source of volcano info', and I wouldn't argue. Photographs and facts about volcanoes worldwide, including more than twenty throughout the Atlantic Islands, plus related geology etc

www.bluewaterweb.com - *Bluewater Books & Charts* - one of America's largest nautical bookstores and chart agents, including Admiralty and Imray charts and publications. Online ordering

www.bradt-travelguides.com - *Bradt Travel Guides* - publishers of Azores: *The Bradt Travel Guide* and Cape Verde Islands: *The Bradt Travel Guide* (both highly recommended) amongst many others. Online ordering

www.hidrografico.pt/hidrografico - *Portuguese Hydrographic Institute* - full online chart catalogue, including the Azores, Madeira and Cape Verde islands. No direct sales, but links to two Lisbon chart agents

www.imray.com - *Imray Laurie Norie & Wilson Ltd* - publisher of a wide range of cruising guides and charts (correctional supplements carried on the website), retailer for other publishers and Admiralty chart agent. Online ordering

www.marineinstruments.co.uk - *Marine Instruments* - based in Falmouth, Cornwall from which so many British yachts depart. Stockists of Admiralty and Imray charts and publications, cruising guides for all parts of the world, and also DTP compass adjusters and instrument repairers. Worldwide mail order

www.noonsite.com - *Noonsite Ltd* - originally created to carry updates and corrections for Jimmy Cornell's well-known *World Cruising Handbook* and *World Cruising Routes*, but now host to a vast amount of worldwide cruising information to which yachtsmen are invited to contribute. Available in text only for those with slow (or expensive) internet access

www.oceancruisingclub.org - *Ocean Cruising Club* - a UK-based club with worldwide membership, backed by a network of port officers and representatives. Categories for Ordinary and Associate membership (the former requiring a port-to-port passage of 1000 miles or more) ensure it remains the club for ocean cruising sailors. Online application form

www.redtailcanyon.com - *Redtail Canyon* - great satellite images of many of the islands in this book, plus a section on volcanoes ... and all kinds of other things. Compiled by an American IT specialist resident in Japan

www.rccpf.org.uk - *RCC Pilotage Foundation* - containing information about current and future PF titles and access to its *Passage Planning Guide* (see page 2).

www.ssca.org - *Seven Seas Cruising Association* - US-based club for both serious cruisers and local liveaboards with a worldwide (though mainly American) membership, known for its informative monthly bulletin and 'clean wake' policy. Online application form

www.sunflowerbooks.co.uk - *Sunflower Books* - publishers of the highly recommended series of 'Landscapes' walking and car touring guidebooks. No online ordering, but a comprehensive list of stockists. In English and German

www.ukho.gov.uk - *UK Hydrographic Office* - user-friendly website featuring the complete Admiralty chart catalogue, weekly *Notices to Mariners* (including an invaluable listing of relevant notices by chart), plus worldwide distributor listing with links. Also the home of *EasyTide*, which gives daily tidal data for many of the harbours in this book, though with a few oddities and anomalies (see pages 27, 118, 156 and 270).

8294 or 16531kHz) from 2000. He prepares a detailed five day forecast for each yacht on his 'log', which in return is expected to report current conditions at their position. Those with receivers but no means of transmission are welcome to listen in and may well find that a forecast is given for a boat close to their own position

The Transatlantic Maritime Mobile Net – run by Trudi in Barbados, callsign *8P6QM*, broadcasts on 21400kHz at 1300, with weather on the half hour. Yachts throughout the Atlantic (but principally heading west on the trade wind route) check in, giving positions and actual weather conditions. The net may not operate for periods during the hurricane season.

Horizontal chart datum

Positions given by modern satellite navigation systems are normally expressed in terms of World Geodetic System 1984 (WGS84) Datum – in practice identical to the previously used WGS72, but sometimes differing by more than 500m from the datum of charts based on older surveys. New editions of British Admiralty charts are either based on WGS84 Datum or carry a note giving the correction necessary to comply with it, but charts published by other nations' hydrographic offices may use different datums when covering the same area.

Every effort has been made to relate the plans throughout this guide to WGS84 Datum. However in a few places fully accurate datum has yet to be established, and a margin for error of at least 0.5M should be allowed if relying on GPS in poor visibility. Yachtsmen who update their pilot books from Admiralty Notices to Mariners should also be aware that positions are given relative to the datum of the chart to which the Notice refers. Thus in some cases a datum correction will need to be applied before the change can accurately be plotted on the plans in these pages.

Specific notes on both the above points will be found in the Sailing and Navigation sections for each island group.

Caution and request

Although considerably improved over the past decade, maintenance of lights and other navigational aids throughout the Atlantic Islands can still be poor and even major lights may occasionally be out of service for long periods. This is particularly true of remote areas such as the Ilhas Selvagens, where maintenance can be rendered difficult if not impossible by bad weather, and of the Cape Verde islands, where many lights simply do not work – ever.

The three northern groups are for the most part accurately charted, though the rapid development of both tourist complexes and new harbours in the Canaries can prove confusing. The larger Cape Verdean harbours have also been surveyed relatively

recently, but in other parts of the archipelago charts may be dangerously inaccurate.

In all four groups corrections may take many months to filter through the system and appear in the weekly *Admiralty Notices to Mariners*, and in the case of the Cape Verdes some of the changes described in the second (1994) edition of this book have yet to be officially recognised. For all these reasons, even a brand new chart, fully corrected, should not be assumed to be fully up-to-date in all respects.

Where changes come to the notice of the author and/or publisher they will be incorporated in the ongoing supplement to this book carried on Imray Norie Laurie & Wilson Ltd's website at www.imray.com. Feedback of all kinds is therefore very welcome, and should be sent either by *email* to ilnw@imray.com or to Imray Laurie Norie & Wilson Ltd, Wych House, The Broadway, St Ives, Cambs PE27 SBT. Thank you.

For centuries Punta Orchilla formed the western limit of the known world, also serving as a prime meridian for 2½ centuries prior to 1884.



I. The Azores



The archipelago

The nine islands which form the Azores archipelago seem to have a uniqueness and appeal out of all proportion to their size – tiny, irregular pieces of land only 2335km² in total, scattered over some 58,000km² of ocean and hardly more than dots on the North Atlantic chart. Perhaps this explains why many yachtsmen pass through the islands with only a brief stop at Horta for sleep, water and fresh food. Others may assume that there is only the one safe harbour in the archipelago, or that the islands must be so similar that there is little point in visiting more than one. Both those ideas could hardly be further from the truth. The islands form a varied, unspoilt, uncrowded cruising ground waiting for any yacht – and crew – capable of the ocean passage.

The Azores lie about 750M west of mainland Portugal, somewhat to the east of the Mid-Atlantic Ridge and along the margins of the Eurasian and African Plates. Over millions of years these weaknesses in the earth's crust have allowed molten lava to seep through to the surface and form volcanoes, whilst at the same time new rock forming along the Mid-Atlantic Ridge pushed the older rock outwards – a process which is still continuing and causing the Atlantic Ocean floor to widen by 0.5cm each year. This accounts for the fact that the oldest lava in the Azores is a mere 4 million years old, whilst that in the Cape Verde islands, much nearer the African coast, is as much as 120 million years old. As the volcanoes grew, with later eruptions having to work upwards through ever greater thicknesses of older lava, the volcanic activity grew fiercer and more explosive, in many cases eventually disintegrating the entire cone to form a vast crater or *caldeira*. Only the massive Pico still retains most of its original height in one classic cone, but though apparently dormant it is now ringed with monitoring devices ready to detect the least hint of a build-up of pressure within.

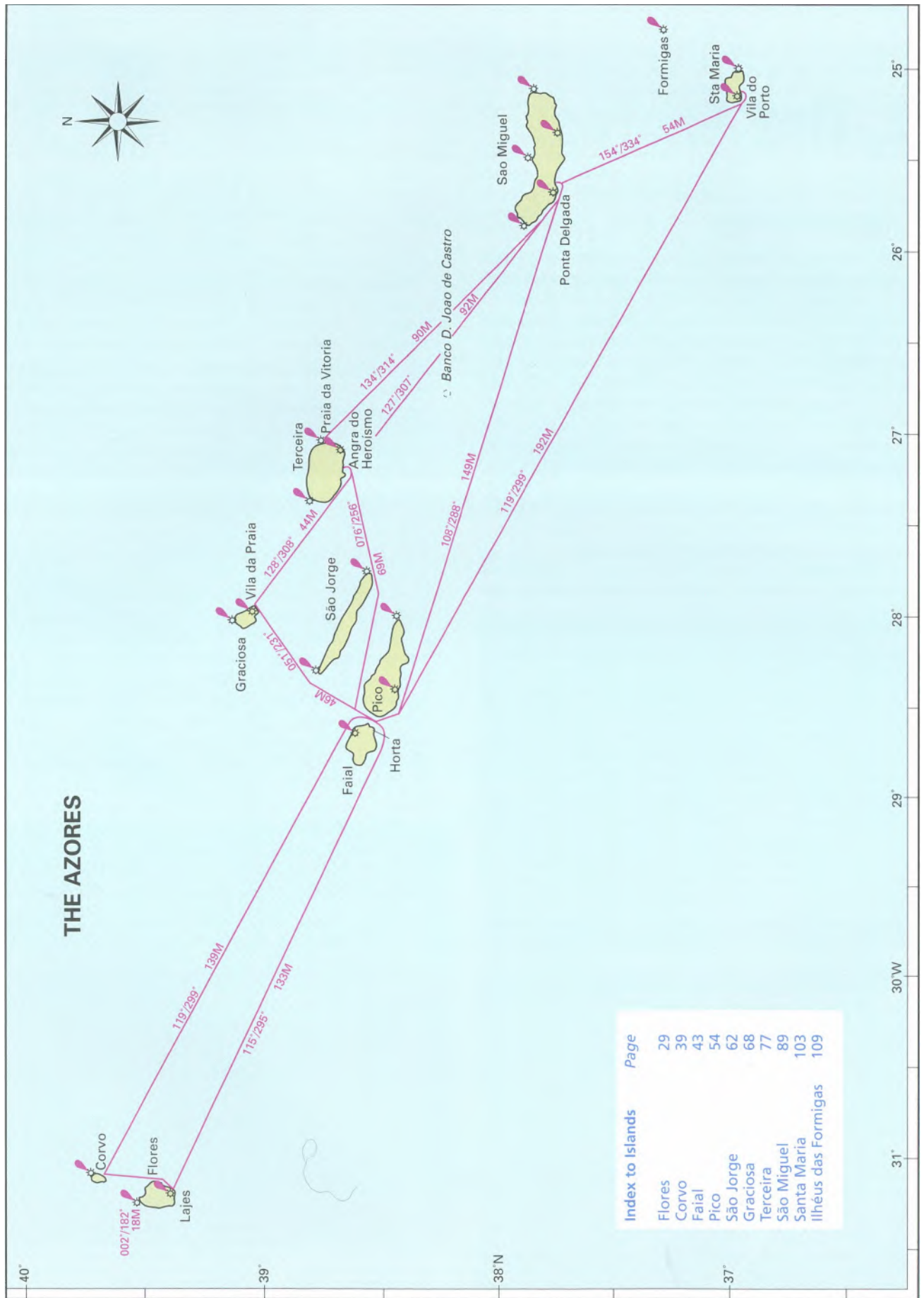
Elsewhere in the Azores one finds vast lava fields – several formed within recorded history – sulphur caves, boiling geysers and hot or cold mineral springs. Sterile pumice and ash still cover the western end of Faial, where a major eruption occurred off the Capelinhos peninsula in 1957, and all the islands have areas of dark, basaltic lava, though few are as spectacular as the imposing 'Organpipe Rocks' in Flores. With the high sea-cliffs laying much of the volcanic structure open to view, as well as the opportunity to study small-scale

volcanic activity at first hand, it is hardly surprising that the islands have long been considered a geologists' paradise.

Volcanic soils become very rich and fertile after a period of weathering, particularly in warm, moist climates, allowing the Azores a vegetation which combines the best of European temperate and African tropical. Some areas of the original thick forest still survive, mostly as protected national parks, but the native plants such as myrtle, juniper, heather, holly and yew are now heavily outnumbered by naturalised newcomers including conifers, laurel, cedar, chestnut and eucalyptus. Bamboo and ferns thrive in the undergrowth and two unique species of orchid have evolved, found nowhere else in the world. The excellent *Azores Flores* (Azores Flowers) by Erik Sjögren, long out of print but occasionally available secondhand, details nearly 100 native and introduced plants and flowers and where they may be found, in four languages. If a copy is encountered it should be snapped up without hesitation. The fauna side was originally less varied, with only seabirds, a few land birds and, surprisingly enough, bats. All the land mammals were brought by man, doubtless some unintentionally, whilst several of the introduced birds have gradually evolved into distinct subspecies over the centuries.



Pico Alto seen from near Faial's own *caldeira*.



The Azorean economy has changed little over the last 500 years. There is almost no industry — agriculture is still the mainstay, the most important crops being grains, fruit and vines. Stock-raising of cattle, sheep and pigs is important on all the islands, with butter and cheese exported in quantity. Fishing, particularly of tuna for canning or freezing, is a fairly recent industry, though fishing for food must always have taken place. Big game fishing is an even more recent innovation and several world records for tuna, swordfish, ocean bonito and shark are held from Horta and Ponta Delgada.

The whaling industry, once the islands' second money-earner, is now a part of history and facilities to process the carcasses no longer exist. However whales have not entirely disappeared from the economy, with whale and dolphin-watching enterprises based in several of the islands. And having spent many years quietly rotting away on old slipways, a good number of the elegant double-ended whaleboats have been carefully restored for use in interisland regattas. In 2003 a new whaleboat was under construction in Pico — something undreamed of just a decade ago.

Tourism as a source of employment and income is on the increase in all the islands, particularly Sao Miguel, Terceira and Faial. A fair proportion of those visiting turn out to be Azorean expatriates and their children who, having emigrated during the 19th and 20th centuries, are now returning in increasing numbers to meet relatives and re-establish family roots. Most of the restaurants appear to cater largely for local people, with prices to match, other than in Terceira where personnel from the American air base provide a reliable source of custom. The lease on the base is also reputed to bring in sizeable funds, most of which stay in the islands.

The Azores must be amongst the few places in the world where more foreign visitors arrive by yacht than by air — a single yacht in 1930 had increased to 59 in 1970, around 200 in 1978, over 800 in 1988, and nearly 1120 by 2002. However the friendliness of the islanders towards yachtsmen remains unchanged, not only in Horta but throughout the Azores as a whole, and unless bound by a very tight schedule it is well worth taking time off to experience a cruising area with a fine climate, delightful people, stunning scenery and some excellent anchorages.

History

When the Portuguese claimed and colonised the Azores in the early 15th century they were uninhabited, with no human traces of any kind. However it seems almost certain that although the Portuguese were the first to settle the islands, others had been aware of their existence centuries before. Various sources credit their discovery to the Phoenicians in the 6th century BC, the Carthaginians a few hundred years later, the Norsemen — though if they had known of the Azores why should they have chosen instead to settle in



The chapel at Baia dos Anjos where Columbus is reputed to have worshipped.

Iceland? — and even the Chinese. The earliest reliable reference to the islands dates back to 1154 when Sherif Mohammed al Edrisi, an Arab explorer and geographer at the court of King Roger II of Sicily, compiled a globe and descriptive manuscript entitled *El Rojari* which mentions nine islands lying to the northwest of the Canaries. They were next described by a Spanish friar writing in the early 14th century, and appear clearly on a Genoese chart of 1351, now in Florence.

History is less specific about the Portuguese connection, with some sources stating that Diogo de Silves, a pilot in the service of King Joao I of Portugal, rediscovered the islands in 1427 whilst others suggest that a copy of the Genoese chart was taken to Portugal in 1428 and given to King Joao's son, Prince Henry the Navigator. Either are possible — hemmed in by its powerful Spanish neighbour, Portugal was forced to look overseas to expand and colonise, with seaworthy caravels exploring the African coast and far out into the Atlantic. Prince Henry the Navigator (who rarely went to sea himself) spent much of his life at Sagres collecting and studying accounts of early voyages and such charts and maps as could be obtained, and would doubtless have paid well for such a valuable addition. Whatever his source, by 1431 Prince Henry was confident enough to send a small fleet commanded by Gonçalo Velho Cabral in search of the elusive islands. With incredible bad luck, after crossing more than 700 miles of ocean Cabral and his men found only an isolated group of rocks, and one can imagine the disgust with which they named them the Formigas (the Ants) before turning for home. They must also have been dogged with exceptionally bad visibility not to have seen the 590m peak of Santa Maria just 20M to the southwest. Presumably Prince Henry was less than pleased with their lack of success, since Cabral was sent westwards again the following summer and on 15 August 1432 finally landed at Santa Maria.

Unlike many men of vision, Prince Henry was also practical and concerned with the settlement of his newly acquired islands. A Royal Edict dated 2 July 1439 is the oldest existing document regarding colonisation, at which time only Santa Maria and Sao Miguel were definitely known. The central group — Terceira, Graciosa, Sao Jorge, Pico and Faial — were added to the list around 1450, with Flores and Corvo far to the west not discovered until 1452. Cabral became the first governor or *capitão donatário*, based at Vila Franca do Campo in Sao Miguel, and work began on clearing the land for cultivation. Large areas of the dense natural forest were burned, volcanic boulders heaped into walls and windbreaks, and wheat, oranges, sugar cane and vines brought from the mainland. However Portugal was unable to provide enough potential colonists, a difficulty partially solved by the intervention of Prince Henry's sister the Infanta Isabella, Duchess of Burgundy and Countess of Flanders. Thousands of Flemings from her husband's estates were eager to escape the wars and persecution of the low countries (now Belgium and Holland) by emigrating to the Azores, as were Bretons from France and a scattering of Scots, Italians and Irish, all hoping for better lives. One of the early governors of Sao Miguel was Rui Gonçalves de Camara, son of Joao Gonsalves Zarco who discovered Madeira. Why he

left his father's island is not clear, but he almost certainly brought some Madeiran families with him, and very possibly Moorish and Negro slaves.

As the land was gradually cleared and cultivated, the small groups of thatched wooden huts built by the first settlers began to be replaced by stone cottages, usually built in the traditional style of the area from which each family had come. Even now this gives a valuable clue as to their origins — while low, whitewashed buildings with doors and windows outlined by broad stripes of colour are typical throughout all the islands, their chimneys vary dramatically, from the circular detached towers of Santa Maria to the sharp-edged wedges of Terceira. Many of the leading families of the 15th century still have descendants in the islands, and even more of the farm workers and peasantry are likely to have lived in the same cottages for generations, probably most never leaving their own island throughout their entire lives.

In contrast to this, as settlement and agriculture spread through the islands they gained importance as a port of call for ships exploring ever westwards. Columbus stopped briefly at Santa Maria in 1493 on his return from the 'new world', in 1498 Joao Fernandes Labrador left Terceira with the fleet of John Cabot to explore the land which still bears his name, the following year Vasco de Gama anchored briefly at Angra on his way back from India, and in the early years of the new century the Corte Real brothers, also from Terceira, led expeditions to Newfoundland and Canada. Its superior natural harbour soon led to Angra becoming the leading town in the Azores, particularly after the destruction of Vila Franca do Campo on Sao Miguel in 1522 by an earthquake and landslide. When in 1534 Angra was granted a bishopric its dominant position was assured, even though each island still retained its own *capitão donatário* appointed by the King of Portugal.

Later in the 16th century Angra played an important part in Portuguese history, when in 1580 King Phillip II of Spain invaded mainland Portugal claiming the throne, the country and all its overseas territories, following the death of King Sebastião II. Dom António, Prior of Crato and claimant to the Portuguese throne, fled to Terceira to organise his opposition with the help of the English and French, but after two years of resistance the island finally fell to the Spanish, the last Portuguese territory to do so.

The Spanish were quick to realise the value of the islands for their treasure galleons returning from the Americas, and within a few years the harbours at Angra and, to a lesser extent, at Horta had become magnets for pirates and privateers of all nationalities, including English, French and Venetian, traditional enemies of Spain who had supported the Prior of Crato. Castles were built to protect the two anchorages and provide secure storage for valuables (the Spaniards must have built well, as both have survived for more than four centuries), but even so Horta was attacked



The monument to Pico's whalers, outside the museum at Sao Roque.

repeatedly by English fleets in the 1580s and 1590s, whilst raids by Moorish and North African pirates continued as they had done almost since the islands' discovery. Under Spanish rule Angra became capital of the archipelago, and although on the restoration of Portuguese independence in 1640 under the house of Bragança the system of independent governors was reintroduced, it never lost its position as the economic and commercial centre of the islands. Eventually, after a long period in the 17th and 18th centuries during which the islands largely went their individual ways remote from mainland Portugal, a central government under a single Captain General was again set up in Terceira in 1766 by the Marques de Pombal, powerful adviser to King José I.

True to form, Terceira was also the island to become most heavily involved in Portugal's constitutional struggles between 1829 and 1832, when it supported the Liberals under Dom Pedro against the Absolutists led by his brother Dom Miguel. Dom Pedro established his Regency in Terceira and used the island as a base from which to plan his invasion of the mainland. After the successful Liberal revolution in 1832 the Azores became a province, with the islands grouped into three administrative districts based on the three main ports of Horta, Angra and Ponta Delgada, a situation which in modified form still exists today.

It was logical that the harbours should give their names to the administrative areas. Even with the improvements in farming and stock-rearing introduced in the 19th century, the sailing ships which filled the ports, always in need of provisions, labour and often crew, were a constant source of revenue and employment. Chief among these were the American whaling ships, about which Herman Melville wrote in *Moby Dick* in 1851:

'Not a few whalers come from the Azores, where the Nantucket ships often cast anchor to make up their crews with the solid peasants of these rocky islands. . . . It is not known why, but the best whalers come from among these islanders.'

It is likely that the local whaling industry, which until a bare 20 years ago hunted sperm whales with hand harpoons from lightweight open boats propelled only by oars, originated with seamen who had returned home after crewing on American whaling ships. Many, however, chose not to return, and from the early 19th century the Azores had very high emigration, with many islanders tempted to leave for New England, Bermuda, California or Brazil.

In 1855 the islands lost some of their remoteness when the first transatlantic cable was laid via Horta, soon to become a base for several big cable companies, and as the number of steamships increased the British-run Fayal Coal Company set up a bunkering station in the harbour. This would have been the scene which greeted Joshua Slocum when he arrived in May 1895, 21 days out of Boston, quite possibly the first singlehanded sailor ever to visit Horta. In *Sailing Alone Around the World* he



The extensive terracing to be seen in northern Flores bears witness to the labour once put into cultivation. The slopes are now generally used as pasture.

recounted his impressions:

'Early on the morning of July 20 I saw Pico looming above the clouds on the starboard bow. Lower lands burst forth as the sun burned away the morning fog, and island after island came into view. As I approached nearer, cultivated fields appeared. . . . Only those who have seen the Azores from the deck of a vessel realize the beauty of the mid-ocean picture. . . . At 4:30pm I cast anchor at Fayal. . . . It was the season for fruit when I arrived at the Azores, and there was soon more of all kinds of it put on board than I knew what to do with. Islanders are always the kindest people in the world, and I met none anywhere kinder than the good hearts of this place. . . . I remained four days at Fayal, and that was two days more than I had intended to stay.'

In the same year that Slocum visited Faial the islands were granted limited autonomy, though no real economic independence – Slocum remarks how all mail had to go via Lisbon, even if the vessel carrying it put in at the Azores. By 1900 the population was reckoned to stand at just over a quarter of a million, the vast majority of whom were poor and uneducated, much as in Portugal itself. When the monarchy was overthrown in 1910 and the country became a republic little changed in the Azores throughout the long period of political instability before Dr Salazar took over, establishing a virtual dictatorship in 1932 with himself as head of a one-party state. During the First World War Portugal had remained neutral until 1916 when it joined the allies and US naval bases were established in the islands.

A hint of the 20th century finally arrived in the



Two restored whaleboats, together with their 'tow boat', on the slipway at Calheta da Nesquim in eastern Pico.

Azores in the 1930s when American flying boats began to visit Horta en route for Europe. However this can hardly have prepared the islanders for World War Two when, although Portugal again remained neutral, the strategic importance of the Azores was felt to be such that both Britain and the United States considered annexing them. Finally Portugal broke off diplomatic relations with Germany and allowed the allies to build air bases in Santa Maria and Terceira, while British naval units fighting the Battle of the Atlantic used Horta as a base from 1943 until 1945. After the War Portugal became a founder member of NATO, enabling the US Air Force to retain their air base in Terceira, sharing runway facilities with the Portuguese Air Force and civilian airlines. The airport at Santa Maria was handed over to the Azores shortly after hostilities ended. Hopes that the airports might lead to increased agricultural exports proved optimistic, with air freight too expensive for bulk crops although such exotic items as Sao Miguel pineapples began to be sent abroad in increasing numbers. However it has ruefully been said that the Azores' greatest export is people – more than 100,000 emigrated to the US alone in the first half of the 20th century, leaving approximately 320,000 islanders by 1950, nearly half of them in Sao Miguel. Of these another 74,000 left for the US and Canada during the 1960s, though many still send money back to relatives and some eventually return to settle, giving a much-needed boost to the local economy and particularly the building trade.

Portugal's right-wing dictatorship was finally overthrown in the 'Carnation Revolution' of 25 April 1974, which led to the Socialists gaining power. In the Constitution of April 1976 the Azores became an autonomous region with their own assembly and regional government, at the same time

sending five members to the Portuguese parliament in Lisbon. An attractive flag was designed – which most visiting yachts fly together with their Portuguese courtesy ensign – and since 1980 the islands have issued their own stamps. There are still occasional demands for total independence, voiced by the *Frente de Libertação dos ancores* amongst others, but it is difficult to see how the islands' economy could support such a move.

Perhaps the most obvious physical changes apparent to visiting yachtsmen are the many new or extended breakwaters which have turned dubious inlets into viable anchorages – many funded at least partially by EU grants. And after an apparently slow realisation of the economic benefits conferred by visiting yachts – not just in terms of marina fees, but in increased business to local shops, restaurants, taxi firms and even the local airline – as of early 2004 every second harbour had plans for a small marina. How many of these will come to fruition remains to be seen – it is, after all, only 20 years since the islands' very first marina opened for business in Horta – but either way, there seems little doubt that the islands will retain their position as one of those magical destinations spoken of with nostalgia and affection wherever oceangoing yachtsmen meet together.

Natural history

The banks surrounding the Azores are rich in marine life of all kinds, and many of the world's game fishing records are held from the islands. Of more interest to yachtsmen are likely to be the seabirds, mammals and other surface creatures which are sometimes to be seen.

Seabirds

Relatively few species of seabirds are common in Azorean waters, but amongst the most numerous are the common tern, herring gull, Cory's, Manx and little shearwaters, Wilson's, British, Madeiran and white-faced storm petrels, and the larger Bulwer's petrel.

Common tern (*Sterna hirundo*) (Portuguese:

Garajau comum)

Length 36cm. *Wingspan* 80cm.

Recognition Light grey with glossy back cap and wingtips. Long forked tail. Scarlet bill with dark tip, legs and feet also scarlet.

Call A drawn out 'kee-argh' or rapidly repeated 'kirri-kirri-kirri'.

Habits Gregarious. Breeds in colonies in open areas on coastal beaches and islands.

Roseate tern (*Sterna dougalli*) (Portuguese: *Garajau rosado*)

Length 39cm. *Wingspan* 78cm.

Recognition Visually very similar to the common tern, but a lighter shade of grey and, during the breeding season (April to September), has a longer tail. A subtle rosy hue on the breast is distinctive and gives the tern its name. Bill black in early spring, gradually becoming red toward

the tip, until by July it is much like that of the common tern (from August both species' bills begin to turn black). If seen with the common tern appears much more delicate and elegant.

Call A raspy 'ka-a-ak' and soft 'chivy'.

Habits Gregarious. Breeds in colonies on isolated islands among rocks or low vegetation.

The endangered roseate tern nests, along with the common tern, on some of the smaller islets surrounding the main islands, especially Terceira, Santa Maria and Flores. Both species may be seen diving for fish miles away from the islands.

Researchers are currently collecting information on their whereabouts from October to March. Individuals ringed in the Azores in May and June have been found along the coasts of Bahia, Brazil and western Africa.

Matt and Grace Cormons

Common gull (*Larus canus*)

Length 40cm. *Wingspan* 100 cm.

Recognition Light grey or white above and below, with black and white tips to flight feathers. Bill and legs greenish yellow.

Call A strident 'kyou' and high 'gah-gah-gah'.

Habits Gregarious. Breeds on hillsides, islands and rough ground. Follows ships and fishing boats, but seldom yachts.

Cory's shearwater (*Calonectris diomedea*)
(Portuguese: *Cagarro*)

Length 49cm. *Wingspan* 111cm.

Recognition Greyish brown head, back and upper wing, largely white below with dark wingtips. Dull yellow bill, legs and feet pink. The largest of the Azorean shearwaters.

Flight Strong and purposeful but relaxed, with distinctly bowed wings. Several deep wing beats followed by a long glide.

Call Generally silent at sea, but loud and slightly irritable 'kaa-ouf', 'kik-kik-kik', 'ah-kee-kee-kee' or other variations on returning to breeding and nesting areas around dusk (as those who spend an evening in the anchorage at Vila das Velas, Sao Jorge will discover). Has been likened to a couple of old ladies having an argument ..

Habits Follows ships and trawlers, sometimes circles yachts.

Manx shearwater (*Puffinus puffinus*)

Length 34cm. *Wingspan* 82cm.

Recognition Head, back, upper wing and upper tail black or brownish black. Chin, throat (extending upwards on sides of neck) and underside of body, wings and tail white. Bill black, legs and feet pink with black markings.

Flight Rapid, stiff shallow strokes followed by a low glide, banking to follow wave contours.

Habits Gregarious, often congregates offshore in late afternoon or evening.

Little shearwater (*Puffinus assimilis*)

Length 27cm. *Wingspan* 62cm.

Recognition Resembles a small Manx Shearwater, with shorter wings and more white on the face.

Brownish upper parts, wingtips and under tail, otherwise white. Black bill, legs and feet greyish blue.

Flight Four to six fast shallow wing beats followed by a short low glide. Feeds via shallow surface dives.

Habits Often follows ships, and sometimes yachts.

Wilson's storm petrel (*Oceanites oceanicus*)

Length 17cm. *Wingspan* 40cm.

Recognition Generally sooty brown, with lighter bands extending onto the wings. Extensive white area over rump, almost meeting underneath. Bill black, legs and feet yellow.

Flight Purposeful, with fast shallow wing beats.

Skips over the surface when feeding, wings held vertically over back and feet trailing.

Habits Gregarious — flocks may reach several thousands. Readily follows ships, trawlers and yachts.

British storm petrel (*Hydrobates pelagicus*)

Length 15cm. *Wingspan* 37cm.

Recognition Smallest and darkest of the Atlantic storm petrels. Generally sooty-black with a narrow grey bar on upper wings, white rump and lower flanks, and distinctive white bar on under wings. Bill, legs and feet black.

Flight Weak and fluttering, somewhat bat-like, with almost continuous wing beats and occasional short glides. Feeds with wings raised midway over back and feet pattering on the surface.

Habits Follows ships and trawlers.

Madeiran petrel (*Pterodroma madeira*)

Length 20cm. *Wingspan* 43cm.

Recognition Similar in looks to the British Storm petrel, but slightly larger and lacking a white band under the wings. The tail is longer and slimmer.

Flight Generally buoyant, with quick beats and low glides somewhat like a small shearwater.

Habits Shy at sea — doesn't follow ships.

White-faced storm petrel (*Pelagodroma marina*)

Length 20cm. *Wingspan* 42cm.

Recognition Much more white on the body than other storm petrels likely to be seen in the area, from a distance appearing brown above and white below. On closer view the distinctive patterned face and pale rump are visible. Black bill, and legs and feet, which trail behind the tail in flight.

Flight Weaving and erratic, with jerky rhythmic wing strokes. Strong and direct flight when feeding, dancing on the surface between short glides.

Habits Five to fifteen birds often seen together. Rarely follows ships.

Bulwer's petrel (*Bulweria bulwerii*)

Length 26cm. *Wingspan* 67cm.

Recognition Larger than the storm petrels, with a noticeably broader wingspan. Sooty-brown all over with a black bill, and pink legs and feet. The tail is long and pointed.

Flight Erratic and twisting, very low above the waves.

Habits Does not generally follow ships.

Mammals – whales and dolphins

A wide variety of cetaceans (whales, dolphins and porpoises) inhabit or pass through Azorean waters, ranging from the vast fin whale at up to 24m to the common dolphin at around 2m. It is worth stressing that no yacht in the area has ever reported being threatened or damaged by whales, though they can react violently if startled by a yacht under sail and experienced whale-watchers suggest running the engine at low revs if a whale is nearby. Changes of engine speed should be made as gradually as possible, and reverse gear not engaged unless absolutely essential. Try to stay at least 100m behind all whales and avoid crossing in front of them or separating group members.

Dolphins seldom seem to be interested in a yacht unless it is travelling at reasonable speed, and will then sometimes play in the bow wave apparently as much for our entertainment as their own.

Best known amongst the whales and the most likely to be seen in the vicinity of the Azores is the sperm whale, which was hunted from most of the islands until a few decades ago. However fin whales migrate through the islands and are occasionally seen, as are the smaller bottlenosed, killer and pilot whales. More common are the five species of dolphin: the spotted or stenella dolphin, bottlenose dolphin, common or saddleback dolphin, striped dolphin and Risso's dolphin or grampus.

Whale and dolphin watching enterprises are now run from several of the islands, including both Faial and Sao Miguel.

Sperm whale (*Physeter macrocephalus*)

Length up to 20m.

Months May—July, large males only, generally alone (15-20m). August—September, joined by females, some with paler calves (10-12m). Groups of up to 24 have been recorded in the Azores.

Recognition Dark grey/brown all over. Huge, blunt box-like head, small rounded or triangular dorsal hump well aft, and broad triangular tail flukes which are thrown into the air on starting a deep dive. Mature males can be identified by a more pronounced bulbous head.

Dive When feeding may dive for 40-60 minutes (and to nearly 3000m), with usual recovery time on surface seven to 15 minutes. When recovering from a dive and preparing for the next they generally blow around five times per minute. Socialising groups may spend several hours on the surface.

Blow Low and bushy, pointing forward.

Food Mainly squid plus some fish.

Fin whale (*Balaenoptera physalus*)

Length up to 24m.

Months Migrates northwards in June, often in pods of three to seven animals.

Recognition Dark grey to brownish black on back and sides, often with grey chevron behind head. Underside, including under flippers and tail flukes white. Lower lip white on right side, greyish on left. The head forms a V shape, with ridged back and large dorsal fin. Often presents a wheel-like silhouette on surfacing, but doesn't show tail flukes on diving.

Blow A tall and impressive jet reaching 4-6m, shaped like a long inverted cone.

Bottlenose whale (*Hyperoodon ampullatus*)

Length up to 10m.

Recognition Chocolate brown on back, lighter on sides and belly. Pronounced dolphin-like beak and bulbous forehead, but much bigger than any dolphin. Hooked dorsal fin, well back. May show tail flukes on diving. Usually in groups of four to ten.

Dive May dive for more than an hour, spend 10 minutes on the surface and then dive again.

Blow Bushy and projecting slightly forward. Up to 2m.

Killer whale (*Orcinus orca*)

Length up to 9m.

Recognition Unmistakable due to its striking black and white colour (think of a magpie on the grand scale). Generally black above and white or cream below, with a white patch behind the eye running up the sides of the belly, and a light-coloured 'saddle' behind the dorsal fin. Fin tall (up to 1.8m) and black, V-shaped in males, more hooked in females. Blunt nose and large rounded flippers. Pods of three to 20. Rarely seen in the Azores.

Food Will hunt almost anything, often in packs, including larger whales, dolphins, fish, birds etc. Very occasionally turns its attention to a yacht but soon loses interest (though have been known to attack a liferaft).

Pilot whale (short-finned) (*Globicephala macrorhynchus*)

Length up to 7m.

Recognition Slate grey to black, lighter on throat and belly. Head thick and flattened, with bulbous forehead but no beak. Dorsal fin long and low with a distinctive hook, well forward on body. Pods of five to 75, often together with bottlenosed dolphins.

Food Mainly squid.

Atlantic spotted dolphin (*Stenella frontalis*)

Length up to 2.3m.

Recognition Generally dark grey with lighter spots above, silver grey below, sometimes with darker spots. The Azores stenellas are much less spotted than the same species found in the Caribbean. Long slim beak with whitish lips. Dark dorsal fin about halfway back.

Habits Often in large herds of several hundred, sometimes mixed with other dolphins. Vigorous swimmer, able to make high leaps. Often plays around yachts.



A fin whale, one of the many species of cetaceans to be seen in the Azores.
Tony Gooch

Common or bottlenose dolphin (*Tursiops truncatus*)

Length up to 4m.

Recognition Brown or grey above, with lighter sides fading into a light grey belly, occasionally with spots or stripes. Short stubby beak and tall hooked dorsal fin about halfway back.

Habits Usually in pods of ten to 100 animals, occasionally more offshore. Appears to enjoy riding bow waves – will intercept yachts and also surf in breakers.

Short-beaked or saddleback dolphin (*Delphinus delphis*)

Length up to 2.7m.

Recognition Slender, streamlined and elegant. Dark above with an 'hourglass' effect on the sides formed by buff or cream stripes on front part, grey or black 'saddle' below dark dorsal fin, and white or light grey stripe running aft. Long beak with black lips, white throat and belly.

Habits Herds of 50 to 500 or more. Plays in bow waves, an acrobatic and powerful swimmer.

Striped dolphin (*Stenella coeruleoalba*)

Length up to 3m.

Recognition Generally dark on back, light grey on sides with a white belly, plus a wide grey blaze running from eye towards flippers and dark stripes from eye back towards tail.

Habits Usually in herds of several hundred to several thousand. Very active swimmer, often leaping clear of the water, riding bow waves etc.

Risso's dolphin or grampus (*Grampus griseus*)

Length up to 4m.

Recognition White or light grey with dark dorsal fin, flippers and tail flukes. Square blunt head with no beak. Tall hooked fin, often covered in whitish scars giving a generally battered

appearance. May occasionally interbreed with common or bottlenose dolphins.

Habits Usually in herds of ten to 20. Not very acrobatic, often just lies at the surface and seldom rides bow waves or takes an interest in yachts.

Both humpback and sei whales are also seen very occasionally on migration through the islands. The former can reach 17m, with a black or grey body, somewhat pointed nobbly head, very long white or greyish flippers, a distinct step in the dorsal fin, and broad or butterfly-shaped tail flukes very often with white patterns or scarring. The latter are very similar to fin whales but slightly smaller and with a single ridge down the head.

Other sightings which may live up a passage include turtles (most often the loggerhead, which may grow to 1.5m and can often be approached quite closely before it moves off), flying fish which use their surface skimming ability to evade predators (and make excellent eating when they land on deck), and various kinds of jellyfish. The latter are sometimes blown into harbours and onto beaches, and most sting to some degree.

Most dangerous of the jellyfish is the Portuguese man-of-war, so-called because of its pastel blue, pink or purple inflated 'sail' or float, and often to be seen during late summer by the dozen in all sizes from a few centimetres up to 30cm or more. Its long trailing tentacles can reach at least 4m in length and inflict a bad sting even after being detached from the body or when the animal is dead (wear gloves if recovering a fishing line or trailing log, as tentacles may adhere to it). If stung, bathe the area in alcohol – meths, gin or vodka will do if surgical alcohol is not available – not in water which will make it worse. Medical attention should be sought if available following bad stings or if the victim is shocked.

Finally, although the Azores have no indigenous land mammals they do boast their own species of bat, the Azorean Bat (*Nyctalus azoreum*), which is unusual in that it flies in daylight. Closely related to Leislers Bat (*Nyctalus leisleri*), it is quite small at around 10-15cm and dark brown in colour. It has been positively identified on Faial, Pico and Sao Miguel and probably inhabits several of the other islands. It feeds from around midday until dusk, and is found in all habitats including over anchorages and over the sea close inshore.

General information

Nationality and language

The Azores are an autonomous region of Portugal and as such are part of the European Union. Portuguese is spoken with an accent which varies from island to island, with many Azoreans speaking French or English as a second language. Spanish is generally understood, though sometimes on sufferance (it is only 500 years since Spain invaded their country, and Portuguese memories are long).

Certain place names, including Praia (beach), Santa Cruz (Holy Cross) and Lajes (literally a paving stone, but in this case a flat lava shelf running out into the sea), are common throughout the Azores and could give rise to confusion if the island is not specified.

Portuguese representation abroad

Portuguese embassies and consulates

London 11 Belgrave Square, London SW1X 8PP,

0870 005 6970, Fax 0207 245 1287,

www.portembassy.gla.ac.uk/info/embassy.htm I

Washington DC: 2310 Tracy Place, NW,

Washington, DC 20008, 202 332 3007,

www.portugalemb.org

Portuguese national tourist offices

London 22-25A Sackville Street, London W1X

3LY (somewhat difficult to identify, being on the

first floor and lacking the usual brochure-filled

window), tel. 0207 494 5723,

Fax 0207 494 1868, brochure line 0845

3551212,

email tourism@portugaloffice.org.uk,

www.portugalinsite.com

New York 590 Fifth Avenue, 4th Floor, New York,

NY 10036-4704, tel. 212 345 4403,

Fax 212 764 6137, email tourism@portugal.org,

www.portugal.org

Toronto 60 Bloor Street West, Suite 1005, Toronto,

Ontario M4W 3B8, tel. 416 921 7376, Fax 416

921 1353, email lcep.toronto@icep.pt

Diplomatic representation in the Azores

The following are consulates – embassies are to be found in Lisbon:

UK Quinta do Born Jesus, Rua das Almas 23, Pico

da Pedra, Riberia Grande, Sao Miguel, Açores,

296 498115, Fax 296 498330

USA Avenida Principe do Monaco, 6-20, Ponta

Delgada, Sao Miguel, Açores tel. 296 282216, Fax

296 287216

Personal documentation

With the Azores the westernmost European Union border there is strong enforcement concerning visas and passports. Currently most EU nationals (including UK citizens) and those from the USA and Canada can visit for up to 90 days on a valid passport, no visa being required. Extensions are issued by the *Servico de Estrangeiros* (Foreigner's Registration Service) which has a branch in most larger towns, or failing that by the local police.

Citizens of other states should inquire at a Portuguese embassy or consulate before departure.

Pets

There is no restriction on animals being allowed ashore from cruising yachts and there is believed to be no rabies in the islands, but all cruising pets should be inoculated and the certificates carried.

Those making a round tour should be aware that, although correctly 'chipped' and inoculated animals may now be allowed into Great Britain, Ireland or the Channel Islands through official entry channels,

this remains a complicated and lengthy process. Although a very few cruising pets have been admitted aboard yachts, the authorities appear to see this as a loophole which is now being closed. For current regulations see the Pet Travel Scheme section at www.defra.gov.uk, the website of the UK's Department for Environment, Food and Rural Affairs.

Time

The Azores use UT –1, with local daylight saving (+1 hour) from April until September when the islands effectively revert to UT.

Money

In January 2002 the euro replaced the Portuguese escudo as the currency in daily use, at an exchange rate of 1:200-482 escudos.

Cash and travellers' cheques are readily exchangeable in banks, though the preferred method for most foreign visitors must be debit or credit card. Nearly every town has at least one bank with a cash dispensing machine, usually giving instructions in several languages (including English) and accepting all the major credit and direct debit cards. However some are located inside the bank so only accessible during normal opening hours of 0830-1445 weekdays only, occasionally closed 1145-1300 for lunch.

Many restaurants, shops, car rental companies and other concerns welcome payment by credit card – principally VISA, MasterCard and American Express – but it is as well to confirm this in advance, particularly where fuel (for both yachts and vehicles) is concerned.

Shopping

Facilities for storing up have improved beyond all recognition over the last decade, and it is difficult to think of any item – other than a few very local specialities – which would not be available in the large hypermarkets serving Horta, Angra do Heroismo, Praia da Vitória and Ponta Delgada at prices comparable to those of mainland Europe. Shopping in other towns is necessarily more limited, and some indication will be found in the text for each harbour.

Regional specialities in the Azores include excellent cheese – traditionally from Sao Jorge and Pico though other islands, including Graciosa and Corvo, have now set up cheese factories – wine from Pico, Graciosa and Terceira, and pineapples from Sao Miguel. Superb plums, apricots, grapes and figs grow in nearly all the islands. Almost every town, together with many of the smaller villages, has a produce market selling fruit and vegetables which vary according to season.

Some notes regarding ships' stores – principally fuel, bottled gas and chandlery – will be found on page 25.

Communications

Mail

All four marinas are happy to hold mail for visiting yachts, as are the Café Sport and Mid Atlantic Yacht Services in Horta and the Café Beira Mar in Lajes, Flores. Elsewhere, post offices (marked CTT or *correio*) are generally reliable and may have a special *poste restante* counter. Identification will usually be required when collecting poste restante mail and there is sometimes a small fee. Incoming mail can be slow – up to a fortnight from the UK to the three islands with international airports, even longer to the more remote islands – though outgoing mail is usually much quicker.

In addition to post offices, stamps can also be bought at newsagents and souvenir shops where the green *correio* sign is displayed. Post boxes are red and come in all shapes and sizes including the British pillarbox (rumour has it that the originals came from Scotland). Post office opening hours vary from island to island, but it should be noted that none appear to open on Saturday, even for part of the day.

Incoming packages

Import problems may be encountered if ordering parts from outside the EU as dutiable goods usually require Customs intervention. If possible avoid using a courier service such as DHL, UPS, FedEx, TNT or the like – Customs will confiscate the goods at Lisbon airport, and getting duty and fees paid can be costly and time consuming. The addressee will also be expected to pay the forwarding costs to the Azores even though, as the original destination listed on the shipper's airway bill, this has already been paid for.

Importing goods from the USA to the Azores is best accomplished using the US Post Office and any of their overseas services, currently called Global Express or **Global Priority Mail**, www.usps.com/global/deliveryoptions.htm.

Packages sent this route normally transit Lisbon without hassle and clear through Azorean Customs in a day or two. Total transit time is usually a week to ten days.

If in Horta and arranging the import of an essential item it would almost certainly be worth consulting Mid Atlantic Yacht Services – see page 50 – for advice.

Telephones

Nearly all public telephones are connected to the international system, most now only taking cards though the occasional coin or dual operated phone will be encountered. Cards are normally available from post offices, supermarkets and bars. Mobile (cell) phone coverage throughout the islands is generally excellent, with only a few 'holes' in the narrower mountain valleys and on the west coast of Flores.

Calls to the United Kingdom begin with the prefix 0044, followed by the area code (without the initial zero) and number. Calls to the United States and Canada begin with the prefix 001 and the area code

plus number. The US access code for AT&T, www.att.com, is 800 800 128.

The international dialling code for the Azores is 351, as it is for mainland Portugal. If telephoning within the islands the area code – 292 for Flores, Corvo and Faial, 295 for Sao Jorge, Graciosa and Terceira, and 296 for Sao Miguel and Santa Maria – forms an integral part of the phone number (nine digits in all) even when calling from within the same island.

Fax

All four marinas will send and receive faxes for yachts, as will Mid Atlantic Yacht Services and the Café Sport in Horta – see individual harbour details. Many companies advertising photocopying also have a fax machine, as do most hotels.

Email and the internet

Email has rapidly become the communication method of choice for the majority of cruising sailors, and cybercafés and other access points (sometimes public libraries or computer clubs) are now available in most towns – see individual harbour details.

Those wishing to plug their own notebook computer directly into the phone system will be glad to learn that many, though not all, Portuguese phone/modem sockets are of the standard US variety (for which adapters are readily available in the UK). However some older sockets take a three-pin jack for which it may be difficult to obtain an adaptor.

Electricity

Mains electricity is 220 volts 50Hz, as is standard throughout mainland Europe, and yachts from elsewhere should beware a probable difference in both volts and cycles. Mains power is unlikely to be available outside the archipelago's four marinas. 380 volts 3-phase current is available to yachts in some areas of Horta marina, including most of the south basin and parts of the north mole.

Transportation

International flights

Although all the islands have commercial airports, only Faial (Horta), Terceira (Lajes) and Sao Miguel (Ponta Delgada) receive regular international flights. Most of these are handled by TAP (*Transportes Aéreos Portugueses*), Portugal's national airline. Timetables and fares will be found on their multilingual website at www.tap-airportugal.com.

All flights from the UK are routed via Lisbon, though one no longer needs to overnight in the city. When booking connecting flights it is important to remember that Azores time (UT –1) is one hour behind mainland Portuguese time (UT), irrespective of local summertime. It is possible to fly direct to Terceira from the US or Canada.

The airports at Horta and Ponta Delgada are both a short taxi ride from the harbour, whilst Lajes on Terceira is some 24km from Angra do Heroísmo but only 8km from Praia da Vitória. In July and August, when many expatriate Azoreans return to visit their relations, flights are frequently full and it may be necessary to book well in advance.

Interisland flights

SATA (*Sociedade Açoreana de Transportes Aéreos*) has for many years run the interisland service, in January 1999 took over the Lisbon–Sao Miguel and Lisbon–Horta routes, and has recently expanded to offer international services, mainly to/from the US and Canada. It has offices at all the airports and in the larger towns. While it may be possible to get on a flight at short notice throughout most of the year, advance booking is generally necessary during the summer – and if a reserved ticket is being held until a stated time, be certain to redeem it by then or it is likely to be sold elsewhere. Current timetables and fares will be found on SATA's user-friendly website (in Portuguese and English) at www.sata.pt.

Although SATA's booking procedures appear highly efficient the same cannot always be said of their luggage handling, and though items are seldom lost it is not unusual for checked-in bags to arrive up to 24 hours later than their owners. This is particularly true of the evening flight from Lisbon to Sao Miguel – be sure to pack overnight necessities (particularly medicines) in a carry-on bag. However do not worry unduly, as the errant luggage will almost certainly be delivered to the marina office by taxi the following morning.

Ferries

Most ferries within the Azores are operated by either A Acorline *Transportes Marítimos SA*, www.acorline.pt, or *Transportes Marítimos Açorianos Lda*, www.transmacor.pt. Schedules vary according to the time of year and are best checked either with a local tourist office or via the internet.

Faial/Pico A passenger ferry crosses from Horta to Madalena, Pico, six times daily during summer and is the most popular method of visiting for a day's car or taxi tour. The tourist office in Horta can provide a current timetable.

Central group Two small passenger/cargo vessels run from Faial via Pico and Sao Jorge to Terceira, and also from Terceira to Graciosa and back.

Flores/Corvo Two summer ferries link Flores and Corvo, one departing from each island. See pages 34 and 40 for details.

Road transport

There are bus services on all the islands other than Corvo, and fares are generally cheap. However being intended primarily for local people they tend to run into town in the morning and back in the afternoon, the opposite of what the visitor wants, but it is generally possible to see something of the countryside if not around the whole island. Tourist offices have bus schedules, which are seldom on display at bus stops (marked *Paragem* or *Paragem de Autocarro*).

Taxis are available almost everywhere. A taxi tour is an excellent way to see any of the islands, and there are many knowledgeable, English-speaking drivers whose commentary will add much to the interest. However few taxis have automatic tariff counters, so the fare should be agreed in advance.

Cars can be hired on all the islands other than

Corvo, though some of the roads may give pause for thought. Either national or international drivers licences are normally acceptable, provided the former has been held for at least one year. Nearly all car hire firms accept credit cards, and the considerable deposit normally required on the mainland is seldom mentioned. The majority of filling stations still have attendant service, and note that even in the 21st century not all accept credit cards.

Walking and hitchhiking

There are many superb walks in the Azores along both footpaths and made-up roads, enabling the visitor to see a degree of detail missed by faster forms of transport. However some of the most spectacular viewpoints are at the top of long, steep hills, when a taxi up and a downhill stroll may combine the best of both worlds. An alternative is to hitchhike – local people are generous in offering rides to reasonably tidy looking visitors, though larger parties may have to be content with the back of a farm truck. A copy of *AZORES* by Andreas Stieglitz in the *Sunflower Landscapes* series, (www.sunflowerbooks.co.uk) will add to the enjoyment.

Medical

The only immunisation required is against yellow fever if coming from certain Central American and African countries, though many people will also choose to keep vaccinations against tetanus and polio up-to-date. Medical facilities in the Azores are good, with at least one hospital on every island other than Corvo and no shortage of doctors and dentists (and veterinary surgeons) in all the larger towns. Many of those with medical training speak some English. Pharmacies abound, and usually appear to have good stocks of both non-prescription medicines and general items such as suntan creams and shampoo, often under familiar brand names. There are opticians in the larger towns, and wearers of glasses would be wise to carry a copy of their prescription (in addition to at least one reserve pair).

Consider taking out medical insurance. Although EU citizens do not need to carry an *E111* to obtain free emergency medical treatment – production of a British or other EU passport should be sufficient – it would do no harm to obtain and complete one before leaving home. In the UK it is included in the Department of Health's very useful leaflet *Health Advice for Travellers*, available without charge in post offices (where the *E111* must also be validated), or downloadable from the Department of Health's at www.dh.gov.uk/Home/fs/en (or go direct to the relevant page at www.dh.gov.uk/PolicyAndGuidance/HealthAdviceToTravellers/TreatmentAbroadHealthCareWithinTheEEA/fs/en). Such 'extras' as laboratory tests, X-rays and some medicines are not covered under this agreement, and dental treatment is very limited.

Needless to say, anyone with a chronic or recurring condition should take a good supply of medication with them, and may also wish to ask

Further information

It has taken a surprisingly long time for the Azores to become the subject of a tourist guide. However *Azores – the Brandt Travel Guide* by David Sayers makes good the omission and is a worthy addition to any cruising yacht's bookshelf. Walkers will also find AZORES by Andreas Stieglitz in the *Sunflower Landscapes* series invaluable. See page 319 for further details of both.

Once in the islands a variety of booklets are available from local tourist offices, though only that in Ponta Delgada appears to hold stocks covering all the islands. *The Azores Guide for Tourists*, published annually since 1981 by Publicor Lda, and the more recent *destinazores* guide both cover all the islands, containing a useful mixture of information, advertisements and photographs, plus maps of all the islands and plans of the bigger towns. Both are available free from tourist offices and, sometimes, supermarket checkouts. The *Guide to the Island of ...* series (one for each island, ranging from 10 pages for Corvo to 94 pages for Sao Miguel) produced by the Direcção Regional de Turismo dos Açores can be bought individually at the tourist office in Ponta Delgada, though well worth the modest €12 or so charged for the entire set. The Tourist Office has also compiled free walkers' guides to a number of the islands in the *Trilhos Turísticos nos Açores* (Nature Trails in the Azores) series. Most of the above are available in several languages and it is worth checking that one has picked up the correct one. Others are multilingual within a single publication.

Finally, while there have been many books written about the Azores (the Sol Mar bookshop in Ponta Delgada's shopping centre of that name has a good selection) one of the most outstanding must be *AZOREN (The Azores – Atlantic Paradise Rediscovered)* by Heinrich Kruparz. Although not written specifically for yachtsmen, all will be impressed by its fabulous photos and interesting text.

The Azores are surprising well represented on the internet and the following sites (listed alphabetically) contain general information, some of which may be useful to the visiting yachtsman. Websites specific to each island or harbour are listed in the introduction to the relevant island.

<http://home.wanadoo.nl/leon.vandenbroek/> – follow the 'Portugal & Azores' link for some superb photos very elegantly presented

<http://volcano.und.nodak.edu/vwdocs/volc-images/africa/azores/azores.html> – photographs and facts concerning the archipelago's volcanoes in geologists' language. Replace the final /azores.html with /tectonics.html for a quick lesson in the plate tectonics of the area

http://pierre.inazores.com/acoress_e.htm – although headed 'Pierre Sousa Lima Motopage' this also gives access to family-compiled pages containing information about and photos of all the islands

www.aktivwandern.de – homepage of the author of AZORES in the *Sunflower Landscapes* series. Current information on the Azores and walking areas, in German, with English version

www.azores.gov.pt – exactly what it says – the homepage of the Azorean Regional Government, in Portuguese only. Very slow to open

www.azoresnews.net – the Azores News digital journal. Sadly (for most of us) almost entirely in Portuguese

www.azoresrural.com – a commercial site promoting rural tourism throughout the islands, but containing much more than just accommodation details. In Portuguese and English

www.blandyazores.com – general tourist information about all the islands, including accommodation, car rental etc, from Blandy Travel Services. In Portuguese and English

www.dacostadesigns.com/azores – a cheerful, non-commercial site featuring quotations, poems and photographs of the islands. Pity about the music ...

www.destinazores.com – a model site covering all the islands (with downloadable PDF maps) and many topics of interest, in Portuguese, English and German, by the publishers of the destinazores guide mentioned above. Highly recommended

www.azores.dk – a private site devoted to the islands, with some recent photographs. In Portuguese, English, French and Danish

www.drtacores.pt – the homepage of the Azores Department of Tourism, in nine languages including English. Attractive and user-friendly (though some of the type is a little small) with useful links. Includes brief details, plus 'photograph album', of each island

www.galeriacores.pt.vu – a vast collection of pictures of all the islands compiled and maintained by Jorge, who runs the Ludotecha computer club in Santa Cruz, Graciosa (see page 75). Text in Portuguese and English

www.geocities.com/giovannitosti/islands/Azores.htm – a non-commercial site featuring information and photographs of six of the nine islands (part of a larger site). In English only

www.geocities.com/TheTropics/4338/ana.html – part of the website of the Sousa Lima family of Sao Miguel, this well-designed and entertaining section (in English and Portuguese) features Ana Taveira Lima's collection of Azorean recipes, including traditional Christmas, Easter and festival dishes, plus regional wines. Yum!

www.hidrografico.pt – website of the Portuguese Hydrographic Institute, with details of charts, lights etc. In Portuguese only, but easy enough to follow

www.library.csustan.edu/bsantos/azorean.html#3-33 – an authoritative site entitled Azoreans to California: A History of Migration and Settlement, compiled by Robert L Santos, Librarian/Archivist at California State University, Stanislaus, but actually covering far more than the title implies

www.mirapico.dk – a notably well-designed private site with photos and details of all the islands plus useful links

www.multi.pt/azores – homepage of the Jornal Acorianio Oriental. Still under construction in February 2004 but already showing promise

www.pacifier.com/~kcardoz/azoresindex.html – though primarily concerned with genealogy, this site also has some accounts of Azorean festivals and traditions with accompanying photographs

www.terravista.pt/Mussulo/2386/wrecks.html – a well-illustrated and highly professional site, in English, devoted to the maritime heritage of the Azores and that of Angra do Heroísmo in particular

www.travel-images.com – hundreds of downloadable pictures of the Azores, but with little accompanying text. Also has pages featuring maps and flags

www.virtualazores.com – current news items about all the islands, but nearly all in Portuguese only

their doctor whether they are eligible for an *E112* (the *E111* does not cover pre-existing conditions). Every cruising yacht should, of course, carry a comprehensive first aid kit with instructions for its use.

National holidays

These are much the same as in mainland Portugal:

1 January	New Year's Day
	Good Friday
25 April	National or Portugal Day
1 May	Labour Day
	Corpus Christi
10 June	Portugal Day (Camões Day)
15 August	Feast of the Assumption
5 October	Republic Day
1 November	All Saints' Day
1 December	Restoration of Independence Day
8 December	Immaculate Conception
25 December	Christmas Day

In addition each island, town or area celebrates its own municipal holiday, and dates of these are given in the text. Almost everything except cafés and restaurants is likely to be shut, but there may be the bonus of a *festa* (festival) with processions, displays of Azorean folk dancing and singing, or perhaps one of the ever-popular firework displays.



Roadside flowers, lichens and Azorean heather. Relatively few of the wild plants to be seen are actually endemic.

Sailing and navigation

Practicalities

Entry and regulations

The Q flag should be flown on arrival from outside the European Union. It also should be noted that Corvo, Graciosa and Santa Maria are not official 'border posts' under the Schengen Agreement, so it is technically not possible to clear into or out of the EU – or the Azores – at these islands (though a few days' rest before continuing to an 'official' port of entry will probably be overlooked). A very small fee (less than €3 as of June 2003) may be levied by the *Policia Maritima* on yachts registered outside the EU when they first arrive in the islands – those from within it are apparently exempt – and it is worth keeping the receipt to avoid paying again in other harbours.

Despite Portugal having been a member of the EU for nearly 20 years, and the total lack of any overland border controls on the mainland, those arriving in or cruising the Azores by yacht can face some of the most irritating bureaucracy in western Europe. It is still necessary to clear into and out of each individual island with some or all of a bewildering array of officials – the *Capitao do Porto/ Capitania*, the *Guarda Nacional Republicana* (*GNR*) and *Policia Maritima* (roughly equivalent to the Inland Revenue and Coastguard respectively), the *Alfândega* (Customs), plus, in the case of Horta (Faial), Praia da Vitória and Angra do Heroísmo (Terceira), and Ponta Delgada (Sao Miguel), the *Service Estrangeros* (Immigration). Fortunately there appears to be no harbour where all five must be visited – as was once the case in Flores, where they also had to be seen in a proscribed order – and where there is an established marina all relevant officials generally have offices within the complex. In smaller harbours some walking may be involved. Procedures appear to differ from island to island, and both details and locations will be found in the text.

Outward clearance – again required between islands, and occasionally between harbours – usually involves revisiting the same officials. It should also be noted that if outward clearance, valid for 24 hours, has been obtained and then the passage is aborted after departure and the yacht returns to harbour even for a few hours, it will technically be necessary to re-obtain clearance – even when the second departure falls within the original 24 hours.

It may ease paperwork in the smaller islands if copies of the documents which one completes at all the marinas are retained. These carry answers to the standard questions and so pre-empt potential language difficulties. Alternatively the *Yachtsman's Ten Language Dictionary* devotes several pages to Formalities. One yachtsman reported being asked for details of his EPIRB (for which he had to return to the yacht) so these could be worth adding to the usual list.

International Certificate of Competence

Portugal – and by extension the Azores – is among the European countries which in theory requires that visiting skippers carry an International Certificate of Competence. Though it is seldom inspected, lack of one could be a problem in the event of an accident or insurance claim. In the UK the ICC is administered by the Royal Yachting Association, www.rya.org.uk/Cruising, at a cost of £29 (free to RYA members). An examination may have to be taken if an equivalent certificate is not already held.

Port limits

Formal port limits have been set up around many harbours in the Azores, inside which various local bye-laws may apply. Scuba diving is forbidden within these areas on security grounds although swimming and snorkelling is generally permitted. If wishing to scuba dive – perhaps to check the yacht's hull or propeller – it would be wise to seek permission from the authorities first. Limits for individual harbours are given in the text where known.

Laying up

There are relatively few harbours in the Azores with facilities to lift a yacht ashore, and a distinct lack of hard standing once she is there. As of summer 2003 there were four operational travel-lifts in the islands, at Horta (22-tonne capacity), Praia da Vitória (35-tonne), Angra do Heroísmo (50-tonne) and Ponta Delgada (25-tonne). In addition Lajes in Flores had a crane capable of lifting at least 12 tonnes, with a larger machine, hopefully able to lift up to 40 tonnes, anticipated for 2004. There are commercial marine railways at Horta, Madalena (Pico), Praia da Vitória and Ponta Delgada where a large motoryacht might be hauled in an emergency.

The prospects for laying up afloat are much better, with yachts regularly wintering in both Horta and Ponta Delgada either unoccupied or with liveaboard crew. Although conditions can reportedly get exciting during southerly or easterly gales, a well-secured yacht should encounter no more problems than if wintering in a British marina. There is no obvious reason why both Praia da Vitória and Angra do Heroísmo should not be added to the above list, the inner marina at Praia offering perhaps the best shelter in the entire islands.

Value Added Tax

Value Added Tax, commonly referred to as VAT, is known in Portuguese as *Imposto sobre o Valor Acrescentado* (IVA) and currently stands at 13%. In February 2004 it was set at 13% in the Azores and at 19% in mainland Portugal.

A boat registered in the EU and on which VAT has been paid, or which was launched before 1 January 1985 (and can be proved to have been inside the EU on 31 December 1992) and is therefore exempt on grounds of age, can stay indefinitely in any other EU country without further VAT liability. Evidence of status may occasionally be required – consult UK Customs and Excise on tel. 0845 010 9000,

www.hmce.gov.uk (or go direct to www.hmce.gov.uk/forms/notices/ukyachts.htm), as to how best to do this.

The time limit for which 'Relief from Customs Duty and VAT' is available to non-EU registered yachts visiting the EU is now 18 months. As of February 2004, the length of time for which the yacht had to remain outside the EU before beginning a new 18 month period had not been specified. If VAT has not been paid the vessel may only be used by her owner and may not be chartered or even lent to anyone else.

If wishing to import a yacht into the EU, the Azores are a favourable venue in which to do so due to their 'concessionary' VAT rate of 13%, as against the 19% levied in mainland Portugal or 17.5% in the UK. It would, in theory, be possible to carry out the procedure oneself, but considerable time and a good knowledge of Portuguese would be required. Alternatively Mid Atlantic Yacht Services in Horta – see page 50 – will simplify and assist with all the formalities involved in EU yacht importation. Contacting them at least six weeks before departure for the Azores will help streamline the process, which may then be achievable within five working days after reaching Horta, particularly if email is checked regularly whilst at sea.

Ships' stores

Butane gas is readily obtainable throughout the islands in the form of Camping Gaz (other than in Graciosa where only Butagas appears to be available). Other cylinders, including Calor Gas as well as American and Scandinavian types, can normally be refilled within 48 hours or less in Lajes (Flores), Horta, Praia da Vitória, Angra do Heroísmo and Ponta Delgada – see under individual harbour facilities. Propane is not available, but no safety risk is incurred by refilling propane bottles with butane.

Both diesel (*gasoleo*) and petrol (*gasolina*) are readily available alongside at the marinas in Horta and Ponta Delgada, and pumps are also promised for both marinas in Terceira, possibly by 2004. Diesel in quantities of 200 litres (about 44 UK/55 US gallons) or more can be delivered to the quay by road tanker in both Lajes (Flores) and Praia da Vitória – see individual harbour details. Elsewhere fuel must be transported by can from filling stations, nearly all of which have both pumps. In Horta, duty free diesel in quantities of 10,000 litres (about 2250 UK gallons/2800 US gallons) or more can be arranged via Mid Atlantic Yacht Services – see page 50. Paraffin or kerosene (*petroleo*) is available in two grades – poor quality from some filling stations (suitable for cleaning machinery but not for lamps or stoves) and a more expensive grade from chemists which burns well. Note that credit cards are not always accepted by roadside filling stations – or at the pumps in Horta marina.

General chandlery is difficult to find throughout the Azores, other than in Horta (MAYS and Teófilo SA) and Ponta Delgada (primarily Sounete

Arraial Lda and MAP). There are smaller chandleries in Angra do Heroísmo, Velas (São Jorge) and Madalena (Pico), but nothing whatsoever is available on the other islands. Several of the larger concerns have English-speaking employees and are willing to order catalogue items from Europe, while MAYS will source worldwide. Due to transportation costs, prices tend to be high. Engine, pump and other spares are unlikely to be available off the shelf, even though many major manufacturers have agents in the islands, and a comprehensive spares kit should be carried on board.

No duty is payable on spares or equipment ordered from within the EU, but importing parts from elsewhere (including the US) can be a lengthy process involving a variable import duty (usually 6-12%) plus administrative and handling charges — see Incoming packages, page 21.

Cruising

General

The Azores have been a favourite port of call for cruising yachtsmen since Joshua Slocum visited in 1895, but are only gradually becoming a cruising ground in their own right. The busiest time for transients is May and June, when both Horta and Ponta Delgada marinas are likely to be busy. By July the crowds are beginning to thin out, and this is an ideal time for yachts based in northern Europe to cruise the islands, making their passage home across Biscay in August ahead of the autumn gales.

Summer temperatures are very pleasant — hot but seldom excessively hot — averaging 19°C in June rising to 23°C in August, though daily temperatures can occasionally reach 30°C for weeks at a time. Rainfall varies from island to island, much more falling in high areas than on the lower islands or at sea, but showers have a habit of appearing without warning when least appreciated. However whole days of rain are rare in midsummer, the 'rainy season' occurring in September and October.

The nine islands are spread over a distance of almost 300M in longitude and 170M in latitude. Other than the passage from Flores or Corvo towards Faial or others of the central group and, for all but the fastest yachts, Faial to Terceira and Terceira to São Miguel, it is generally possible to leave and to arrive in daylight — advisable when visiting for the first time, as lights in the smaller harbours are not always reliable and most anchorages are best not closed in darkness. All four of the islands' marinas can, however, be approached at night with confidence.

Barometric pressure and winds

The sailing season in the Azores is at its best from June to the middle of September, by which time all but the largest yachts should have left to head east or southeast. Yachts leaving for the UK or northern Europe would be well advised to leave by mid August at the latest. Those intending to remain in the Azores outside these months must be prepared for sudden and drastic changes in weather conditions as the path of the North Atlantic depressions moves south during late autumn and winter.

During the summer the climate is governed to a great extent by the activity and strength of the Azores high. When this is strong and well established — with the barometer reading 1030mb or more — there may be days or even weeks of almost flat calm relieved by gentle land and sea breezes around the coasts. Equally, in years when the high never forms or remains weak, changeable weather of the British summer variety is the rule. A sudden drop in barometric pressure accompanied by a south or southeast wind foretells the approach of a depression, which on arrival may produce gusts and squally conditions up to 30 knots (but seldom gale force) as the wind veers through southwest into the northwest or north as the depression passes. The most important, and least predictable, variant is probably the speed with which the low will approach and pass, sending southeast winds and

Courses and distances within the Azores

<i>Harbour</i>	<i>Course/Reciprocal</i>	<i>Distance</i>
Lajes, Flores - Vila Nova, Corvo	0020/182° & by eye	18M
Lajes, Flores - Horta, Faial	115°/295°	133M
Vila Nova, Corvo - Horta, Faial	119°/299°	139M
Horta, Faial - Madalena, Pico	089°/269°	4-5M
Horta, Faial - Velas, São Jorge	067°/247°	22M
Horta, Faial - Vila da Praia, Graciosa	051°/231°	46M
Horta, Faial - Angra do Heroísmo, Terceira	076°/256° & by eye	69M
Horta, Faial - Praia da Vitória, Terceira	080°/260° & by eye	80M
Horta, Faial - Ponta Delgada, São Miguel	108°/288°	149M
Horta, Faial - Vila do Porto, Santa Maria	119°/299°	192M
Vila da Praia, Graciosa - Angra do Heroísmo, Terceira	1280/308°	44M
Vila da Praia, Graciosa - Praia da Vitória, Terceira	1120/292°	48M
Angra do Heroísmo, Terceira - Ponta Delgada, São Miguel	127°/307°	92M
Praia da Vitória, Terceira - Ponta Delgada, São Miguel	134°/314°	88M
Ponta Delgada, São Miguel - Vila do Porto, Santa Maria	154°/334°	54M

swells into the many Azorean harbours open to that direction.

Prevailing winds in the early summer are generally southwest or west, seldom exceeding 30 knots and more often less than half of that. During July and August west through to north or northeast winds predominate, averaging 10 knots, whilst by September southwest through west to north is again most likely, averaging 15-20 knots. The 6% of calms usual from June to August decrease to 4% during September, though it must be remembered that with ocean swell running for hundreds of miles the sea itself is seldom totally flat. There is a definite likelihood of more northerly winds as one sails east through the Azores. It should be noted that island topography can greatly affect the strength and direction of winds in certain areas so that the true wind may not be found until up to 15M offshore. Katabatic squalls have been reported close to several of the higher islands, most notably along the north coast of Pico.

Visibility

Fog is uncommon in the Azores, particularly in summer. Haze can sometimes reduce visibility to less than 5M although the horizon appears to be sharp, a phenomenon more common around Flores and Corvo than further east, and generally limited to southerly winds. More often visibility is near perfect, the higher islands occasionally being spotted at 50M or more and routinely at 30M. Heavy rain squalls, which may reduce visibility to 0.5M or less with very little warning, seldom last for long and if making an approach when overtaken by one it may be wise to stand off until it passes.

Sources of further information

Further statistics are available from a number of sources — the British Admiralty *Routeing Charts (North Atlantic Ocean) (S124)*, the US National Geospatial-Intelligence Agency *Pilot Charts of the North Atlantic Ocean (Pilot 16)*, James Clarke's *Atlantic Pilot Atlas* (see Further Reading, page 322) and Imray Laurie Norie & Wilson Ltd's new *Chart 100, North Atlantic Ocean Passage Chart*.

Weather forecasts

The Azores are covered by Navtex transmissions from Horta (see page 46), Weatherfax from several sources and a daily *Radio France International* broadcast. In addition, a number of websites provide excellent, and sometimes longer-term, predictions — see International weather forecasts, page 7, for details of all of these. If able to receive MF transmissions, the weather bulletin broadcast in Portuguese by *Horta Radionaval* at 0935 and 2135 on 2657kHz SSB is repeated in English. Bulletins broadcast on VHF are in Portuguese only.

In port, daily forecasts (normally comprising a synoptic chart and text in Portuguese, English or both) are displayed outside the Café Beira Mar in Lajes, Flores; the marina office, Café Sport and Mid Atlantic Yacht Services in Horta; the headquarters of the *Associação de Pescares da Ilha de São Jorge* in

Vila das Velas, São Jorge; both marina offices in Terceira; the office of the *Marina de Pero de Teive* in Ponta Delgada, and both the *Policia Maritima* and the *Capitania* in Vila do Porto, Santa Maria.

Magnetic variation

Variation throughout the Azores decreases by about 2°40' from west to east, in 2004 averaging 12°W and decreasing by 8' annually.

Tides and tidal streams

Volume 2 of the Admiralty Tide Tables: *The Atlantic and Indian Oceans including tidal stream predictions (NP 202)*, published annually, covers the Azores with Ponta Delgada as standard port. Much the same information is available on the internet using the UK Hydrographic Office's excellent *EasyTide* programme at www.ukho.gov.uk — see page 9 — which gives daily tidal data for the major harbour on each island. However there is potential for confusion due to the fact that island names are not included. It appears that the Lajes quoted is that in Flores rather than Pico, and the two slightly different predictions listed for Santa Cruz refer to Santa Cruz, Flores, and Santa Cruz, Graciosa, respectively. However in most cases this is unimportant, since variations are seldom more than 15 minutes or 20cm.

Maximum mean spring range in the islands is no more than 1.4m and, while there is variation, high water can be reckoned to occur some minutes either side of 2.5 hours after high water Dover at springs and nearer 4.3 hours after high water Dover at neaps. (Allowance must of course be made for the difference in time zones).

Tidal streams in the Azores run north, northeast or east on the flood and reverse direction on the ebb. Strongest tidal streams are in the Canal do Faial where 2 knots may be reached at springs.

Currents

The islands lie in the path of the Azores Current, an offshoot of the North Atlantic Current (Gulf Stream) which sets south or southeast at no more than 0.5 knots.

Navigational aids

Radio communications

Details of radio information available to yachtsmen, including weather bulletins, navigational warnings and harbour communications, is available from a number of sources. By far the most convenient for the yacht without unlimited bookshelf space is *Maritime Communications — United Kingdom and the Mediterranean (NP289)* published biannually in the Admiralty Leisure series. Note that its companion volume, *Maritime Communications — Caribbean (NP290)* is needed if continuing towards Madeira, the Canaries or the Cape Verde Islands.

Buoys and lights

The few buoys and many lights in the Azores adhere to the IALA A system, based on the direction of the main flood tide, as used throughout mainland

Europe. If arriving after a transatlantic passage one should bear in mind that this is opposite to the IALA B system to be found throughout North America and much of the Caribbean.

Note that not every light listed in the text can be shown on the plans, in particular on the small-scale 'island' plans. Refer instead to the relevant – and preferably corrected – chart.

Charts

The most comprehensive and detailed charts of the Azores archipelago are those published by Portugal. The Portuguese Hydrographic Institute has been in the process of reorganising its chart coverage of the islands since the mid 1990s, replacing the previous 28 charts (now referred to as the *Folio Antigo*) with 14 (the *Folio 94*). Several of these cover more than one harbour, and where the scale of an insert is not yet known the word 'plan' will be found in place of the usual number. Since the two folios are likely to be running in parallel for some time both numbers are given, the Antigo series in square brackets – e.g. 46202 (1:75,000) replacing [111 (1:100,000)].

Teófilo SA in Horta (see page 51) is an official agent for Portuguese charts, and in June 2003 had more than half of the *Folio 94* series in stock, though only one of the *Antigo* series. In Ponta Delgada, MAP (see page 96) held a more limited range. In both cases it may be possible to order from the *Catálogo de Cartas Náuticas Oficiais* for despatch from Lisbon within a few days. Alternatively, the Portuguese Hydrographic Institute now has a website at www.hidrografico.pt/hidrografico/. Although in Portuguese only, it is well laid out and refreshingly simple (if a bit slow) to navigate. In addition to charts, some government-produced maps are also listed. It is not yet possible to order online, but links to two Lisbon chart agents are included. Portuguese charts are normally supplied as printed, however, and as a few date back several decades these may be of more historical interest than practical use. It would therefore be wise to inspect before purchase if possible.

British Admiralty charts, www.ukho.gov.uk, cover the archipelago on five sheets, with four small-scale plans and ten approach and harbour plans. They are stocked by Mid Atlantic Yacht Services in Horta and MAP in Ponta Delgada, but it would make sense in economic as well as safety terms for a British yacht to buy before departure, as prices are approximately double those in the UK. Alternatively Imray Laurie Norie & Wilson Ltd, Wych House, The Broadway, St Ives, Cambs PE27 5BT, tel. 01480 462114, *Fax* 01480 496109, *email* ilnw@imray.com, www.imray.com, are official agents and will mail Admiralty charts worldwide. Note that while Admiralty charts obtained from an official agent such as Imray should be supplied corrected to the date of despatch, those bought from other sources may not be. Coverage of the Azores in the ARCS Navigator series of digital charts is reported to be excellent, but this has not been verified by the author.

The US National Imagery & Mapping Agency (NIMA), website erg.usgs.gov/nimamaps, which has recently become part of the US National Geospatial-Intelligence Agency (NGA), website www.nga.mil, devotes five sheets to the islands, comprising three small-scale plans and 13 approach and harbour plans, while Imray Laurie & Wilson Ltd's *Imray-Iolaire* series covers the archipelago on a single chart, *El*, with seven inset harbour plans. The latter is stocked by MAYS in Horta.

See Appendix I, page 319, for chart lists.

Chart datum and satellite derived positions

All current editions of British Admiralty charts of the Azores are based on WGS84 Datum, allowing satellite derived positions to be plotted directly onto them without further correction. For a fuller explanation see Horizontal chart datum in the Passages section, page 10.

Guides, pilots, etc

The archipelago is covered in the British Admiralty Department's *West Coasts of Spain and Portugal Pilot* (NP 67) and in the US National Geospatial-Intelligence Agency's *Sailing Directions for the West Coast of Europe and North West Africa* (Pub 143), both of which are of course written with very much larger vessels in mind. In addition the fifth edition of *The Atlantic Crossing Guide* covers the islands briefly, with additional harbour details for Horta and Ponta Delgada plus passage planning notes and other information. Finally Donald M Street Jr's *Street's Transatlantic Crossing Guide* (1989 with later supplements) has recently been reprinted in a facsimile edition, but though still highly readable should not be relied upon as, inevitably, much of the information given is now seriously out of date.

Caution and request

If all the various harbour and marina developments described in the text actually take place – and it has to be admitted that in some instances this is doubtful – a great deal of building work will get underway over the next few years. Some of this may well remain unlit, posing a hazard to those approaching after dark. The rate at which these changes are reported is often slow and even a brand new chart, fully corrected, should not be assumed to be fully up-to-date in all respects.

Where changes come to the notice of the author and/or publisher they will be incorporated in the ongoing supplement to this book carried on Imray Laurie Norie & Wilson Ltd's website at www.imray.com. Feedback of all kinds is therefore very welcome, and should be sent either by email to ilnw@imray.com or to Imray Laurie Norie & Wilson Ltd, Wych House, The Broadway, St Ives, Cambs PE27 5BT. Thank you.

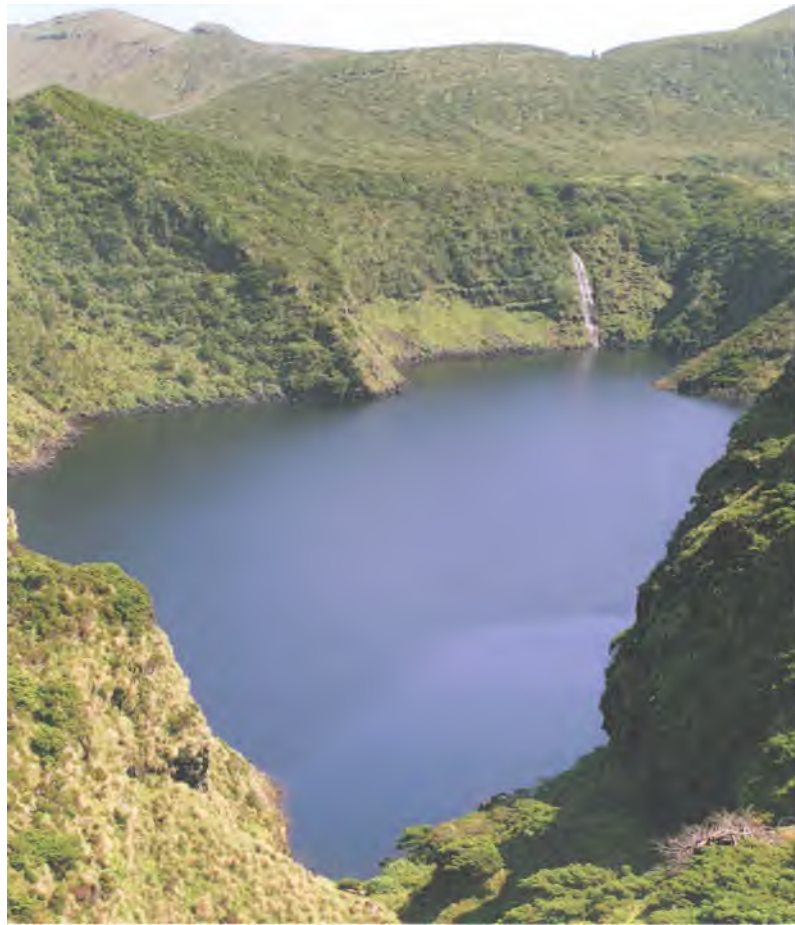
Flores

Between 39°22'N-39°32'N and 31°07'W-31°16'W

Introduction

Many yachtsmen remember their visit to Flores as the highlight of their time in the Azores. Only 17km long by up to 14km wide, it has a land area of some 143km², almost all of it magnificent scenery. The second memory of Flores will be of the people. Even amongst the friendly Azoreans they stand out in their readiness to help others which, until Porto das Lajes took over from Santa Cruz as the main harbour in 1994, was essential to a safe landfall. The sight of a yacht approaching the narrow rocky entrance to Santa Cruz would immediately bring the ferryman or his son, or perhaps a local fisherman, rowing out in a heavy dinghy to escort the newcomer in – and all with no thought of payment. As one 1998 visitor put it: 'the friendliness of the people of Flores outweighs any possible shortfall in facilities'.

Flores and Corvo, separated by less than 10M of Atlantic Ocean, lie 120M west-northwest of Faial and were the last of the Azores to be discovered by the Portuguese, who arrived in 1452. However several atlases and charts of the previous century had identified the '*ilhas de corvos marinis*' – the



One of the tranquil blue lakes for which Flores is famous.

Sue Thatcher



islands of the sea crows – or in one case '*de rata*'

brothers of Jobst van Huerta who settled Faial, attracted by rumours of silver and tin, and one Wilhelm van der Haegen, also a Fleming, who in 1470 lived at Ribeira da Cruz, before leaving Flores in favour of Sao Jorge. Settlement began in earnest in 1504 under Captain Joao da Fonseca, with immigrants from Madeira and Terceira as well as mainland Portugal, its success being attested in the town charters granted to Santa Cruz and Lajes soon after. Later in the 16th century Flores became a base for resistance to the Spanish domination of Portugal – aided amongst others by Sir Walter Raleigh – but after the Spanish victory of 1580 became a favourite target for pirates and privateers of all nations attracted by the rich treasure galleons returning from the New World. In 1587 Santa Cruz was attacked by the English fleet, at war with Spain, whilst Tennyson's stirring lines beginning 'At Flores in the Azores Sir Richard Grenville lay', and recounting the battle in 1591 between the *Revenge* and a large Spanish squadron, will constitute many yachtsmen's sole previous knowledge of the island.

Until comparatively recently the inhabitants lived a very isolated existence, exporting some whale oil,

honey and cedar wood to Faial and Terceira via the occasional sailing ship and, during the 18th and 19th centuries, often supplying crew for the American whalers, who prized Azoreans as amongst the finest seamen and harpooners. The 20th century brought better communications with the outside world, including telephones (and latterly mobile coverage), television and the ubiquitous video hire shop. The French meteorological observatory set up in the 1960s became a satellite tracking station before its closure in July 1993 – the buildings have now been converted into a hotel – and the much-enlarged airport handles several dozen civilian flights each week, many passengers being emigrants to the USA and Canada returning to visit relatives and vice versa. The already good road system is expanding, and the breakwater at Lajes, completed in 1994, allows cargo to be unload alongside instead of via lighters.

Even so, life for many of the 4500 or so islanders appears to be changing relatively slowly. Many still make a living from farming and stock-raising – Flores gives the impression of being able to grow almost anything in its rich volcanic soil, a reddish tan where recently disturbed, weathering to a gritty grey or black. It must be amongst the loveliest places in the world, the scenery a succession of stunning panoramas. Rolling hillsides end in vertical cliffs, with silver ribbons of water cascading hundreds of feet into valleys where whitewashed cottages cluster amongst meadows full of piebald cows and waving sweet corn. Small side roads in the centre of the island lead up to the 914m mass of Morro Alto and overlook deep green lakes – seven in all – lying in the craters of extinct volcanoes, their sides thick with blue hydrangea, pine, cedar and eucalyptus.

Thousands of flowers line the roadsides – red and yellow canna lilies, blue agapanthus, orange montbretia, pink climbing roses, and thick banks of deep green fern. Smooth grassy hills reminiscent of the English West Country sport granite ridges like spines along their crests and bare volcanic plugs on their summits, whilst dwarfing the village of Mosteiro are the Rochas dos Bordoos – Organpipe Rocks – a black basalt crag formed of vertical columns full of angles and facets, a mosaic of sunlight and shadow. The lasting memory, though, is of lush vegetation – in the deep valleys, edging the tiny fields, and stretching up the sides of the hills. It's easy to see why, after a short time as Ilha de Sao Tomas, the early settlers renamed their new home 'the Isle of Flowers'.

Holidays and festivals

In addition to the national holidays listed on page 24, Lajes celebrates its official holiday on 17 June, with that of Santa Cruz following a week later. The Festival of Espirito Santo is celebrated about six weeks after Easter, with the Feast of St John on 24 June. An Emigrants' Festival, to which islanders return from all over the world, takes places in Lajes on the third weekend in July.

Websites

Currently the only website devoted solely to Flores appears to be that of the *Clube Naval de Lajes das Flores* at www.cnlflores.com, which features some attractive photos, including underwater shots. So far only the homepage is translated into English. However the island also features on several more general sites, including

www.azores.dk

www.azoresrural.com

www.destinazores.com

www.drtacores.pt

http://pierre.inazores.com/acores_e.htm

www.blandyazores.com

www.geocities.com/giovannitosti/islands/Azores.htm

www.mirapico.dk

(See page 23)

Telecommunications

Mobile (cell) phone reception is excellent along the east coast and also around Fajã Grande, but is patchy or nonexistent along the rest of the west coast. The area code for Flores is 292, shared with Corvo, Faial and Pico. Following changes to the dialling system a few years ago, this must now be included even when dialling from within the island, whether using a landline or a mobile. At the same time all five digit telephone numbers beginning with a 5 were replaced with six digit numbers beginning with 59.

As of 2003 there were believed to be only two venues from which the internet could be accessed – see Communications, pages 34 and 37.

Navigation

Magnetic variation

13°15'W (2004), decreasing by 8'E annually.

Tidal streams

Tidal streams set north or east on the flood and south or west on the ebb at up to 1–5 knots. At springs the tidal current between Flores and Corvo can run strongly enough to give rise to noticeable wind over tide conditions.

Charts

Admiralty 1959 (1:150,000)

Portuguese 43101 (INT 1982) (1:300,000), 46401 (1:50,000), [115 (1:100,000)]

US 51041 (1:250,000)

Imray-Iolaire EI (1:759,000)

Lights

2708 Ponta do Albarnaz 39°31'•1N 31°13'•9W

Fl.5s103m22M 035°-vis-204°, 214°-vis-258°

Grey tower and buildings, red lantern 15m

2702 Santa Cruz (Pedra Acucareiro)

39°27'•2N 31°07'•2W Fl.R.5s13m4M

156°-vis-308° White column with red bands 6m Note

Not working June 2003

2704 Ponta das Lajes 39°22'•5N 31°10'•4W

F1(3)28s98m26M 263°-vis-054°

Square white tower and building, red lantern, 16m

2706 Fajã Grande 39°27'•5N 31°15'•5W Fl.5s13m4M

Red and white banded post on white base 6m

Coast radio station
 Flores (24 hours) 39°23'N 31°11'W, remotely controlled
 from Lisbon
 VHF Ch 16, 23
 Radionaval
 Transmits from 39°23'N 31°11'W, remotely controlled
 from Horta
 (This station does not accept public correspondence
 other than distress and safety traffic)
 MF Transmits 2182, 2657Hz SSB
 Receives 2182, 2484kHz SSB (24 hours)
 VHF Ch 11, 16 (1030-1330, 1500-1830)
 Weather bulletins Ch 11 at 1000, 1900 local forecasts
 for Flores and Corvo in Portuguese)
 Navigational warnings Ch 11 at 1000, 1900 (local
 warnings for Flores and Corvo in Portuguese)

Approach

Situated almost exactly halfway between mainland Portugal and Newfoundland, Flores is the most westerly of the Azores, whilst the off-lying Ilhéu de Monchique qualifies as the westernmost land in Europe at 31°16'2W. Thus for yachts arriving from Bermuda, the USA and Canada, Flores is likely to be the first island sighted and in clear weather may be spotted from at least 40M off. However clouds blanket the higher areas for much of the time and the whole island may be completely hidden by mist at 5M although the yacht is in bright sunshine.

Possible hazards on approaching from the westerly quadrant are the small island and rocks off Ponta Delgada at the northern tip of the island, Ilhéu de Monchique approximately 1M west-northwest of Ponta dos Fenais, and breaking rocks just over 0.5M off Ponta da Rocha Alta on the south coast. There are no off-lying hazards on approach from the east, but it would be unwise to close the coast in darkness from any direction without local knowledge. Much of the coast consists of high volcanic cliffs and headlands with vicious fringing rocks, and even in daylight an offing of at least 0.5M should be maintained.

The nearest island, other than Corvo lying 13M from Santa Cruz on a bearing of 002°, is Faial bearing 115° at 120M.

Harbours and anchorages

Porto das Lajes

39°22'7N 31°09'9W

Tides

Time difference on Ponta Delgada: -0006

Mean spring range 1.2m

Mean neap range 0.5m

Plans

Admiralty 1959 (1:20,000)

Portuguese 46401 (plan), [187 (1:5,000)]

US 51041 (1:20,000)

Lights

2704 Ponta das Lajes 39°22'5N 31°10'4W

F1(3)28s98m26M 263°-vis-054°

Square white tower and building, red lantern, 16m

Ldg Lts 251° 39°22'7N 31°10'W

Front Fl.G.7s17m2M

Post close to large white chimney on building

Rear 267m from front, Oc.G.4s65m2M

Post at NE corner of white church 2m

2705 Breakwater 39°22'7N 31°09'7W

Iso.R.6s1m2M White post 2m

(Local sources state that this light is destroyed by storms nearly every winter, but is usually back in place by spring or early summer)

Note A mobile phone mast marked by red lights has been erected on the cliffs close north of the harbour

General

Formerly an open bay with a small stone quay, a substantial breakwater some 450m in length was completed in 1994. Whilst its primary purpose was to provide an alongside berth for the supply ship and large fishing vessels, it has greatly improved shelter in the bay which now offers protection from all quarters other than northeast (though see below). Lajes is now the home port of a new and larger (20m) Corvo ferry run by José Augusto Lopes, 292 592289, who previously worked out of

Porto das Lajes looking east-northeast. The anchorage has become a favourite landfall for transatlantic yachts, now that good protection is available behind the high breakwater.





Santa Cruz. Sr Lopes is also official pilot for incoming cargo ships.

The sudden elevation of the small town of Lajes to the position of premier port of the island is reflected in much improved facilities and communications, though Santa Cruz remains the island's principal town with airport, hospital and government buildings. A visit to Santa Cruz still forms an essential part of any visit to Flores — but by land, not water.

Those of an artistic bent will be glad to learn that the tradition of painting on Azorean breakwaters is alive and well in Lajes, where it seems to be not merely tolerated but actively encouraged.

Like many other harbours in the islands, Lajes has plans for a small marina — possibly containing no more than 21 berths. No commencement date has yet been set and, again as so often, much depends on the necessary funding. Details will be included in the

ongoing supplement to this book carried on the publishers' website — www.imray.com — as they become available.

Approach and entry

If approaching around the south of the island allow an offing of up to 1M to be sure of clearing the breaking rocks just over 0.5M south of Ponta da Rocha Alta.

Final approach is straightforward and there are good depths off the breakwater, but its end should be given at least 50m clearance as it is buttressed by a protective cone of large boulders. Evidence of repeated storm damage is clearly visible, and the outer section should be given a wide berth.

As noted above, the breakwater light²⁷⁰⁵ cannot be relied upon. On a bright, moonlit night it would be quite safe to enter the harbour without it, particularly once the leading lights have been



Looking across the anchorage at Porto das Lajes, with the old quay on the right. The foreground area may one day be occupied by the planned marina.

identified, but if in any doubt heave-to offshore and await daylight. Having taken the decision to enter, it may still be wise to secure to the breakwater until daylight rather than attempting to anchor.

Anchorage and berthing

Anchor northwest of the breakwater in 5-12m over sand, gravel and rock (poor holding unless on sand). Yachts may also lie either alongside or bows-to the old quay (see plan) or against the inner part of the breakwater, the latter with the agreement of the harbour workforce (as yet there is no *Capitão do Porto* in Lajes) who will know when ferries or cargo boats are due. In June 2003 several moorings were in place off the old quay, at least one with a trailing line, but all were privately owned.

Considerable swell works in during winds from the east or southeast and, whilst protected by the cliffs from northerly winds, a northerly or even northwesterly groundswell may work around the island to make the anchorage uncomfortably rolly. The latter can be particularly annoying, as the surrounding topography conspires to send a light southwesterly across the anchorage, encouraging yachts to take the swell beam-on. Good chafing gear will be needed if relying on a rope anchor rode. Dinghies are best left beneath the small yellow crane on the inside of the old quay, provided they do not obstruct the slipway. A long painter will be needed.

In June 2001 more than twenty yachts were to be found at anchor in Lajes, four or five of them moored bows to the quay with an anchor out astern. Two months later this had increased to around thirty, and the anchorage was effectively full. Although no statistics were available for 2002, by early June 2003 sixteen yachts were anchored in the harbour and 60 had already visited, with another 200 or so anticipated before the end of the season.

As of June 2003 three sets of officials had to be seen, even if the yacht had arrived directly from another Azorean island. Both the *Guarda Nacional Republicana (GNR)* and the *Policia Maritima* normally appear on the quay shortly after a yacht arrives (or once daily in busy periods) and sound their horns or flash their lights to summon the skipper(s). Formalities are then completed on the bonnets of their vehicles. The *Alfândega* (Customs) expect to be visited in their office at the *Municipal* (the town hall on the main square – up the steps and first right), other than at weekends when they too appear on the quay. Office hours throughout the week are 0900-1230 and 1400-1730. Of the above only the GNR have an official vehicle – the others use private cars.

A very small fee (less than €3 as of June 2003) is levied by the *Policia Maritima* when yachts registered outside the EU first clear into Azorean waters – those registered in EU countries are apparently exempt. The receipt should be retained to avoid paying again in other harbours.

As of 2003 departure clearance was not required if sailing to another island in the Azores – only if leaving the archipelago – but it would be wise to check current regulations when clearing in.

While in the *Camara Municipal* it is worth asking at the reception desk for a copy of the excellent town map, plus any other literature which may be available (there is no tourist office in the town).

Facilities

Boatyard No yard as such, but the mobile cargo crane can lift a yacht in an emergency and anyone with serious problems would certainly receive all available assistance.

Crane Capable of lifting at least 12 tonnes, though more would be attempted in an emergency. Slings can be made up and suitable props produced as required. A larger crane, for up to 40 tonnes, is anticipated for 2004.

Diving services Nothing official, however the *clube naval* has scuba equipment and someone could almost certainly be found to assist in an emergency. Permission to dive within the port must be obtained from the *Capitão()* do Porto in Santa Cruz.

Engineers, electronic & radio repairs Skilled mechanics and electricians are to be found in the area, together with a number of well-equipped workshops, but spares of any kind would be a problem and would probably have to be ordered via MAYS in Horta (see page 50). Ask for advice at the *clube naval*.

Sail repairs Straightforward repairs may be organised via the Café Beira Mar (see below), but anything serious will have to await arrival in Horta.

Chandlery Nothing as yet – in an emergency contact MAYS in Horta (see page 50).

Water From taps on the wall by the old slipway, and at the facilities block (white with blue doors) on the quay.

Showers Available free in the facilities block on the quay (cold water only, but very clean).

Launderette In the town, open 0900-1200 and 1330-1800 weekdays, 0900-1300 Saturday. (Sadly the excellent free service run by the attendant at the port facilities block is no more).

Electricity Unlikely even if alongside, though power tools could probably be plugged in for use ashore. Enquire at the *clube naval*.

Fuel Small quantities are best collected from a filling station in the town, larger amounts – more than 200 litres (about 44 UK/55 US gallons) – can be delivered to the quay by road tanker. Order via the Germano supermarket (see below), allowing at least 24 hours.

The owners of the Café Beira Mar (see below) hope to open a filling station near the harbour – though not actually on the quay – some time in 2004.

Bottled gas Most cylinders can be refilled (with butane) via the Germano supermarket (see below).

Weather forecast Posted daily outside the Café Beira Mar.

Clube naval Small and friendly, currently occupying part of the old whaling station buildings overlooking the harbour (the rest contains a small whaling museum) though new premises on the quay are promised along with the marina development. Open throughout the day in summer, 1700 onwards at other times. Several of the members speak English and go out of their way to assist visiting yachtsmen.

The *Clube Naval de Lajes das Flores* maintains its own website at www.cnlflores.com and has two email addresses – cnlflores@sapo.pt and info@cnlflores.com.

Banks Two, both with cash machines, plus several more in Santa Cruz.

Shops/provisioning Several supermarkets, the largest of which – Joao Germano de Deus & Filhos – also handles refuelling by road tanker and bottled gas refills.

If fresh vegetables are in short supply consult Paula at the Café Beira Mar (see below), who can also supply fresh fish (order in the morning for afternoon collection).

Cafés, bars & restaurant Small hotel plus self-catering cottages run by the *Câmara Municipal*, tel. 292 593650, email cmflores@hotmail.com, together with numerous bars and restaurants.

Paula, who together with her husband owns the Beira Mar café and restaurant just up from the harbour, speaks excellent English and makes a point of assisting visiting yachtsmen.

Medical services Health centre just beyond the town hall, with pharmacy in the same building. For serious medical attention it is necessary to go to the hospital in Santa Cruz.

Communications

Post office On the main square, open 0900-1230 and 1400-1730 weekdays only.

Mailing address Paula Andrade at the Café Beira Mar will hold mail for visiting yachts: C/o Café Beira Mar, Vila de Baixo, Lajes das Flores 9960, Açores, Portugal. She is also willing to handle telephone enquires regarding yachts or to take the occasional message, tel. 292 593384, a gesture of goodwill which should not be abused.

Telephones Two public phones next to the services block (one coin-operated, one card) and others in the town. Cards are usually available from the Café Beira Mar.

Email Free internet access at the public library (a few blocks beyond the town hall), open 0900-1230 and 1330-1700, weekdays only. No booking necessary, though in school holidays it may be best to go early before the local children arrive in force.

Car hire IUR Rent a Car in Santa Cruz, ' ' 292 590110/590119, will deliver throughout the island.

Taxis Several based locally, with more in Santa Cruz.

Buses As of 2003 buses ran to Santa Cruz only on Monday, Wednesday and Friday, departing Lajes at 0930 and Santa Cruz at 1500, though extra services run during the school term. Check the current timetable at the *Camara Municipal*.

Ferries From mid June until September a ferry operated by José Augusto Lopes & Filhos, tel. 292 592289, runs to Corvo two or three times each week. Departure is occasionally made from Santa Cruz. A second ferry runs from Corvo to Flores twice daily during the same period (see page 40), but to Santa Cruz rather than Lajes.

Air services Interisland airport at Santa Cruz, with daily flights to Faial and Terceira.

Santa Cruz (Porto das Pocas)

39°27'N 31°07' 3W

Tides

Time difference on Ponta Delgada: +0020

Mean spring range 1.2m

Mean neap range 0.5m

Plans

Admiralty 1959 (1:25,000)

Portuguese 46401 (plan), [186 (1:10,000)]

US 51041 (1:25,000)

Imray-lolaire EI (1:5,930)

Lights

2702 Santa Cruz (Pedra Acucacairo)

39°27' 2N 31°07' 2W FL.R.5s13m4M

156°-vis-308° White column with red bands 6m (Not working June 2003)

Note FR on airport control tower 570m NW

Harbour communications

Harbour Authority tel. 292 592224, VHF Ch 16, 11 (call *Capimarflores*) (0900-1200, 1400-1700)

General

One of the smallest and most nerve-racking of harbours, but equally one of the most charming, Santa Cruz is now seldom visited by yachts – which, are, in any case, seriously discouraged by the authorities. Brief details from previous editions are included here not so much to aid those who have some particularly pressing reason to enter as to warn off those who would be happier at Lajes (the vast majority).

The town is pleasant but not outstandingly attractive and the older part can be circumnavigated in ten minutes. The baroque parish church of Sao Pedro is worth a visit as is the town museum. A cliff path with spectacular views leads northwards from the root of the quay in the old fishing harbour, to link with a clifftop road near steps down to a fine

The harbour at Santa Cruz (Porto das Pocas) seen from Monte das Cruzes to the southwest, with part of the town in the foreground. A RIB has just come into the harbour, leaving a telltale 'S' shaped wash to indicate the entrance. Even so, visitors are strongly advised not to attempt entry without local assistance.



natural sea-water swimming pool. Following the road takes one to the old whaling station at Sao Pedro (see page 37). A longer walk leads to the viewpoint at the top of Monte das Cruzes, where an old and abandoned house is slowly being converted into a unique family home.

Approach and entrance

From south or east the church, near the southern end of the town and almost directly behind the harbour, is a good marker. From the north do not be misled by the small harbour and ramp at the northern end of Santa Cruz, used by local fishing craft and totally unsuitable for yachts. Its quay is marked by a prominent red and white light structure. The leading marks for Santa Cruz harbour itself are two red and white poles, one halfway up the cliff and one on the cliff top. They transit on 285° and must be followed very accurately.

Make a serious effort to contact the authorities by VHF before close approach. If arriving in the early morning or at lunchtime stand off until the harbour radio comes on air, and *under no circumstances whatsoever* contemplate entry after dark or in heavy swell. Until recently visiting yachts were very often escorted in, and though this is no longer the case local assistance will make the enterprise a great deal safer – not only is the approach extremely narrow, but floating lines are sometimes strung across the south-facing entrance and in June 2003 at least one buoy had to be avoided. If crew numbers permit, an advance party sent ahead by dinghy should be considered.

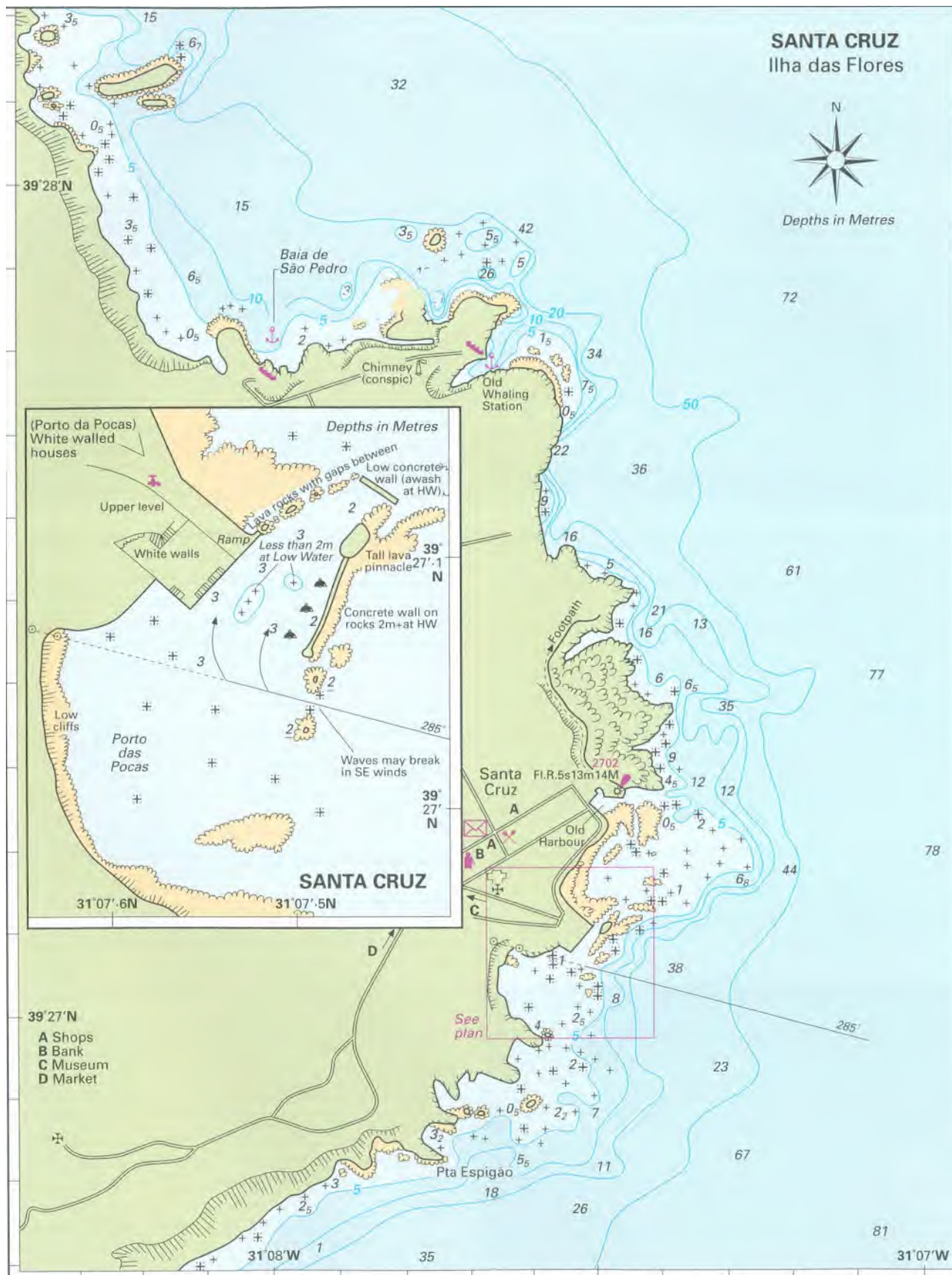
Beware the shoal in the centre of the harbour, particularly at low tide or if surge is affecting water levels.

Securing

Even in its heyday the harbour could accommodate no more than a dozen yachts secured 'all-fours', and is unsuitable for yachts larger than 12m or drawing more than 2m as there is very little room to turn (best achieved by warping round). It is often subject to swell, while strong southeasterly winds make the harbour untenable yet departure very difficult as seas break between the entry rocks even in relatively light winds.

All available warps should be at hand and ready for use, including at least two of 30m or more. Secure long lines to the quay and to rings let into the outer wall. If lying in the southern part of the harbour it may be possible to anchor (sand and rock) and back up before securing stern lines on either side, though not to impede local craft – including one of the Corvo ferries – which use the quay.

For many years a heavy rope run across the northern end of the harbour provided an additional securing point, but this was no longer in place as of June 2003.



Formalities

As in Lajes both the *Guarda Nacional Republicana* (GNR) and the *Policia Maritima* are likely to appear on the quay should a yacht make its way in. The *Capitão do Porto* – still based in Santa Cruz, though for how much longer? – should be visited in his office up the hill from the harbour. There is no longer an *Alfândega* (Customs) office at the harbour, but officials may be found at the airport. All are likely to express considerable surprise and not a little concern.

Facilities

Water From a tap at the top of the slipway.

Fuel In cans from a filling station in town.

Banks Several, all with cash dispensers.

Shops/provisioning Three or four supermarkets, of which by far the largest is Boaventura Ramos & Ca near the post office (looked for a blue-tiled frontage), which also sells hardware in the basement and clothing etc upstairs.

Cafés, restaurants & hotels Wider choice than might be expected.

Medical services Small hospital, with pharmacy next door.

Communications

Post office Open 0900-1230 and 1400-1730 weekdays only.

Email At B@dSector, itself part of the Centro Informático (unmarked, but at the further end of the building next to the police station). Open 1000-1200 and 1300-2300 weekdays, 1300-1800 Saturday. No charge and normally no need to book. The Centro Informático appears to double as a youth club, with television, table football and pop music playing – not the quietest of surroundings for those who wish to concentrate.

The Bar Gare do Ocident, advertised locally as in internet café, had no terminals as of June 2003.

Car hire Choice of several companies.

Taxis Available in the town or enquire at the tourist office.

Buses Regular but infrequent services to Lajes, Ponta Delgada and Fajã Grande.

Ferries The summer-only ferry from Corvo berths at Porto das Pocas (see page 40).

Air services Airport handling interisland flights.

Anchorage on the northeast coast of Flores

Old Whaling Station

39°27' 7N 31°07' 4W

Plans

Admiralty 1959 (1:25,000)

Portuguese [186 (1:10,000)]

General

This deep narrow inlet approximately 0.75M north of Santa Cruz harbour provides good protection from all winds other than the easterly quadrant, when it would become untenable and very probably dangerous. The old steps and ramp provide a convenient landing, with a 15 minute walk to Santa Cruz. Yachts of more than 25m have visited the cove.

Approach

Rocks lie up to 200m off the headland north of the inlet, but the entrance is reasonably wide and may be taken on a bearing of 235°.

Securing

As there is no room for proper scope in the 15m depths, secure 'all-fours' to the steps and to rings on the rocks opposite. (Local assistance may be needed for this.) A position opposite the steps and about one-third of the way over to the rocks is reported to be good, with room for several yachts. Be certain to secure facing outwards to facilitate hasty departure should the weather deteriorate.

Baia do Sao Pedro

39°27'8N 31°07'7W

Plans

Admiralty 1959 (1:25,000)

Portuguese [186 (1:10,000)]

General

Perhaps the safest anchorage in the area in winds from southeast through southwest to northwest,

Looking southeast across the Baia do Sao Pedro, with the buildings of the old whaling station on the headland and the end of the runway at far right.



being easy to enter and equally easy to leave if necessary. The faded white bridge at the head of the inlet and chevrons marking the northern end of the runway can be seen from some distance. Steps and a ramp provide convenient landing, but due to almost constant swell the dinghy should be carried well back. It takes about 15 minutes walk into Santa Cruz.

Approach and anchorage

Approach on a course of between 170° and 220°, giving reasonable clearance to Baixa Vermelha to the north and the rocks lying up to 200m off Ponta Sao Pedro to the east.

Although very clear, the water is deep and the bottom largely rock, making a tripline on the anchor advisable. Depths of around 10m may be found well in, though some may prefer to stay further out in 15m or more. At spring tides the current sweeps quite strongly into the bay.

Porto do Ponta Delgada

39°31' 2N 31°12' 3E

General

Tucked under high cliffs near the northern tip of Flores, Porto do Ponta Delgada – a tiny corner of a larger bay – has a small slipway and crane used by a few local fishing craft. The bay, which is open from northeast to southeast, appears deep and there are no known hazards in the approach. The bottom is rock and large stones, making a tripline advisable. There is nothing at the landing, but by following the steep road inland first a public tap and then a village (with basic facilities including a small supermarket and several bars) will be found.

The coast between Santa Cruz and Porto do Ponta Delgada is a protected area, particularly as regards wildlife and nesting birds, none of which must be disturbed.

The tiny slipway and landing at Ponta Delgada, near the northern tip of Flores. Ponta Ruiva, seen in the middle distance, lies just over 2M to the southeast.



Anchorage on the west coast of Flores

Fajã Grande

39°27' 4N 31°15'.5W

Plans

Portuguese 41401 (1:50,000)

Lights

2706 Fajã Grande 39°27' 5N 31°15'.5W

Fl.5s13m4M

Red and white banded post, white base 6m

2706.3 Ldg Lts 156 4° 39°27' 4N 31°15'.6W

Oc.G.6s Concrete posts 28m apart

This wide bay, sheltered by towering cliffs from the northeast through east to south, provides an attractive and viable anchorage in settled easterly weather. (In August 2000 one yachtsman praised it as: 'a paradise off a weather shore when the wind was howling from the east-southeast'). However it is prone to swell running down the coast from the north, as well as anything coming in from the Atlantic, possibly generated by a weather system hundreds of miles away. It is the most westerly anchorage in Europe.

If approaching other than from directly offshore give a generous berth to the rocks which run out from both ends of the bay, and do not venture much beyond the line of the inner quay face without careful eyeball navigation as there are several awash rocks off the beach. Fortunately the water is very clear. Anchor in 7-8m over boulders, with a tripline

The small quayside and slipway at Faja Grande, with a yacht at anchor. A few cottages occupy the narrow shelf of land below the towering cliffs.
Roddy Innes





Waves breaking on the shore at Fajã Grande on the west coast, which can nevertheless be a very pleasant anchorage in the right conditions.

advisable. Dinghies can be landed at the small quay (with steps) or at the wide slipway/sunbathing area.

There is a cafe/restaurant immediately behind the slipway where swimmers' (ie. cold) showers are available and water cans may be filled. A small supermarket and a general store will be found in the village, with a second restaurant at the top of the cobbled hill leading out of the town. Peep into the well-kept church in passing to admire its attractive interior.

Although lit, Fajã Grande is suitable for daylight approach only – in fact the entire west coast of Flores should be given a wide berth in darkness or poor visibility.

Corvo's peaceful caldeira on a misty day. The seven islands within the two small lakes are claimed to resemble those of the Azores archipelago in miniature.



Corvo

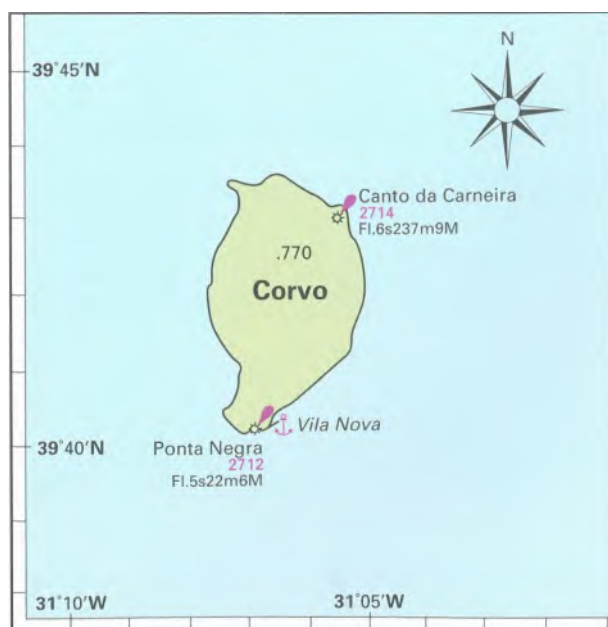
Between 39°40'N-39°44'N and 31°05'W-31°07'W

Introduction

Corvo is the most northerly and by far the smallest of the Azorean islands with an area of only 17.5km², being 7km long by up to 4.5km wide. It consists of a single oval volcanic cone, Monte Gordo, which reaches 770m and contains a crater 1.5km in diameter and over 300m deep. Two small lakes and seven tiny islands lie inside the *caldeira*.

Corvo was discovered together with Flores in 1452, although their existence as the '*ilhas dos corvos marinis*' was almost certainly known prior to that date (see introduction to Flores). Due to its remoteness colonisation did not take place until 1548 when a small settlement was established at Vila Nova do Corvo, the only landing place amongst the island's high cliffs and rocks. A self-sufficient pastoral community developed, living by stock-raising, limited arable farming and fishing, a pattern which still continues. Bonfires were used to communicate with passing ships and with Flores, using a code to indicate particular needs such as a priest or doctor, and limited only by the haze which often surrounds both islands cutting Corvo off for weeks at a time.

Emigration has been high since the 18th and 19th centuries when American whaling ships called in search of crew, and the current population of around 400 is only half that of 50 years ago. Vila Nova do Corvo – sometimes referred to as Vila do Corvo or simply Vila – has remained the island's only settlement. Created a borough in 1832, it is proud of its status as the smallest town in Portugal. The old quarter is now a conservation area where ancient cottages fringe narrow streets and steep pathways, many of the tiny front yards also housing two or three pigs. There are few locks to be seen, no jail,





Until recently windmills were essential to the Corvo islanders' way of life. Now most are converted for storage.

and crime is almost unknown. Be wary, though, of straying off the beaten track and onto private property — for its size, Corvo has a disproportionate population of large dogs. Though most are chained up, a few are not and all take their guard duties seriously — and very loudly.

Over the past few decades communication with the outside world has improved markedly, first with a meteorological and radio station, then a telephone system, and most recently a passenger airport with regular flights to Flores and Faial. Weather permitting, two ferries normally link Corvo to Flores during the summer (effectively mid June to September), one run from Lajes das Flores by Jose Augusto Lopes & Filhos (see page 34), and one run by the proprietor of the Restaurante Traineira in Corvo. Many local people have spent some time abroad, usually in America or Canada, and thus speak English, but a smile and a wave means the same in any language and visitors are made to feel particularly welcome.

Holidays and festivals

In addition to the national holidays listed on page 24, Corvo celebrates the Festival of Espirito Santo about six weeks after Easter and holds its official holiday on 20 June. However the greatest

Telecommunications

Mobile (cell) phone reception in Vila Nova do Corvo is excellent, though this fades on ascending towards the *caldeira*. The area code for Corvo is 292, shared with Flores, Faial and Pico. Following changes to the dialling system a few years ago, this must now be included even when dialling from



Approaching Corvo from the southeast. The white buildings of Vila Nova show up well against the green hillside. *Michael Pocock*

within the island, whether using a landline or a mobile. At the same time all five digit telephone numbers beginning with a 5 were replaced with six digit numbers beginning with 59.

As of 2003 there was only one venue from which the internet could normally be accessed — see Communications, page 42.

Websites

The internet boasts no website devoted solely to Corvo, but the island does feature on several more general sites including

www.azores.dk

www.azoresrural.com

www.blandyazores.com

www.destinazores.com

www.drtacores.pt http://pierre.inazores.com/acores_e.htm

www.mirapico.dk

(See page 23)

Navigation

Magnetic variation

13°15'W (2004), decreasing by 8'E annually.

Tidal streams

Tidal streams set north on the flood and south on the ebb at up to 1.5 knots.

Charts

Admiralty 1959 (1:150,000)

Portuguese 43101 (INT 1982) (1:300,000), 46401 (1:50,000), [115 (1:100,000)]

US 51041 (1:250,000)

Imray-lolaire El (1:759,000)

Lights

2712 Ponta Negra 39°40'•1N 31°06'•6W Fl. 5s22m6M

Grey hexagonal tower near white windmill 3m
2714 Canto da Carneira 39°43'N 31°05'•1W Fl. 6s237m9M Round tower 8m

Approach

With a maximum height of 770m Corvo may be visible from 30M or more in clear weather, appearing from all directions as a single flat-topped mass, largely edged by steep cliffs. However clouds frequently cover the island, and sea mist may obscure it (and its light) until little more than 5M off in apparently good visibility.

Although most of the coast consists of sheer cliffs, with close off-lying rocks and no hazards extending more than 500m from the shore, depths generally shoal steeply and the echo sounder gives little advance warning. Santa Cruz, Flores, lies 13M away on a bearing of 182°.

Harbours and anchorages

Vila Nova do Corvo (Porto da Casa)

39°40' 2N 31°06' 5W

Tides

Time difference on Ponta Delgada: —0010

Mean spring range 1.2m

Mean neap range 0.5m

Plans

Portuguese 46401 (plan), [188 (1:5,000)]

Lights

2712 Ponta Negra 39°40'•2N 31°06'•6W

Fl.5s22m6M

Grey hexagonal tower near white windmill 3m

Note There is no light on the mole itself

General

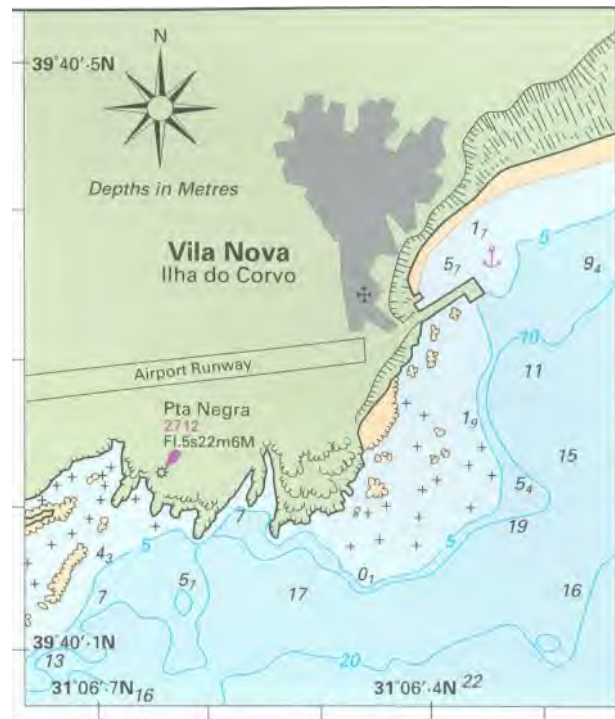
An open bay, sheltered by Corvo itself from the west and north, Porto da Casa at Vila Nova do Corvo is the only possible landing on the island. A concrete mole about 90m in length faces a boulder beach, providing some additional shelter plus convenient dinghy landing. It may be possible to lie alongside in calm conditions if the mole is not required for unloading cargo or by either of the Flores ferries. Even so, Porto da Casa remains very definitely a fair weather port-of-call which usually experiences some swell.

Relatively few yachts visit Corvo so the reception is welcoming. The more usual way to visit is via the ferry from Flores – much better than nothing, but necessarily more limited regarding time.

Approach and anchorage

Give the southeast tip of the island at least 500m clearance – thus remaining well outside the 10m contour – and do not close the end of the mole until it bears around 300°. There are no hazards in the final approach, but it would be wise to proceed slowly in order to assess the situation at the mole – ie. whether it will be possible to lie alongside or not. The mole remains unlit and night approach is not advised.

If anchoring, a tripline is essential as a chain (to which a mooring was formerly attached) lies on the seabed near the end of the mole. Holding is poor



amid the same ostrich-egg sized boulders which line the beach, though a weight slung from the chain or rode will encourage the anchor to work in. The water is crystal clear, making it easy to see what the anchor is up to many metres below. If remaining overnight an anchor light is essential, as fishing boats come in at all hours and do not expect to find yachts already in residence. A second light suspended from the boom may be unofficial but will provide additional peace of mind.

The quay at Vila Nova do Corvo, also known as Porto da Casa, which was extended a few years ago.



Dinghies can be landed on the slipway or at steps near the root of the mole.

Berthing

Yachts are welcome to berth alongside the mole if it is not required for unloading cargo or by either of the Flores ferries. The outer third (ie. about 30m) carries at least 4m, but long lines will be needed as the massive bollards are some 25m apart. Shore access may also be difficult at times, as there are no ladders and the mole stands nearly 3m above the water at low tide. There is generally some surge even in offshore winds, so good fendering will be required together with anti-chafe protection where warps come in contact with the concrete mole.

Formalities

Officials from both the *Guarda Nacional Republicana (GNR)* and the *Policia Maritima* come down to the mole when a yacht arrives (though the latter is not on duty at weekends). If, as is usual, the yacht has arrived from Flores or Faial there are few formalities, but if it has arrived from outside the Azores some paperwork will be necessary pending full clearance on reaching one of the larger islands. Corvo is not an official 'border post' under the Schengen Agreement.

Facilities

English-speaking yachtsmen arriving in Corvo may wish to make the *Restaurante Traineira*, 292 596207, near the root of the mole, their first stop on going ashore. Vicky (who usually works afternoons) speaks excellent English and is happy to help visitors with general enquiries, whilst the owner, Jose Sebastião Nunes, runs a summer ferry to Flores and knows the waters around Corvo well. Their coffee and cakes are pretty good, too!

Diving services A local resident has scuba equipment and would probably be willing to help in an emergency. Enquire at the *Restaurante Traineira*.

Mechanical and electrical repairs Jose, of the *Restaurante Traineira*, maintains his own 10.5m motorboat and will assist visiting yachtsmen. A variety of skills (and tools) are available on the island, necessary to keep both the electricity generating plant and a variety of road and agricultural vehicles in working order. However getting spare parts (probably via MAYS in Horta, see page 50) would take time.

Water Fresh water from a tap at the root of the mole.

Showers Swimmers' (ie. cold) showers near the island's only beach, at the far end of the very short runway.

Fuel By can from the filling station near the root of the mole.

Bank Next to the post office, with cash dispenser.

Shops/provisioning Small supermarket on the road leading out of the town (where some English is spoken), plus several tiny general stores in the old village. Bakery on the main road leading up from the harbour, open 1800-2000 Sunday to Friday inclusive, closed Saturday. Tasty island cheese is

for sale direct from the factory – the last building on the left past the (somewhat noisy) electricity generating plant.

Cafés, restaurants & hotels One small guesthouse, plus two restaurants and several cafe/bars. Outside the busy summer season it is best to order one's meal several hours in advance.

Medical services Small health centre – emergency cases are evacuated to the hospital in Flores.

Communications

Post office On the main road, open 0900-1230 and 1400-1730 weekdays only.

Telephones Card and coin-operated phone outside the post office.

Email Internet access is normally available in the glass-fronted building on the main road, though closed for renovation in June 2003.

Car hire Not available as of 2003.

Taxis No taxis as such, though a privately-owned minibus may be available for a trip up the to *caldeira* – ask at the *Restaurante Traineira*. The walk back down is enjoyable, even for boat-softened feet.

Ferries Ferries link Corvo with Flores during the summer, weather permitting – see page 40.

Air services Regular, but not daily, flights to/from Flores, Faial and Terceira.

Huddled houses at Vila Nova do Corvo contrast with the runway behind. The latter may look lengthy, but does not feel it!



Faial

Between 38°31'N-38°39'N and 28°36'W-28°50'W

Introduction

Faial is the most westerly of the central group and, though the competition is growing, still has the best facilities for yachts to be found in the Azores. It has always been the most popular landfall for yachtsmen arriving after an Atlantic crossing, many of whom stay so long that no time is left for exploring the other islands. In fact a surprising number of visitors never venture outside Horta, a real shame on an island which has so much to offer.

Faial is one of the smaller islands, with maximum dimensions of around 22km by 15km giving it a land area of 173km². Its highest point is Cabeco Gordo on the rim of the *caldeira*, at 1043m. Many of the 16,000 or so inhabitants still live by farming, though fishing and trade at all levels are also important and the service industries, particularly cafés and restaurants, provide seasonal employment in Horta itself.

Approaching by yacht, Faial appears an island of contrasts. Few landscapes could look more barren and uninviting than the sterile volcanic cliffs of Ponta dos Capelinhos in the extreme west, but further east the island is green and lush, its roads lined with flowers and the cottages white or pastel with square sash windows and doors heavily outlined, usually in blue. Blue also are the massed hydrangeas which earned Faial its nickname of *Ilha Azul* — 'Blue Island.' Introduced from China in the 18th century they have since become naturalised and are perhaps one of the best known features of the Azores as a whole.

The Latin name of the plant, *hydrangea hortensia*, often causes understandable confusion. Horta actually owes its name to an early settler, one Joste van Huerter (or Josse van Hurtere), a Fleming who

became the first 'donee' of the island under the patronage of Isabella, Duchess of Burgundy and sister of Prince Henry the Navigator. Although by 1468 when the Flemings arrived the island had already been inhabited by Portuguese immigrants for nearly ten years:

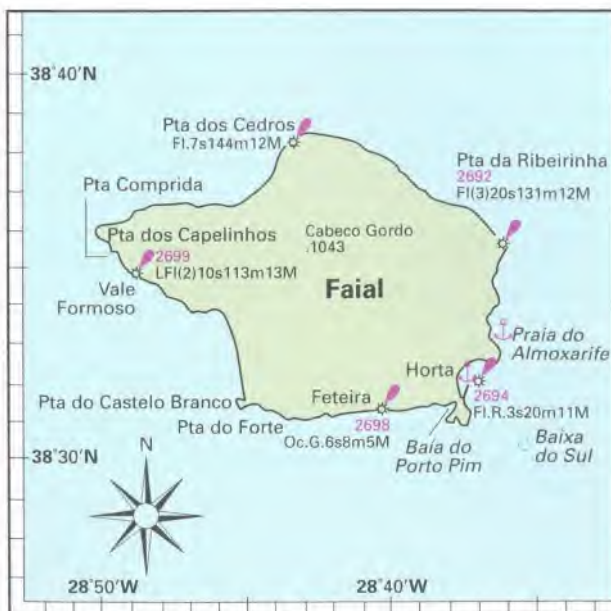
'In those days Flanders was visited with great wars and dire distress and the Duchess sent men and women of all sorts and conditions, eke (also) men of religion and ships loaded with furniture and tools for husbandry and building homes ... the which folk were two thousand in number ... in company with the noble Knight Josse Van Hurtere, Lord of the Manor at Moerkirchen in Flanders.'

In fact van Huerter and his three brothers seem to have had other reasons for coming to Faial, after hearing rumours of rich silver and tin deposits. These turned out to be no more than travellers' tales, but silver or no silver van Huerter and his Portuguese wife, previously a lady-in-waiting to the Infante, did well in their new home. Corn, sugar, grapes and woad grew readily in the fertile soil and soon the van Huerter family were wealthy enough to build a fine house at Porto Pim, near the bay which constituted Faial's main harbour. There their daughter married Martin Behaim, traveller and creator of the Nuremberg Globe, who undoubtedly used his sojourn in Faial in the late 1480s to collect information from passing seamen.

In common with the rest of the Azores and mainland Portugal, Faial was occupied by Spanish forces from 1580 until 1640, during which time the island saw both prosperity and bloodshed. Although the fort of Santa Cruz had been established in 1565 it was unable to withstand the invaders, and defences were strengthened under Spanish rule — the fort of São Sebastião and the Spanish Gate, both at Porto Pim, date from that period — but even so the busy harbour was a tempting target for privateers, particularly the English who regarded Spain as their enemy. In 1589 the Earl of Cumberland attacked and burnt the town, and in September 1597 Sir Walter Raleigh landed with 500 men and again burnt Horta to the ground.

The 17th and 18th centuries appear to have been fairly peaceful, other than a serious earthquake in 1672, one of at least seven since the island has been inhabited. Faial was already becoming known as 'the garden of the Azores' and when Captain Cook, no stranger to lush and exotic landscapes, visited in 1775 he noticed the 'hills studded with handsome abodes, gardens and coppices'.

The island supported the Liberals in the political struggles of the early 19th century and was visited by King Pedro IV in 1832. Horta was granted city status in 1833, and in 1876 the building of the 750m breakwater began. Although the harbour had declined with the coming of steam it saw renewed prosperity as a base for American whaling ships, as many as 400 being anchored in the harbour at once, as witnessed by old photographs. Many carried local



men among their crews, leading indirectly to growing emigration to the United States and Canada. The little raised turrets on the roofs of many of Horta's older homes, built to watch for homecoming ships, probably date from this time.

The Azores have long been established as an important source of meteorological data, the first observatory being built on the hill of Monte das Mocas overlooking Horta. The need to transmit meteorological information to the mainland led in 1885 to the laying of the first of many cables, the Azores' first direct link with Lisbon and the outside world. By the early years of the 20th century transatlantic cables were being laid via Horta, with British, American, German and Italian companies involved. The buildings they commissioned to house their offices and equipment still line the road behind the town, looking more like country houses than one-time offices, and within a few years more than 300 foreigners were employed by the cable companies. Further links were laid in the 1920s, and even thirty years later cable was still considered more reliable than radio. However greater automation had cut the numbers needed for maintenance and operation, and even before the advent of satellite communications the era of bridge evenings, garden parties and dances amongst the expatriate community was on the wane, with the last cable company leaving the island in 1969.

Of equal importance in the early 20th century were the beginnings of air travel, heralded in 1919 when the American Navy pilot Albert C Read landed his tiny NC4 seaplane in Horta harbour at the end of the first transatlantic flight ever made (a photograph can be seen in the SATA office in Horta). Others followed his lead – in 1929 the massive 12-engined Dornier DOX visited, as did Charles Lindbergh in 1933 on behalf of Pan Am, who used the harbour for their Pan Am clippers between 1939 and 1945. The first foreign airline to establish a base was Lufthansa, with Imperial Airways (later to become British Airways) and Air France following between 1937 and 1939. The island's first airfield was not opened until 1971, but has been enlarged several times since.

Horta harbour was used by Allied fleets during both world wars, but perhaps of even greater danger to the islanders than war was the first major volcanic eruption for nearly three centuries. It began in mid September 1957 with a series of earthquakes which themselves caused damage, and week or two later submarine eruptions were noticed about 1km² off Ponta dos Capelinhos at the western tip of the island, growing until steam, ash and pumice fragments were being hurled hundreds of metres into the air. By mid October an island nearly 100m high had been formed and layers of ash and pumice covered much of western Faial. A quiet spell at the end of the month proved brief, and by mid November the former island was attached to Faial by a narrow isthmus. The cycle of alternating active and quiet periods continued into 1958, the loose

sand being reinforced at intervals by lava flows until by August the cone had grown to 144m. At least 300 houses were destroyed by the associated earthquakes or buried by ash, and the noise of the eruption could often be heard in Flores 130 miles away. The island's cattle had long since been moved to Portugal and many children were temporarily evacuated to the relative safety of Pico. Some 15,000 people – nearly half the island's population – took the decision to emigrate, many to the United States.

Volcanic activity had largely ceased by the end of October 1958, leaving a new headland 160m in height and Faial 2·5km² larger than a year earlier. It was calculated that at least 140 million cubic metres of material had been ejected, and on one occasion nearly 2m of ash fell in a single night. Steam rose at intervals for several years, but none has been seen since 1979 and the volcano is thought to be extinct. The newly formed cliffs, mostly of loose ash and pumice, have been eroded by winter storms and less than 1km² of the extra area remains. Twenty years ago the old Capelinhos lighthouse, now almost invisible from seaward and with its roofless buildings half covered, appeared to be standing on the edge of a desert, and even 45 years after the last eruptions much of the area is still barren, with clumps of bamboo, tamarisk and tough grasses still fighting to colonise the loose sand and ash. The whole area, including the excellent museum, is a must on any taxi tour of the island, though the new lighthouse at Vale Formosa 2km to the southeast is no match for its predecessor.

Volcanic activity may have ceased, at least for the time being, but seismic shifts continue and in the early hours of 9 July 1998 Faial suffered a major earthquake which left at least five people dead, three villages almost completely flattened and nearly 3000 homeless. Although the epicentre, measuring 5·8 on the Richter scale, is estimated to have been under the sea some 9M northwest of Faial, villages near the fault line which dissects the island (said to be where the Eurasian and North African plates abut) were particularly badly hit. Yachtsmen asleep in Horta marina were awakened by violent shaking, as though a sail was flogging in the wind, but the town suffered relatively little damage. Relief operations began almost immediately, though hampered by the aftershocks which continued for several months. Many bridges in the northern part of the island had collapsed, together with a great many homes and churches, and five years later some islanders were still living in temporary accommodation.

For a short while after both the Capelinhos eruption and the 1998 earthquake the central *caldeira*, which dominates the island, was declared a possible danger area – at the time of the Capelinhos eruption fumaroles in the interior began to steam and the lake partially drained away. The crater is nearly 2km in diameter and 400m deep, with a tunnel at the end of the road giving access to the steep interior. A path runs around the rim, providing magnificent views over the island and towards Pico

Faial has at least two websites specific to the island:

www.cmhorta.pt - maintained by the *Camera Municipal de Horta* (the town hall) in Portuguese only

www.petercafesport.com - devoted to the famous Café Sport, the Scrimshaw Museum, the Azevedo family and a good deal else besides, in Portuguese, English and French

In addition to these the island features on several more general sites including

www.azores.dk

www.azoresrural.com

www.blandyazores.com

www.destinazores.com

www.geocities.com/giovannitosti/islands/Azores.htm

www.drtacores.pt

http://pierre.inazores.com/acores__e.htm

www.mirapico.dk

(See page 23)

and Faial, and normally the area is a favourite picnic spot for locals and visitors alike — it should certainly be high on the list of places to visit. The exterior slopes are almost bare except for short grass on which sheep and cattle graze, whilst the crater, which is partly covered with natural forest, has been declared a nature reserve.

A second reserve has also been set aside nearer Horta, on the slopes of Monte da Guia and Monte Queimado just south of the town. Both hills are protected areas where the indigenous vegetation including Azores Heath, Azores Candleberry Myrtle and Azores Cedar still flourish. It was the Candleberry Myrtle, which can reach 6m, that gave the island its name when the early settlers mistook it for beech — *faya* — indicating how prevalent it must once have been. Monte da Guia, ascended by a winding road, is a miniature horseshoe crater enclosing the tiny Caldeira do Inferno, which although open to the sea is also part of the nature reserve and forbidden to all power-driven boats. The lower Monte Queimado ('burnt hill'), its summit crowded with tiny fields unsuspected from below, is worth climbing simply for the view it affords over Horta — though the bottom of the path, hidden behind the cottages overlooking Porto Pim, can be difficult for the visitor to find.

No one island can be said to typify the Azores but, if time is limited and only one harbour and island can be visited, a few days in Horta and a taxi-tour around Faial will probably create an ambition to return with a more leisurely schedule.

Holidays and festivals

In addition to the national holidays listed on page 24, Faial holds its official holiday on 24 June. The Festival of Espírito Santo and Feast of Nossa Senhora das Angústias are celebrated about six weeks after Easter, and the Feast of St John on 24 June. Sea Week — *Semana do Mar*, see page 49 — starts on the first Saturday in August.

Telecommunications

Mobile (cell) phone reception throughout the island is good. The area code for Faial is 292, shared with Pico, Flores and Corvo. Following changes to the dialling system a few years ago, this must now be included even when dialling from within the island, whether using a landline or a mobile.

As of 2003 there were at least three places in Horta from which the internet could be accessed — see Communications, page 52.

Navigation

Magnetic variation

12°10'W (2004), decreasing by 8'E annually.

Tidal streams

Tidal streams can run strongly in the Canal do Faial, the flood setting northwards at up to 1.5 knots and the ebb setting southwards, with an eddy on the ebb setting strongly into the Baía da Horta. The Canal do Faial (which is relatively shallow) can become extremely rough at times, with tidal races off all headlands and in particular off Ponta da Baía do Cavalo just north of Horta itself.

Charts

Faial and the Central Group

Admiralty 1956 (1:175,000)

Portuguese 43102 (INT 1893) (1:300,000), 46403 (INT 1891) (1:50,000)

US 51061 (1:250,000)

Imray-lolaire EI (1:759,000)

Canal do Faial and Approaches to Horta

Admiralty 1957 (1:37,500)

Portuguese 46201 (1:75,000), 46403 (INT 1891) (plan)

US 51062 (1:50,000)

Lights

2699 Vale Formoso 38°34'•9N 28°48'•7W

LFI(2)10s113m13M

Round white tower with small red lantern 14m

Note Repeatedly found to have an apparent range of no more than 5M

2698 Feteira Ldg Lts 340° 9' 38°31' 4N 28°41'.4W

Oc.G.6s8/9m5M White post with red bands 4m

2694 Horta breakwater 38°32'N 28°37'•3W

FL.R.3s20m11M

Red lantern on white framework tower 15m

2692 Ponta da Ribeirinha 38°35' 8N 28°36'.2W

FI(3)20s131m12M 133°-vis-001° Metal post 5m

2700 Ponta dos Cedros 38°38'•3N 28°43'.4W

FL.7s144m12M White tower 3m

Coast radio station

Faial (24 hours) 38°35'N 28°43'W, remotely controlled from Lisbon

MF Transmits 2182, 2750kHz SSB

Receives 2182, 2750kHz SSB

VHF Ch 16, 26, 28

Radionaval

Horta (24 hours) 38°32'N 28°38'W

(This station does not accept public correspondence other than distress and safety traffic)

DSC - ME MMSI 002040200 (planned)

MF Transmits 2182, 2657Hz SSB

Receives 2182, 2484kHz SSB

VHF Ch 11, 16

MF Weather bulletins 2657kHz SSB at 0935, 2135

(storm, gale and poor visibility warnings, synopsis and 24 hour forecast in Portuguese, repeated in

English, for Areas 3, 5, 7, 30, 31 - see plan page 7)
 MF Navigational warnings 2657kHz SSB at 0935, 2135
 (for waters within 200M of the Azores, in
 Portuguese, repeated in English)
 VHF Weather bulletins Ch 11 at 0900, 2100 (local
 forecasts for Faial, Graciosa, Pico, Sao Jorge and
 Terceira in Portuguese)
 VHF Navigational warnings Ch 11 at 0900, 2100 (local
 warnings for Faial, Graciosa, Pico, Sao Jorge and
 Terceira in Portuguese)

Navtex

Identification letters 'F' and 'J'. The Azores fall within
 NAVAREA 11. Transmissions in English (F) are on the
 standard Navtex frequency of 518kHz, those in
 Portuguese (J) are on 490kHz. Horta 'F' transmits storm
 and gale warnings, synopsis and 24 hour forecast in
 English for Areas 3, 5, 7, 30, 31 (see plan page 7) on
 receipt and at 0050, 0450, 0850, 1250, 1650, 2050.
 Navigational warnings follow the weather bulletin.
 Horta 'J' transmits the same information in Portuguese
 on receipt and at 0230, 0530, 0930, 1330, 1730, 2130.

Approach

Approached from west or northwest Faial appears
 relatively low and rounded, and although visible at
 up to 30M in clear weather will often not be seen
 until after the summit of Pico, some 15M beyond,
 has been identified.

Prominent headlands at Ponta dos Capelinhos and
 Ponta do Castelo Branco make a landfall on the
 southwest coast reassuringly simple after a long
 passage, though care must be taken not to confuse
 the two lighthouse towers. The old lighthouse, close
 northeast of Ponta Comprida, is of grey stone and
 can be seen on the skyline when southwest of Faial.
 The replacement lighthouse at Vale Formoso²⁶⁹⁹ is
 seen against the hillside, and is thus considerably less
 conspicuous in daylight.

There are few off-lying dangers and clearance of
 0.5M is plenty, though much of the coast may be
 approached closer in safety. Rocks in the bay north
 of Ponta do Castelo Branco and around Ponta do
 Forte should be given a wide berth. The approach
 from north and northeast is clear, other than rocks
 close inshore around the headlands where tide rips
 can also build up. If approaching from southeast the
 Baixa do Sul (also known as Chapman's Rocks) with
 7m depths should be avoided if any sea is running. A
 conspicuous white conical building with a circular
 dish stands on Monte da Guia, south of Horta and a
 windfarm (six towers) on hills to the north.

In June 2003 a marine farm marked by a single
 buoy with topmark, FLY.3.5s, was established about
 11M south of Faial in approximate position
 38°20'4"N 28°43'3"W. It should be given generous
 clearance.

Distances from Horta to other Azorean harbours
 are 130M to Lajes, Flores, 46M to Vila da Praia,
 Graciosa, 69M to Angra do Heroismo, Terceira, and
 149M to Ponta Delgada, Sao Miguel. Madalena,
 Pico, is only 4.5M distant across the Canal do Faial.

Harbours and anchorages

Horta

38°32'N 28°37'5W

Tides

Time difference on Ponta Delgada: -0002

Mean spring range 1.2m

Mean neap range 0.5m

Plans

Admiralty 1957 (1:10,000)

Portuguese 46403 (INT 1891) (plan)

US 51062 (1:10,000)

Imray-lolaire EI (1:12,470)

Lights

2694 Breakwater 38°32'N 28°37'.3W

FL.R.3s20m 11M

Red lantern on white framework tower 15m

2696 Boa Viagem 38°32'3N 28°37'6W

Iso.G.1.5s12m9M

Square black column with red top 7m

2697 Ldg Lts 196° 38°31'7N 28°37'6W

Iso.G.2s6/9m2/3M

White posts with red bands 7/3m, 12m apart

Harbour communications

Port Authority TEL. 292 293453, Fax 292 208315,

email porthorta@mail.telepac.pt, VHF Ch 16, 11 (call
Capimhorta) (0800-2400)

Marina 'a 292 391693, Fax 292 208315,

mobile 0936 6491291, VHF Ch 06, 10, 11, 16 (0800-1200,
 1300-2000 daily in summer, shorter hours in winter)

Mid Atlantic Yacht Services TEL. 292 391616,

Fax 292 391656, *email* mays@mail.telepac.pt, VHF Ch 77
 (1000-1300, 1400-1700 weekdays, 1000-1300 Saturday)

Port limits

A circle, radius 4M, centred on Horta breakwater light 2694-
 see Port limits, page 25.

General

The marina at Horta opened in 1984, to the general
 approbation of visiting yachtsmen, and has been
 followed more recently by a systematic programme
 of harbour and marina improvements. First the main
 breakwater, built in 1876, was reinforced with steel
 and concrete and a container area created at its root
 to ease cargo handling. Then a slipway was built to
 enable vessels of more than 22 tonnes (ie. too large
 for the travel-lift) to be hauled out, at the same time
 creating a fishing and smallcraft area in the
 southeast corner - apparently the short mole was
 built partly of masonry rubble from the 1998
 earthquake.

Then, after several years in the planning and
 building stages, the marina's new 'south basin' was
 officially opened in 2002, increasing berthing to a
 maximum of 300 yachts, though the north basin,
 with its narrow entrance, remains probably the
 safest place in the archipelago to ride out storm or
 hurricane force winds. Both the reception quay and
 the building overlooking it - which houses all the
 relevant authorities - has been enlarged, and the
 entire facility is run with efficiency and friendliness.
 Horta has recently been listed as one of the four
 busiest yacht transit harbours in the world, nearly all
 now berthing at the marina.

Although numbers have not increased greatly since 2000, when 1135 yachts of over 30 nationalities visited, each year sees a higher proportion of seriously large yachts, both sail and power. In 2002 more than 150 yachts of over 21m (70ft) passed through Horta, a number which shows no sign of decreasing, while the growing proportion of large cruising catamarans also poses problems when allocating space. Yachts of under 10m are becoming a rarity, and though no statistics are available, it is estimated that average cruising yacht size has grown from around 11m (36ft) in 1990 to 13.5m (44ft) in 2002 – with beam to match. Thus, despite the new basin, by June 2003 yachts were sometimes held at anchor for several days waiting for a marina berth to become free.

The next major project – by far the most ambitious to date, and still under consideration in 2003 – may see the construction of an entirely new breakwater extending southeast from a point north of Boa Viagem light^{269b} (see plan). This would protect the harbour from northeasterly swell and vastly increase the usable anchorage area. If the final decision is in favour, details will be included in the ongoing supplement to this book carried on the publishers' website – www.imray.com – as they become available.

Once ashore, the long narrow town is attractive with good shopping, and the local people still friendly and helpful towards yachtsmen despite the vastly increased numbers. The authorities are rightly proud that Horta has been granted the EU's 'blue flag' indicating an outstandingly clean harbour no less than fifteen times, most recently in June 2003.

The Cafe Sport, overlooking the harbour, has been a meeting place for yachtsmen for at least half a century. Founded by Jose Azevedo in 1918, it is now run by his son Peter and grandson Joseph who are



Horta harbour and marina seen from Ponta da Baía do Cavalo to the north. Monte da Guia lies in the centre, with Baía do Porto Pim on its right.

unfailingly helpful in a variety of languages. Peter and his staff also hold letters for yachts in transit and stock a range of clothes and other souvenirs in their adjoining shop, the *Loja de Peter*. In the rooms above the cafe an impressive museum of Azorean scrimshaw has been assembled – a visit is highly recommended.

The walls of the world-famous café are hung two and three deep with burgees bearing the names of some of the best known yachts in the annals of ocean cruising. The same names once appeared on the



Horta marina's new 'south basin', with the older 'north basin' beyond. The white office building can be seen on the reception quay.







Horta harbour and marina, seen from Monte Queimado to the south. In the left foreground is the terminal handling local ferries, with the marina's new 'south basin' beyond and the 'north basin' beyond that.

famous breakwater wall, where the crews of visiting ships and yachts have been painting their names and insignia for many decades. However paintings on a wall exposed to rain and salt air have a limited life, and until the building of the marina the shortage of space was such that old paintings were often obliterated to make way for new. However it took only two seasons for the marina's concrete walls to be completely covered – boats, birds, whales, charts, burgees, abstract designs and even strip cartoons provide an outdoor art gallery. When wall space ran out crews began painting on the marina mole itself, so that from any vantage point the entire area resembles a brightly coloured patchwork – generally including several figures absorbed with brush and paint pot. The tradition has grown up that it is unlucky to leave Horta without making one's mark, and it would seem that cruising yachtsmen are a superstitious breed.

Horta's third claim to fame amongst cruising yachts is its annual Sea Week, *Semana do Mar*, which starts on the first weekend in August. Long a local festival with music, dancing and craft displays ashore, dinghy and swimming races in the harbour, and culminating in a single race for visiting yachts on the final Sunday, for the past 20 years or so the Clube Naval de Horta has included a number of other races in its programme, most often a fully crewed opening race, a single-handed race, a ladies' race and then the all-comers Canal Race to round things off. Handicapping is necessarily something of a lottery, protests are firmly discouraged, and yachts of all types and nationalities take part in a spirit of competitive entente. The week finishes with a

prizegiving and party to which all competitors are invited. Unfortunately it sometimes falls a little late in the season for yachts returning to northern Europe, but is very definitely worth staying for if the schedule permits.

Approach and entrance

By day quite straightforward, though the harbour cannot be seen until the last headland is rounded and a course can be steered for the white tower structure on the end of the breakwater. There are good depths directly off its end, which should not be rounded too closely in case of the Pico ferry or a fishing boat leaving at speed. On rounding the main breakwater the marina mole and reception berth will be seen dead ahead. The circular yellow steel buoy sometimes laid due east of the breakwater head is a racing mark and can be ignored.

By night the town lights of Horta are very bright and, if approaching along the south coast of Faial, will be seen over the Baia do Porto Pim before Monte da Guia is rounded. The breakwater light 2694 will probably be identified first. Boa Viagem 2696 ' is difficult to identify against the town lights and in any case is of little use to yachts. During Sea Week in early August thousands of coloured lights illuminate the town and harbour and could make identifying navigation lights more difficult than usual. The yellow racing mark referred to above is lit by a battery-powered flashing green light which may be unreliable, while the southern end of the marina wall has a large angular sculpture lit by white floods, but no navigation light. Care must also be taken to avoid

the many small mooring buoys, though currently few are laid north of a line from the reception berth out to the breakwater.

Berthing

On arrival, yachts of up to 15m or so should go alongside the reception quay (least depth 3m) to be allocated a berth. In summer the marina office is manned 0800-1200 and 1300-2000 daily, closing earlier in winter at 1700. However if the quay is full and there is any swell running, rafting up is not recommended due to surge and anchoring will be found preferable while awaiting one's turn.

It is helpful if yachts of more than 15m LOA call on VHF during their approach, while the very large indeed should notify the marina of their ETA on departing their previous harbour. In both cases they are likely to be directed straight to a berth in the south basin. This can take five yachts of 30-35m LOA and 5-6m draught on the southernmost fingers, with another seven of 18m LOA and 4-5m draught inside (see plan). The very largest generally berth on the outside of the 120m south mole in 5-6m, and only when this is already occupied is the main breakwater pressed into service. The northern and inner pontoons are largely reserved for local yachts.

Visitors of more modest size are allocated a berth in the older north basin, either alongside a finger or rafted up against the wall. Yachts taking part in a rally will be grouped together if the marina office is notified in advance by the organisers.

Anchorage

Anchoring is only permitted when the marina is full, and is charged at the marina rate for smallest size (€3.75 per night in 2003). Holding is generally poor over large stones. Those at anchor are welcome to leave dinghies at any convenient point in the marina and to use the toilets, showers and launderette on payment of the usual fees.

Formalities

Both harbour and marina are administered by the *Junta Autónoma do Porto da Horta*, the former from an office near the head of the harbour and the latter from the white building overlooking the marina reception quay, open 0800-1200 and 1300-2000 daily in summer, 0800-1200 and 1300-1700 in winter. Note that although the marina has its own telephone number (292 391693), both *Fax* (292 208315) and *email* (portohorta@mail.telepac.pt) are common to the entire port authority, and even with a prominently displayed heading, messages may take several days to reach the marina office. In 2003 the daily charge for a yacht of between 12m and 15m LOA, with a beam not exceeding 5.4m, was just under €12, which included water, electricity and tax, but not showers or laundry facilities. Multihulls paid a 50% surcharge.

Immigration, *Alfandega* (Customs) and *Policia Maritima* all have offices in the marina reception building, and must be visited even if clearance has already been obtained elsewhere in the Azores.



The elegant cone of Pico Alto seen from Horta marina. The breakwater light is flashing, and a floodlit ship of the Acor Line with its distinctive blue whale emblem lies alongside the breakwater.

Peter Price

Immigration keep the same hours as the marina office; *Alfandega* and *Policia Maritima* are both open 0900-1200 and 1300-1700 daily. Unusually, the *Guarda Nacional Republicana (GNR)* are not directly involved, although copies of the paperwork is forwarded to them.

On departure the marina office must be visited first to settle the bill (most major credit cards are accepted, though not American Express), and copies of the receipt presented at all three offices. However there is no need to move the yacht herself back to the reception quay.

If planning to visit any of the smaller islands it will be worth preserving the computer printout which one receives. This carries answers to all the standard questions, so avoiding potential language difficulties.

Facilities

Horta undoubtedly has the best facilities for yachts in the Azores, and in particular the continuing success of Mid Atlantic Yacht Services (MAYS), tel 292 391616, *Fax* 292 391656, *email* mays@mail.telepac.pt, has eased the situation for visiting yachtsmen needing to get work done. In addition to English, owners Duncan and Ruth Sweet speak French, German and Portuguese and have good contacts in mainland Portugal. MAYS, which is to be found opposite the root of the marina mole, is Azorean agent for over a dozen international manufacturers (including Raymarine/Autohelm) and can organise importation and fitting of most items. The company specialises in engineering, electronics, rigging and deck hardware, but amongst its other services will assist with EU yacht importation (see page 25), send and receive faxes and email, and handle cruisers' mail. They also run a free bookswap, and display a four-day weather forecast updated daily. Office hours are 1000-1300,

1400-1700 weekdays, 1000-1300 Saturday.

Boatyard There is a yard in the southwest corner of the harbour where DIY repairs and other work can be carried out. Water and electricity are laid on, and workmen can be employed if required. Consult the marina office regarding timing and prices.

Travel-lift A 22-tonne (25 US ton) capacity hoist stands in the southwest corner of the harbour. Larger yachts may be able to use the slipway north of the fishing harbour. Enquire at the marina office, whose personnel operate the hoist and where suitable supports (chocking) can be organised if needed. Proof of insurance will be required.

Diving services Norberto, tel. 292 293891, email norbertodiver@mail.telepac.pt, primarily offers sport diving but can also assist with underwater work or assessments. Official permission should first be sought – see Port limits page 25.

Engineers, electronic & radio repairs Consult either MAYS or the marina office. Helitractores Lda, tel 292 208500, Fax 292 208505, offers diesel injector and pump servicing in addition to general welding and other metalwork.

Sail repairs Ralf Holzerland, Tel 292 293149, will collect, repair and return sails, but does not normally make them from scratch. His work has been highly praised by a number of visiting skippers.

Rigging MAYS, see above.

Liferaft servicing A technician/inspector from mainland Portugal visits Pico annually, usually in March or April, to service liferafts for local commercial craft. Over-wintering yachts may wish to have theirs serviced at the same time – consult MAYS regarding timing and transport. Most major brands can be handled.

Chandlery MAYS, who manage to pack an impressive variety into their small premises and will order parts and equipment not in stock; and Teófilo SA (open 0900-1800 Monday to Saturday), Tel 292 200000, Fax 292 391392, near the Cafe Sport, who sell paint, batteries, lubricants and a limited range of chandlery including stainless steel fastenings and fittings. Both concerns also stock some sailing clothing and boots. There are also several hardware stores throughout the town which sell reinforced hose, electrical fittings etc, in addition to hand and power tools of all kinds.

Charts Teófilo SA is an official agent for Portuguese charts, and in June 2003 had more than half of the 14 'Folio 94' series (see page 28) in stock, though only one of the old series. No charts for areas outside the Azores were held. However it should be possible to order from the current *Catálogo de Cartas Nauticas Oficiais* for despatch from Lisbon within a matter of days. MAYS stock Imray books and charts, plus a selection of Admiralty charts and publications, independently printed almanacs etc. Again, items

not in stock can be ordered.

It should be noted that neither of the above are cheap options for a boat sailing from the UK – an Admiralty chart will cost about half as much in Britain as the same chart, or the Portuguese equivalent, would if bought in the Azores.

The Joao Luis Copy Centre on Praça da Republics offers chart-sized photocopying. However it should be remembered that pilot books and Admiralty charts are protected by copyright, though US charts are not.

Water Supplied to each marina and mole berth and included in the daily charge, though hoses are not provided. Faial occasionally suffers from water shortages in summer, when the supply may be turned off at stated times. It is also possible to take on water at the reception quay.

Showers In the semi-circular building in the northwest corner of the marina area. Open 0800-1145 and 1400-1900 in summer, shorter hours in winter. A small charge is made, which also covers soap and a towel.

A second services block is to be built near the glass-fronted *Clube Naval de Horta* during the next few years.

Laundry Laundry room in the shower and services block of the marina. Normally attendant service by machine or DIY at large sinks, though it may sometimes be necessary to return to move one's load from washing machine to dryer. Take laundry in early, as there are only five washers and two dryers to serve the entire marina and a queue often builds by mid-morning.

Alternatively call either the Lavandaria Rosa, tel 292 391557, mobile 962 821723, which will collect and return laundry to the marina seven days a week, or the Lavandaria Horta, Tel 292 391911, which also offers dry cleaning.

Electricity In the marina, where it is included in the standard charge. Yachts must provide their own cable and standard European plug, plus adapter if needed (all components are available from MAYS, assembled or separately).

220 volts is available in both basins, with 380 volts 3-phase in the south basin and on parts of the north wall. Electricity throughout the Azores is 50Hz.

Fuel Both diesel and petrol are available at the marina reception quay, and yachts are encouraged to fill up on arrival to avoid a return visit. The concession is run by the *Clube Naval de Horta*, and from mid April to mid August operates the same hours as the marina office (0800-1200 and 1300-2000 daily). Outside these dates an attendant can be summoned at a few minutes' notice. As of June 2003 fuel had to be paid for in cash – credit cards were not accepted. There is a second diesel pump in the corner of the harbour near the ferry terminal and a third (intended for fishing boats) on the south wall.

Large quantities of fuel can be ordered from Costa & Martins opposite the marina, tel 292

292141, Fax 292 293469, for delivery by truck, while duty free diesel is available in quantities of 10,000 litres (about 2250 UK gallons/2800 US gallons) or more by arrangement with MAYS – three days' notice is appreciated. Again delivery is by truck, to the outer wall of the south marina basin or to the main breakwater.

Bottled gas Camping Gaz exchanges are readily available. Calor Gas and other non-standard cylinders can be refilled with butane, either via the attendant at the marina fuel pumps, Teófilo SA, Costa & Martins or MAYS. Allow at least one working day.

Ice Chipped ice is available most weekday afternoons between 1630 and 1700, when the fish auction is held in the first building of the row facing the fish dock at the head of the harbour. Definitely of icebox rather than drinks quality.

Weather forecast The marina office and Café Sport display Portuguese 3 day forecasts and synoptic charts; Mid Atlantic Yacht Services offer the US NOAA current, 48 hour and 96 hour forecasts and charts (with copies available at nominal charge).

Clube naval The *Clube Naval de Horta* occupies the glass-fronted building on the water front south of the marina. Although mostly concerned with dinghy sailing, it organises the yacht races during Sea Week and scuba equipment is available for hire. There is a café/bar, and a limited restaurant service.

Banks Numerous, all with credit card facilities.

Shops/provisioning Several reasonably well-stocked supermarkets in the town centre, plus the vast MODELO hypermarket on Rua Principe Alberto do Monaco (which leads uphill from opposite the old church at the head of the harbour). Open 0900-2100 weekdays, 0830-2100 Saturday and 0830-1300 Sunday and holidays, and normally willing to deliver larger orders to the marina. A good selection of souvenir, clothing, chemists and other shops will be found in the older part of the town, though see the note on page 61 if considering a piece of scrimshaw.

Books on Azorean subjects in a number of languages can be purchased at both Base Peter Zee and Espace Talassa (see *email*, below), while the MAYS office houses an extensive book-swap, again in several languages.

Produce market Small fruit and vegetable market at the northern end of town with a fish market beyond. The best variety is generally to be found on Friday, but it is always necessary to go early for a good selection, particularly of fish. Some of the produce is brought over on the ferry from Pico – Horta plums and Pico cheese are mentioned by Joshua Slocum, who found that the two do not mix.

Hotels, restaurants & cafes Hotels range from four star downwards. A wide variety of restaurants, snack bars and cafés serve food at very reasonable prices.

Medical services Hospital outside the town – several of the staff speak some English – plus dentists and opticians.

Communications

Post office On Rue Serpa Pinto at the northern end of the town, open 0830-1830 weekdays only. Stamps can be bought at any shop displaying the green *correio* sign as well as in the Café Sport.

Mailing addresses C/o Marina da Horta, 9900 Horta, Faial, Açores, Portugal; Mid Atlantic Yacht Services, Rua Conselheiro Miguel da Silveira, 9900-144 Horta, Faial, Açores, Portugal; or the Café Sport, Rua Vasco da Gama, 9900 Horta, Faial, Açores, Portugal.

Telephones At the main post office, outside the marina bar, opposite the *clube naval* and elsewhere. Most are card-operated, though a few boxes taking coins are still to be found.

Email A choice of at least three venues – Hortanet on 11 Rua Walter Bensaude (open 1000-2200 Monday to Saturday through out the summer, closed Sunday), where printing, CD-writing etc is available and notebook computers can be plugged in (a modem cable can be borrowed if required); Base Peter Zee just up the road from the Café Sport (open 0800-2200 daily); and Espace Talassa on Avenida 25 Abril (open 0930-1200 and 1500-1830 daily), primarily a whale-watching concern but with a couple of computers.

Notebook computers can be plugged in at MAYS (power is available and there is a US-type modem/phone socket) and emails sent c/o the company will be printed, but there are no computers for general use. The marina will also receive emails for yachts, but again has no computers for visitors' use.

Despite its name, Info-Horta at 18 Rua Serpa Pinto is not a cybercafé but a vendor of computers, peripherals and expendables, and may also be able to arrange repair of an ailing machine.

Fax service At the marina office, Fax 292 208315; MAYS, Fax 292 391656; Café Sport, Fax 292 391287.

Car hire A choice of four companies, three of them situated on the Rua Conselheiro Medeiros a couple of streets inland from the marina. Book in good time if possible, particularly during July and August, possibly via MAYS in advance of arrival. Bicycles can be hired at Base Peter Zee (see *email*, above).

Taxis Taxi ranks outside the Estalagem de Santa Cruz and near the market.

Buses Circular route around the island – timetable from the tourist office.

Ferries Several times daily to Pico (the first leaves at 0730), and also to the other islands of the central group – details and timetable from the tourist office.

Air services Daily services to the UK via Lisbon, and to the other islands. See Transportation, page 21.

Praia do Almoxarife

38°33' 2N 28°36' 6W

Plans

Admiralty 1957 (1:37,500)

Portuguese 46403 (plan)

US 51062 (1:50,000)

General

An open bay 1.5M north of Horta, which can also be reached by bus, Praia do Almoxarife has a pleasant dark sand beach with clear water for swimming and a short mole with steps suitable for dinghy landing. It is protected from south through to northwest, but is recommended as a daytime anchorage only and following the completion of formalities at Horta.

Ponta da Baia do Cavalo to the south is fringed by off-lying rocks to a distance of about 200m. However the prominent church almost on the beach can safely be approached bearing between 256° and 296°. Anchor in 7-8m over sand and rock off the stretch of beach between the church and the road bridge. There is a café near the base of the old harbour wall and a campsite a short way inland, but little else.



Baía do Porto Pim as seen from Monte da Guia, with Forte de São Sebastião on the headland and the Spanish Gate at far right.

The northern edge of the bay is fringed with volcanic rocks, but a bearing of about 050° on the highest part of Monte Queimado leads through the middle of the entrance. The fine sandy bottom shoals evenly towards the beach, with 4-5m depths in the centre of the inner bay.

There is a bar and cold shower on the beach, with all the facilities of Horta within easy walking distance. Equally, if berthed in the marina, Porto Pim is only ten minutes away on foot.



The short mole at Praia do Almoxarife, north of Horta, seen on a hazy day.

Baía do Porto Pim

38°31' 4N 28°37' 8W

Plans

Admiralty 1957 (1:10,000)

Portuguese 46403 (plan)

US 51062 (1:50,000)

General

A shallow, narrow-necked bay close southwest of Horta (see plan page 48), Porto Pim is well protected from northwest through east to south. However it is totally exposed to wind and swell from the southwest, and thus not suitable other than as a daytime anchorage. Its warm protected swimming off a fine speckled sandy beach makes it a favourite spot with the locals.

Pico

Between 38°23'N-38°34'N and 28°02'W-28°33'W

Introduction

Pico is dominated by the 2351m volcanic peak after which it is named and which lies approximately one-third of the way along its west to east axis, and for most visitors the sight of this perfect volcanic cone reaching into the clouds will be one of the most enduring images of the entire Azores. However the mountain – often referred to as Pico Alto – comprises only part of the island, which is approximately 48km long by up to 15km wide, its area of about 445km² making it the second largest in the group after Sao Miguel. Neither is it the only volcano on the island. Small, isolated cones and craters dot the uplands, particularly in the western part, while eight small lakes lie further east towards Pico Topo, at 1633m the second highest peak. Other evidence of volcanic activity are the lava beds known as *mistérios* (mysteries), legacies of eruptions in the 16th and 18th centuries and only now beginning to support vegetation. There are long galleries and caves in the slopes above Madalena and Lajes, caused by escaping gas bubbles as the lava cooled, but a guide is necessary to find and explore these potentially dangerous caverns.

A guide is also mandatory if attempting to climb Pico itself, as although a road runs part of the way up, much of the climb must be made the hard way. The lower slopes are forested up to about 1500m with shrubs reaching a further 500m, but the final 300m or so is bare lava, snow-covered in winter, rendered even more difficult by the 40° ascents and loose footing of ash and pumice. Pico Alto is crowned by a crater some 300m in diameter and 30m deep. Within lie steaming fumaroles – it must be remembered that whilst semi-dormant the volcano is by no means extinct – and the 70m cone of Pico Pequeno (Little Pico), the highest point not only in the Azores but in all of Portugal. As might be expected, on a clear day the views from the summit are superb, though only too often the peak is blanketed by cloud. Certainly the ascent is only for the fit and energetic, with some parties opting to spend the night in the crater itself in order to watch both sunset and sunrise. However the mountain top gets extremely cold at night, even in summer, and warm clothes and sleeping bags will be needed.

It would be a mistake to assume that Pico Alto is the island's only attraction, and other than perhaps Sao Miguel it is probably the most popular of all the islands for touring by hire car or taxi. The scenery is surprisingly varied. As the road along the south coast leaves Madalena and winds through the heart of the wine area, it seems to run between a maze of black lava walls, built with vast toil over the centuries to protect the vines from the Atlantic winds. Until recently many of the tiny vineyards which they enclose lay deserted and derelict, but now areas which have plainly been untended for

decades are being brought back into use, such is the resurgence in popularity of Pico wine. In the 18th century *Vinho do Pico* was exported to America, England and even the imperial court of the Russian Czars, but the vines were attacked by disease in the late 19th century and although replaced by more resistant plants from California have never recovered their international fame. While in the Azores be sure to sample the full range – a rich, pale gold wine slightly reminiscent of Madeira, light reds and *verdes* – all serving admirably to wash down a picnic lunch of the fruit and cheese for which Pico is also renowned.

Sometimes called 'the orchard of the Azores' – though this seems not entirely fair to its neighbours – Pico supplies much of the produce in Horta's market, including apples, pears, apricots, peaches, plums, oranges and, for those able to stay until late August or September, almost more figs than anyone can eat. Where the land is too rugged for vines or fruit trees cattle are pastured, particularly toward the eastern end of the island on the lush slopes of Pico Topo and its fellows. The result is several varieties of cheese – one dry, white and somewhat crumbly, one yellow, harder and reminiscent of a mature Cheddar, and finally what appears to be the only soft, French-style cheese produced in the entire Azores.

Until recently Pico was the centre of Azorean whaling, with at least 300 carcasses a year processed at the factory near Sao Roque until it closed in 1984. There was also a factory north of Lajes, the chief harbour for the open whaleboats, where a whaling museum has been created in the Casa dos Botes and the Whalers' Festival is celebrated each year on the last Sunday in August. Not surprisingly most of the best scrimshanders in the Azores now work from Pico, producing intricate designs and carvings on whalebone or teeth, though the latter are becoming scarce and expensive. Lajes was the first town on the island and once its capital, receiving its town charter in 1502 more than 200 years before Madalena. The total population of the island currently stands at around 15,500.

The north coast is generally more spectacular than the south, from the lava arches, stacks and sea caves at Cachorra, near Madalena, to the almost sheer



Websites

Pico has good coverage on the worldwide web, not least because of its photogenic qualities. Other sites cover walking, diving and whale-watching:

<http://volcano.und.nodak.edu/vwdocs/volc-images/afri-ca/azores/azores.html> – photographs and facts about the volcano in geologists' language

www.redtailcanyon.com – satellite images of the island and its peak

www.aktivwandern.de – Pico features strongly in the *AZORES* volume of the *Sunflower Landscapes* series – this is the author's homepage. In German and English

www.ewpnet.com/Pico.htm – a commercial site offering guided walks on Pico (as well as several of the other islands), with some good photos

www.whales-dolphins.net/index.html – homepage of Pico Sport Lda, who run a diving and whale-watching centre from a base near Madalena. In English, German and Italian

In addition to these the island features on several more general sites including

www.azores.dk, www.azoresrural.com

www.blandyazores.com

www.destinazores.com

www.geocities.com/giovanitosti/islands/Azores.htm

www.drtacores.pt

http://pierre.inazores.com/cores_e.htm

www.mirapico.dk

(See page 23)

415m cliffs at Terra Alta in the east. A few miles down the road from Terra Alta – a road banked with hydrangeas, wild roses and yellow ginger lilies – heavy wooden fishing boats are built behind the stony beach at Santo Amaro. Massive timber frames are left to season and then planked up as they have been for centuries, but there tradition ends. By the time launching day arrives the larger vessels will be fully equipped with the latest in GPS, radar, fish-finders and all kinds of radio. More evidence of the 21st century lies near Madalena in the guise of Pico's airport, built nearly 20 years ago but still able to take only small, interisland planes. The vast majority of visitors arrive via the ferry from Horta, past the Ilheus da Madalena, otherwise Ilhéu Deitado and Ilhéu em Pe (Sleeping Isle and Standing Isle), and into the sheltered waters behind the tall breakwater. Until this was completed in the late 1980s disembarking from the ferry could be hazardous, and in bad weather the island was occasionally cut off for days or even weeks at a time. If the silhouette of Pico has been likened to something out of a Japanese painting, perhaps the famous picture of the white-crested, curling wave might sum up the islanders' relationship with the sea.

Holidays and festivals

In addition to the national holidays listed on page 24, Lajes celebrates its official holiday on 29 June, Madalena on 22 July and Sao Roque on 16 August. The Festival of Espirito Santo is celebrated about six weeks after Easter, with the Feast of Saint Mary Magdalen on 20-23 July, Whalers' Week on 20-26 August and a Harvest Festival in September.

Telecommunications

Mobile (cell) phone reception around the coast is good, though this has not been verified for the upper slopes of the mountain itself. The area code for Pico is 292, shared with Flores, Corvo and Faial. Following changes to the dialling system a few years ago, this must now be included even when dialling from within the island, whether using a landline or a mobile.

As of 2003 there were no known public sites – cybercafés, libraries etc. – on Pico from which visitors could access the internet.

Navigation

Magnetic variation

1°2'05"W (2004) decreasing by 8'E annually.

Tidal streams

The flood tide sets north in the Horta channel at up to 1.5 knots, and east in the Pico-Sao Jorge channel, maximum 1 knot. The ebb sets west and south at similar rates. Quite severe tide rips can build up around headlands in wind against tide conditions.

Charts

Admiralty 1956 (1:175,000)

Portuguese 43102 (INT 1893) (1:300,000), 46201 (1:75,000)

US 51061 (1:250,000)

Imray-Iolaire EI (1:759,000)

Lights

2687.2 **Madalena breakwater** 38°32'2N 28°32'W

Oc.R.3s11mIOM

White tower with three red bands 7m

2688 Sao Roque do Pico (Cais do Pico)

38°31'7N 28°19'3W Oc.R.6s3m6M

White structure containing red lantern, on wall, 5m

2690 **Ponta da Ilha** 38°24'8N 28°01'9W

Fl(3)15s28m24M 166°-vis-070°

Square white tower and building, red lantern 19m

2690-15 **Santa Cruz das Ribeiras**

38°244'N 28°11'2W Fl.R.3s13m14M

Red lantern on red and white post (the latter almost totally masked by the breakwater) 8m

2691 **Ponta de Sao Mateus** 38°25'4N 28°27'W

Fl.5s33m13M 284°-vis-118°

White truncated conical tower, red lantern 13m

Note Reported in June 2003 to be Q.

Coast radio station

Pico (24 hours) 38°24'N 28°44'W, remotely controlled from Lisbon

VHF Ch 16, 26, 27

Approach

The 2351m volcanic peak after which the island is named lies approximately one-third of the way along its west/east axis. Lower peaks and craters form a secondary area of high ground (over 1000m) further east. In good visibility Pico can be visible from well over 50M and forms a spectacular backdrop on approach to Faial – once seen it is quite unmistakable. However the topmost part is frequently lost in cloud even when the sky is otherwise clear.

Other than the Ilheus da Madalena and associated rocks almost 1M offshore due west of Madalena harbour there are no serious off-lying dangers, and 0.5M clearance when coastal sailing is a safe margin. In June 2003 two marine farms, each marked by a single buoy with topmark FI.Y.35s, were established off Pico in approximate positions 38°17'N 28°20'2W (about 7.5M southwest of Lajes) and 38°15'8N 27°47'8W (about 13.5M southeast of Ponta da Ilha). They should be given generous clearance.

Madalena lies less than 5M across the Canal do Faial from Horta, and about 18M from Velas on Sao Jorge, from which Sao Roque do Pico – sometimes referred to as Cais do Pico – is just over 10M distant.

Harbours and anchorages

Madalena

38°32'1N 28°31'9W

Tides

Time difference on Ponta Delgada: +0003

Mean spring range 1.2m

Mean neap range 0.5m

Plans

Admiralty 1957 (1:37,500)

Portuguese 46403 (INT 1891) (plan)

US 51062 (1:50,000)

Lights

2687-2 Breakwater 38°32'2N 28°32'W

Oc.R.3s11m10M

White tower with three red bands 7m

2687-5 Ldg Lts 139° 38°32'N 28°31'9W FI.G.

6s15/20m5M

White posts with red bands 8m, 128m apart

Harbour communications

Harbour Authority Tel 292 623303, VHF Ch 16, 11 (call

Policiamadalena) (0900-1200, 1400-1700, weekdays only)

Port limits

A circle, radius 1M, centred on Madalena molehead light²⁶⁸⁷⁻² – see Port limits, page 25.

General

Originally little more than an open bay, the construction in 1987 of a long breakwater turned Madalena into a small but pleasant harbour protected from northwest through east to southwest, though any swell from the westerly quadrant will find its way inside. Even so, most yachtsmen continue to leave their boats in Horta and visit Pico by ferry, touring the island by taxi or hire car without any worries about a yacht left at anchor.

The snorkelling inside the harbour is particularly good, and there is also a small seawater swimming pool amongst the rocks at Ponta do Arieiro with a larger and more conventional pool close by. A path runs south to the small harbour at Areia Larga, and with a southerly wind the nearby fish cannery may make its presence smelt.

In June 2003 sources in Horta stated that a small marina was under consideration for Madalena, with

construction likely to start within the next few years. However, this could not be confirmed officially and no details were forthcoming. Further information will be included in the ongoing supplement to this book carried on the publishers' website – www.imray.com – as it becomes available.

Approach

Approach can be made from north or south of the Ilheus da Madalena, which in the latter case should be left close to port until the breakwater end bears about 085° in order to avoid Baixo do Cacao off Ponta do Arieiro. The approach from north or northwest is straightforward. The leading marks 2687-5 transit on 139° but should not be followed once inside the line of the breakwater.

Anchorage, moorings and berthing

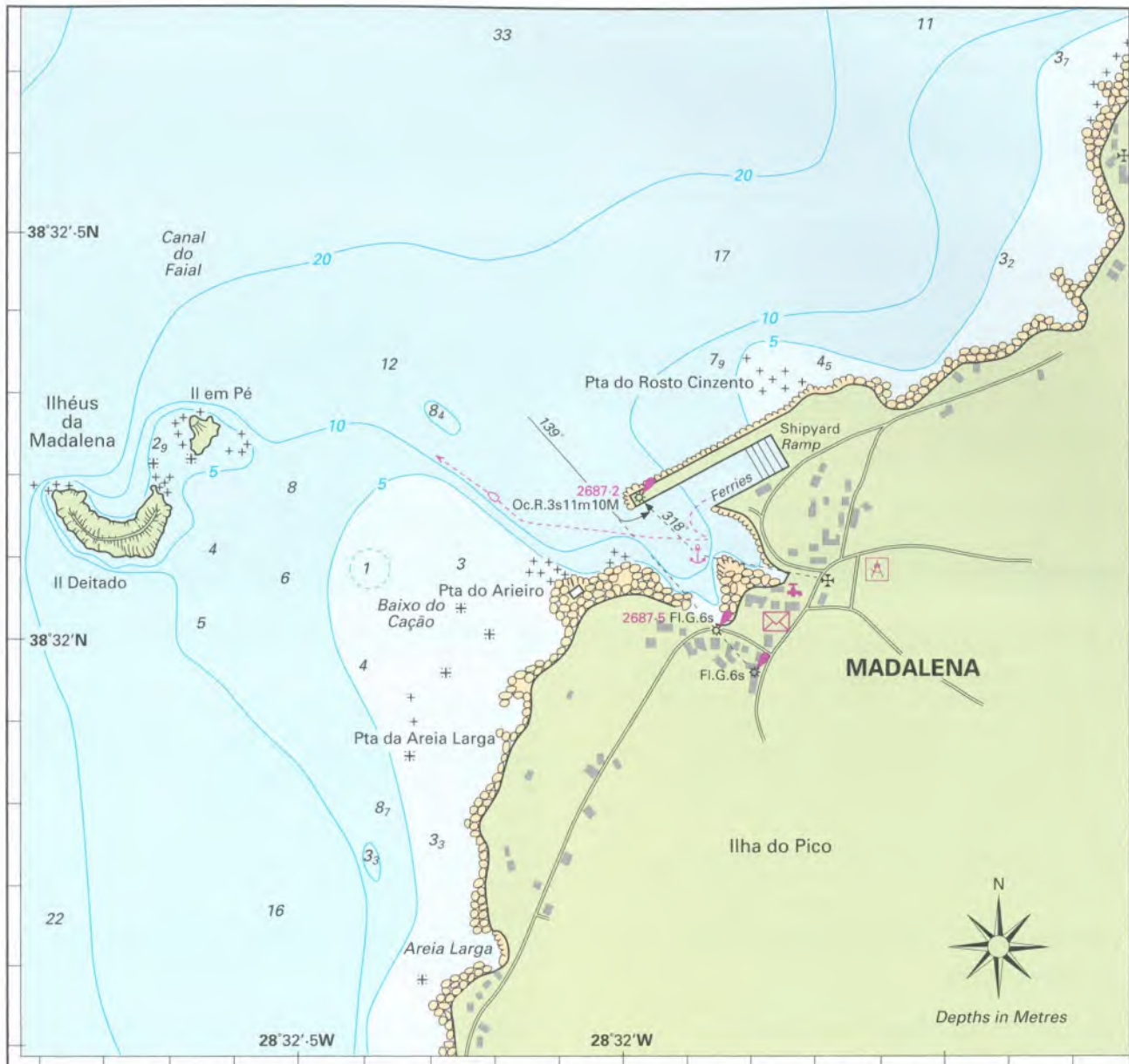
Anchor in the southern part of the harbour in 9-10m over sand, with the breakwater light and the church bearing 318° and 098° respectively. It is essential to keep well clear of the approach used by ferries berthing at the central terminal – remembering they leave the quay going astern, and turn within the harbour.

In June 2003 six moorings were to be seen in the harbour, all private and apparently in differing states of repair. Skippers who made use of them did so very much at their own risk, and the prudent inspected the ground tackle before relaxing. Of course use of a private mooring precludes an island tour, or any other activity which leaves the yacht unattended for more than a short period. Dinghies can be landed at steps in the old inner harbour under the church.

In settled weather yachts sometimes berth alongside in the northeast corner of the harbour. However this area tends to be noisy and gritty, and is subject to considerable wash from ferries berthing opposite. It may also be difficult to find any official from whom to seek permission.

Looking southeast into Madalena harbour, with the cone of Pico behind.





Formalities

If arriving from within the Azores formalities appear to be non-existent. Neither the *Guarda Nacional Republicana (GNR)* nor the *Policia Maritima* maintain a permanent presence in town – both are based along the coast in Sao Roque. However a *Policia Maritima* van may be seen in the vicinity of the ferry terminal around departure time, and it would be wise to bring the usual documents ashore just in case.

Facilities

Boatyard Situated near the root of the breakwater, with two marine railways on which large wooden fishing vessels are brought ashore and considerable undercover space. No provision for hauling deep-keel yachts.

Chandlery Very limited chandlery at Marcos Pescas e Nautica on Rua Carlos Dabney.

Water By can from taps at the small fish market

Madalena harbour looking northwest, with the ferry terminal at centre right and the breakwater beyond.



overlooking the inner harbour, across the road from the front leading light, and elsewhere.

Showers Swimmers' (ie. cold) showers beside the pool at Ponta do Arieiro. Both facilities are free.

Fuel By can from a filling station about 1 km down the road towards Sao Roque.

Clube naval The building prominently labelled *clube naval* is actually a waterside bar which has no obvious connection with boats.

Banks Several, with cash dispensers.

Shops/provisioning Small but quite well stocked supermarket close west of the old inner harbour, plus several small grocery stores selling basic foods including the excellent Pico cheese. The souvenir shops have an unexpectedly wide selection including attractive Azorean pottery and whalebone items.

Cafés, restaurants & hotels A growing number of all three.

Medical services Small hospital just south of the town.

Communications

Post office Just behind the church, open 0900-1730 weekdays.

Telephones At the ferry terminal and elsewhere.

Car hire At least four companies.

Taxis In profusion, though a longer trip such as an island tour is best booked in advance.

Buses Daily services along the north and south coasts of the island.

Ferries Regular service to/from Horta, Sao Roque etc.

Air services Interisland airport on the road to Sao Roque.

Sao Roque do Pico (Cais do Pico)

38°31'·7N 28°19'·2W

Plans

Portuguese 47501 (1:7,500), [180 (1:5,000)]

Lights

2688 Sao Roque do Pico (Cais do Pico)

38°31'·7N 28°19'·3W Oc.R.6s3m6M

White structure containing red lantern on wall, 5m

2688-2 Breakwater 38°31'·9N 28°19'·2W

Fl.G.3s6m2M 120°-vis-030°

White tower with green bands 4m

Port limits

A circle, radius 1·5M, centred on Sao Roque do Pico breakwater light²⁶⁸⁸⁻² — see Port limits, page 25.

General

Until a few decades ago the site of Pico's largest whale-processing factory, a 200m breakwater was built in the early 1980s to provide the island with a deep-water harbour and container port, although this appears to be little used other than by interisland ferries. Not one of the archipelago's prettiest harbours, but shelter is good from south through west to northwest.

The view of Pico is superb, making the volcano appear almost symmetrical, and there are attractive walks in the hills behind the village. The old whaling



factory is now a museum, with much of the original machinery still in place (open 0900-1230 and 1400-1730 Tuesday to Friday, 0900-1230 Saturday–Sunday, closed Monday).

In June 2003 the same source which had mentioned the possibility of a marina in Madalena also claimed that one was planned for Sao Roque, with construction due to start within the next few years. Once again, official confirmation was not forthcoming. Refer to the ongoing supplement to this book carried on www.imray.com for current details.

Approach

By day Straightforward. If coming from the west the green and white banded column on the breakwater end is visible from a distance against the town; coming from the east the dark chimney of the old whale processing factory is distinctive. There are no hazards if approaching from offshore, but if coming from the east or southeast the Baixo do Cais and off-lying rocks must be given at least 200m clearance.

By night The breakwater light²⁶⁸⁸⁻² can be approached bearing between 130° and 295° and rounded at least 50m off.

Anchorage and moorings

It is possible to anchor anywhere in the centre of the harbour, avoiding moored fishing boats and traffic to and from the breakwater wall. However depths are great – 15m or more – and the bottom rocky, so a tripline is strongly advised. In June 2003 an assortment of mooring (and other) buoys lay in the harbour, some occupied by local smallcraft, but their strength and reliability cannot be guaranteed. The water is usually very clear.



Approaching Sao Roque do Pico, with a ferry lying inside the breakwater and the small town beyond.

Although protection from the south would appear at first sight to be excellent, strong katabatic gusts can pour down off the slopes of Pico, almost doubling the prevalent windspeed.

Dinghies can be left at one of the small inner quays or adjoining slipways where whales were once hauled ashore.

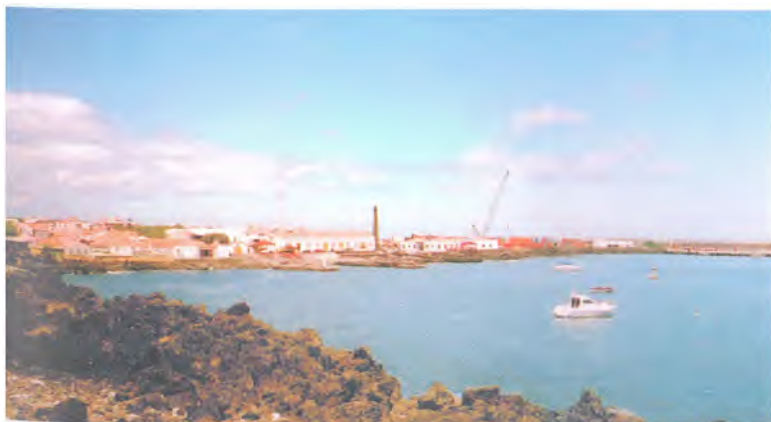
Berthing

It may be possible to berth alongside the breakwater for short periods, but permission should be sought from those working nearby without delay — a cargo vessel or ferry could be due at any time. Depths are generous — at least 5m even at the root — but it stands a good 2m above water level, with only two sets of steps and few ladders. There is some ship-sized fendering. Surge may cause problems if there is any swell running in from the east.

Formalities

Officials may come to the yacht if she is berthed alongside. Otherwise visit the *Policia Maritima* in their office at the west end of the seafront (identified

Sao Roque do Pico looking north, from a position near the main light. The dark chimney of the old whale processing factory (now a museum) shows up well.



by a businesslike radio aerial), and the *Guarda Nacional Republicana (GNR)* who occupy a building marked *Poste de Despacho* at the other end of the town, with solid arched doorways and a single turret topped by a handsome whale weathervane. The *Alfandega* (Customs) have an office at the rear of the *clube naval* building but are unlikely to be interest in a yacht.

It may well ease clearance if the computer printout which one is given in Horta or Ponta Delgada is available. This carries answers to all the standard questions, so avoiding potential language difficulties.

Facilities

Boatyard/engineers Nothing specifically for yachts, though local skills clearly exist — witness the beautifully renovated and maintained whaling boats (now used for racing) and their original tow-boats.

Water By can from a tap at the rear of the *clube naval* boat store (it would be courteous to ask before helping oneself). Alternatively there is a tap let into the wall near the Sao Roque light structure.

Showers At the *clube naval*. Generally kept locked, but available for a small fee on request.

Fuel By can from a filling station on the road leading inland from near the Sao Roque light structure.

Weather forecast Sometimes to be found in the entrance to the *clube naval*, though not posted daily.

Clube naval The *Clube Naval de Sao Roque* have premises near the whaling museum, with a large store full of sailing dinghies in addition to the usual waterfront restaurant. A good place to start any quest for information.

Banks Several, all with cash dispensers.

Shops/provisioning Several small supermarkets at the eastern end of the town.

Cafés/restaurants Along the seafront.

Medical services Hospital outside the town.

Communications

Post office Overlooking the harbour.

Telephones In the entrance to the *clube naval* and elsewhere.

Car hire One company (though not a place to leave a yacht unattended whilst exploring the island).

Taxis Available, though it might be necessary to order by phone from Madalena.

Buses To Madalena and elsewhere.

Ferries Regular service to Madelena and Horta in one direction and Velas (Sao Jorge) in the other.

Air services Interisland airport on the road to Madalena.

Calheta da Nesquim

38°24' 1N 28°04' 8W

General

An attractive bay protected from west through to northeast, Calheta da Nesquim would make an interesting daytime anchorage in settled northerly weather. A large white church stands above the chequered sea wall and small stone mole, with gently sloping woodland behind.

The initial approach is clear, other than rocks close around the low headland to the west. However good light is necessary to enter the bay itself, due to isolated rocky patches, particularly in the eastern part. Anchor south or southeast of the mole outside the rocks, or in the bay further east. There are steps and a slipway in the shelter of the mole. A water tap will be found on the mole and a small cafe at its root, but there are no other facilities.

Santa Cruz das Ribeiras

38°24' 3N 28°11' 2W

Plan

Portuguese 47501 (1:7,500)

Lights

2690 15 Santa Cruz das Ribeiras

38°24' 4N 28°11' 2W Fl.R.3s13m14M

Red lantern on red and white post (the latter almost totally masked by the breakwater) 8m

General

A small fishing harbour protected from the southwest by a short breakwater and from west through to northeast by steep terraced and wooded slopes.

One of the oldest settlements on Pico, Santa Cruz das Ribeiras is an attractive and well cared for village with a pretty church near the top of the old slipway where rows of small, brightly painted fishing boats lie in the sunshine. Several restored whaleboats, complete with equipment, are kept in a boathouse nearby — their elderly guardians appear happy for visitors to look around — and in June 2003 a new whaleboat was in build a few hundred metres up the road.

Pico's traditional cheese, similar in taste and texture to a mature Cheddar, is produced by several small local concerns. Being a hard type it keeps well and a 5kg (11lb) truckle would keep most crews munching for weeks.

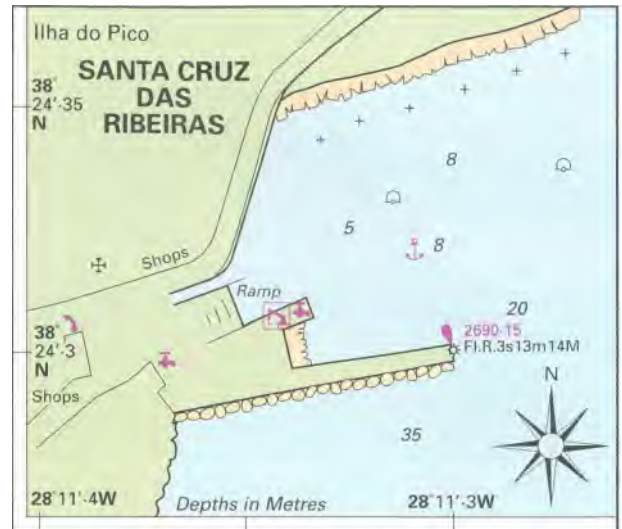
Santa Cruz das Ribeiras is not a port of entry.

Approach

No problems from either direction, though if coming from westwards the dark grey concrete breakwater may be difficult to identify against the rocks behind until bearing at least 010°.

Anchorage, mooring and berthing

Anchor just inside the end of the breakwater in 8-10m over rock and stones, with sand further out. A tripline is advisable. Depths shoal steeply on approaching the end of the old quay. In 2003 two



mooring buoys were in evidence, one of which might be used on a temporary basis if not already occupied. However their condition and holding power has not been verified. There are several sets of steps at which a dinghy could be landed.

There are good depths along the outer half of the breakwater, but it may be difficult to confirm that no larger vessels are expected in. There is nearly always some surge.

Facilities

Water Tap near the small crane on the inner quay.

Showers Cold shower in a building near the root of the breakwater.

Shops/provisioning Small general store in the village.

Cafés/restaurants Two cafes near the harbour, and a restaurant about 10 minutes' walk westward.

Santa Cruz das Ribeiras seen from hills to the northeast. The coastline behind is typical fajã, where molten lava has flowed out into the sea.



Communications

Telephone About 200m beyond the church.

Taxis Available, though it might be necessary to order by telephone from Madalena.

Buses Services to Madalena and elsewhere along the main road, a steep walk up from the harbour and village.

Lajes do Pico

38°23' 9N 28°15' 4W

Plans

Portuguese 47501 (1:7,500), [181 (1:10,000)]

Lights

2690-4 Lajes do Pico 38°23' 1

Fl.G.5s6m3M

White post with green bands 5m

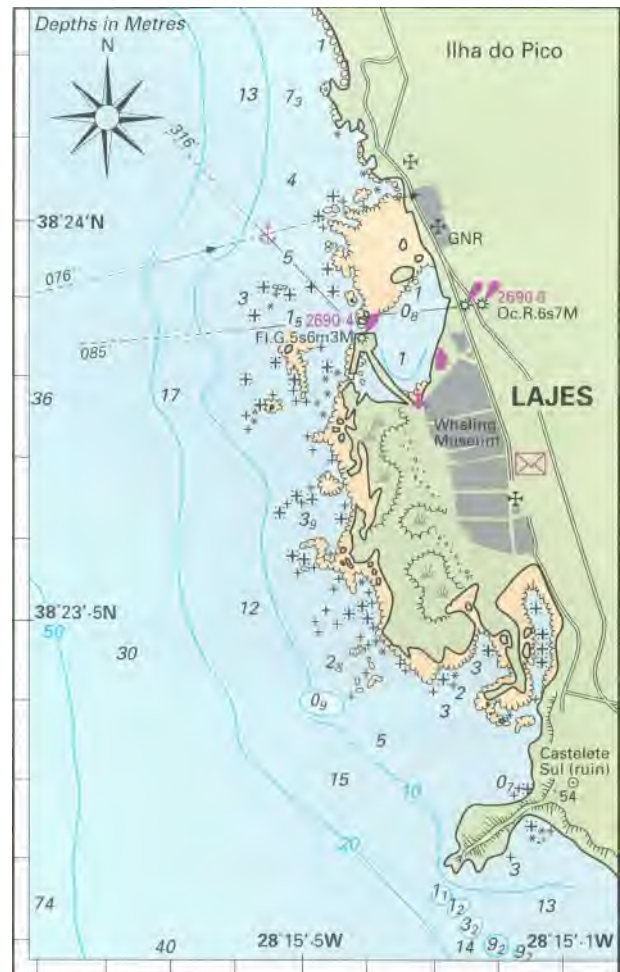
General

Lajes was once the centre of Pico's whaling fleet, which operated from inside the *lagoa* (the factory buildings are about 1km further north). However depths within the rocky harbour are little more than 1m, so most yachts must anchor outside with protection only from north to southeast.

Lajes was the earliest settlement on Pico and the island's first capital. Hints of its past importance can be detected in some of the older buildings, including the two churches, and particularly in the engineering of the impressive hillside road running southwards out of the town. Its main claim to fame, though, is as the historic centre of Azorean whaling and the home of the main whaling museum. In addition to the *Santa Terezinha*, a 10-75m whaleboat built in 1928 and on display complete with harpoons, lances and other whaling implements, the museum has a valuable collection of scrimshaw and whalebone items and a growing library on the subject, and is worth a visit whatever one's feelings are regarding whaling. A whale and dolphin watching enterprise operates from a nearby building.

Most of the best scrimshanders still working in the Azores live on Pico, several running small workshops in Lajes where scrimshaw and whalebone items can be bought. However, before choosing a souvenir note that many countries have legislation in place to control the import of whale-derived products. Both producer and vendor should display certificates permitting them to deal in such goods, and if this is done it is then legal for an EU citizen to buy and own scrimshaw or whalebone items and to transport them between EU countries. Non-EU citizens would be wise to check the situation regarding their home country.

Finally, with the growing scarcity of teeth some scrimshanders are now engraving on hard plastic as an alternative to tooth or bone, while mass-produced pieces may occasionally be moulded rather than engraved. While there is clearly much to be said for the former, which may exhibit just as much skill as 'traditional' scrimshaw, most people would rather avoid the latter. It should be easy enough to tell the difference on close inspection.

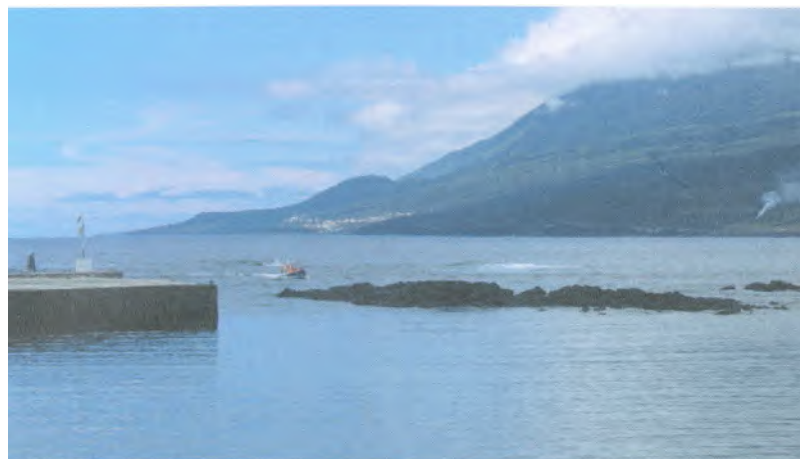


Approach and anchorage

The approach from the west is clear, but if coming from the south the banks off-lying Ponta do Castelete and the town of Lajes must be given clearance of at least 600m (outside the 20m

An open boat – possibly from the town's whale watching centre – approaches the shallow harbour at Lajes do Pico. On the right are the lower slopes of Pico Alto, the red-roofed buildings of SAO João and, in the far distance, Ponta de São Mateus.

Peter Price





The shallow harbour and rocky anchor at Lajes do Pico, viewed from just west of north.

contour), until the northern end of the conspicuous white cemetery wall bears at least 076°. The coast may then be closed until the molehead light structure²⁶⁹⁴⁻⁴ transits with the parish church on approximately 316°.

Anchor near the intersection of the two lines described above in 8-10m over sand and rock. A tripline is advisable. There are steps on the mole some 300m away and a small jetty on the pebble beach inside the anchorage.

Berthing

Any yacht shallow enough to enter the lagoon would probably be able to lie alongside. The approach is different from that described above – leading marks transiting on 085° guide between the outer rocks towards the mole-end, but cannot be followed right into the lagoon. The channel is narrow and intricate, and if considering entry it would be wise to explore first by dinghy and get local assistance if possible. Protection once inside is excellent, but wind or swell from the west would make leaving impossible.

Formalities

Effectively none – officials are no longer stationed at Lajes and it is not a port of entry.

Facilities

Water From a tap near the root of the mole.

Fuel By can from a filling station near the root of the mole.

Banks In the village, with cash dispensers.

Shops/provisioning Able to meet most day to day needs.

Cafés, restaurants & hotels Several hotels and restaurants.

Medical services Small hospital.

Communications

Post office with telephones.

Taxis Available, though it might be necessary to order by telephone from Madalena.

Buses To Madalena and elsewhere.

Sao Jorge

Between 38°32'N-38°45'N and 27°45'W-28°19'W

Introduction

Variously said to resemble a sword blade, a cigar and a sleeping animal, Sao Jorge is a long, narrow island and literally the central island of the central group. It suffers the physical misfortune of being eclipsed by its neighbouring Pico, even though it is itself something of a geological oddity. Nearly 54km long by only 7.5km wide, almost all the coast consists of steep volcanic cliffs, with low tongues of lava (*fajas*) extending out to sea in a few places, and a high percentage of its 246km² lies above the 300m contour. Unlike Pico, Sao Jorge consists of a whole string of volcanic peaks, lower to the northwest, reaching their greatest height of 1066m at Pico do Esperanca roughly halfway down the chain, and then gradually losing height to the southeast so that the 950m Pico dos Frades stands well above its neighbours. Around 10,500 people currently live on the island.

From a distance Sao Jorge reminds one of the serrated backbone of a sleeping brontosaurus, but this impression of a mountainous island is not entirely correct. The high land above the steep and rugged coast forms a rolling plateau, dotted with small white villages set amongst rounded hills. However from deck level this can be hard to believe. Sections across ancient volcanoes stand like plates from a geology textbook, with dipping and swooping strata of brick red, yellow, tan, olive green and grey, each with its range of tones and shadows. Bright green bushes of Azores Heather (*Erica Azorica*) cling dangerously to every niche, and narrow waterfalls tumble into the sea below. Sao Jorge is seldom without its long, narrow cloud, whose dampness keeps the island moist without great rainfall. Vines grow on some of the gentler southern slopes, oranges, bananas and plums thrive, and the thousands of fig trees produce more fruit than can be harvested.

However the real wealth of Sao Jorge lies in its fertile upland plateau where animals have grazed for well over 500 years. Although the early villages were built on the low-lying *fajas* along the south coast, the cliff-top land was slowly cleared, its timber valuable in itself. A small part of that native forest still survives as the Forest Reserve of Sete Fontes (Seven Fountains) near Rosais, one of three protected areas on the island. (The other, contrasting, areas are the tiny lagoon of Caldeira de Santo Cristo in the Ribeira Grande region, and the low-lying Ilheu do Topo off the southeast tip of Sao Jorge, once used as summer pasture but now a nature reserve and seabird nesting sanctuary.)

Such a forward-looking attitude might seem unexpected, until one realises that for decades the dairy and stock-rearing industries have been run according to the most modern Danish co-operative farming methods, with carefully bred Holstein,



Shorthorn and Frisian herds. With the whole economy relying on cattle the flowery meadows of the upland *Serra* form one vast pasture, the large fields divided by low stone walls or the familiar hydrangea hedges, served by modern dairies where milk from the entire district can be collected and processed. Perhaps it was the many Flemish immigrants who first began making the delicious, slightly sharp cheese of which Sao Jorge is famous. Large flattened footballs weighing up to 5kg (11lb), a sizeable wedge makes an excellent edible souvenir which will keep without chilling for as long as it remains uneaten. It may also have been the Flemish who introduced the island's characteristic thick coverlets and rugs, woven out of unbleached wool on hand looms and distinguished by their raised and textured patterns, second cousin to the Aran sweater.

A good deal of effort has been put into the growing tourist industry and there is a small airport for interisland flights, but most visitors still take the ferry from Faial to Vila das Velas, the imaginatively

named 'Town of the Candles'. Many arrivals are returning emigrants – the population dropped by a third during the latter part of the 20th century, but is now starting to recover – perhaps inspired by the story of the barefoot local boy who became an American ranching millionaire and returned to his native island as a major benefactor. His statue still stands in the main square at Velas.

One by-product of this returning wealth has been a building boom, with many new houses on the outskirts of the town placed to enjoy the imposing views of Pico but threatening to ruin it for those already there. From seaward the ultra-modern Estalagem das Velas hotel looks oddly out of place, as though it might be happier in a Mediterranean resort complete with amplified music and crowded beaches. So far though, in Sao Jorge, laughing children have the stony beaches to themselves and distant music on a Sunday evening is most likely to be the local band playing in the *Jardim da Republica* (public gardens). Neither can have changed much in living memory.

Holidays and festivals

In addition to the national holidays listed on page 24, Velas celebrates its official holiday on 23 April with that of Calheta following unusually late in the year on 25 November. As elsewhere, the Festival of Espirito Santo is celebrated about six weeks after Easter. Velas Cultural Week takes place early in July, with a 'July Festival' following during the second fortnight of the month.

Telecommunications

Mobile (cell) phone reception throughout the island is good. The area code for Sao Jorge is 295, shared with Graciosa and Terceira. Following changes to

Websites

The internet appears to have no website devoted solely to Sao Jorge, but the island does feature on several more general sites including

www.azores.dk

www.azoresrural.com

www.blandyazores.com

www.destinazores.com

www.drtacores.pt

http://pierre.inazores.com/acores_e.htm

www.mirapico.dk

(See page 23)

the dialling system a few years ago, this must now be included even when dialling from within the island, whether using a landline or a mobile.

As of 2003 there was believed to be only one venue from which the internet could be accessed – see Communications, page 66.

Navigation

Magnetic variation

11°55'W (2004) decreasing by 8'E annually.

Tidal streams

Tidal streams generally set east on the flood and west on the ebb at up to 1 knot, though countercurrents may sometimes run close inshore south of São Jorge. Tide rips can build up around Ponta de Rosais and Ponta do Topo in wind against tide conditions.

Charts

Admiralty 1956 (1:175,000)

Portuguese 43102 (INT 1893) (1:300,000),

46201 (1:75,000)

US 51061 (1:250,000)

Imray-lolaire *EL* (1:759,000)

Lights

2683 Ponta de Rosais 38°45'•2N 28°18'.8

F1(2)10s258m8M 320° vis 283°

Grey tower and buildings 27m

2683-5 Ponta do Norte Grande

38°40'•8N 28°03'•1W Fl.6s12M

White tower with red bands 6m

2680 Ponta do Topo 38°33'N 27°45'•3W

F1(3)20s57m 20M 133°-vis-033°

Round white tower and buildings 16m

2680-2 Ponta Forcada (Ribeira Seca)

38°35'•7N 28°58'•9W Fl.3s71m6M

Red column with white bands 4.5m

2681-8 Ponta da Queimada 38°40'N 28°11'•6W

F1.5s49m10M White column 5m

Approach

Viewed from north or south Sao Jorge appears as a regular if rather serrated plateau almost entirely fringed by steep cliffs. However if approaching 'end on' from east or west the island appears much smaller, with little of the plateau to be seen. The heights of Pico can often be seen over Sao Jorge if coming from the direction of Graciosa.

There are few off-lying hazards, and depths shelve steeply except around the *fajas* (the lava flows running out into the sea) and at either end of the island, where half a mile clearance should be allowed.

Vila das Velas lies 21 •5M from Horta on a bearing of 066° and 10 •5M from Cais do Pico, bearing 031°. Only 20M separates the north coast of Sao Jorge from both Graciosa and Terceira, but sailing distances are considerably greater due to the length of the island itself.

Harbours and anchorages

Vila das Velas

38°40' 8N 28°12'3W

Tides

Time difference on Ponta Delgada: –0003

Mean spring range 1.3m

Mean neap range 0.5m

Plans

Portuguese 47501 (1:7,500), [178 (1:5,000)]

Imray-lolaire *EL* (1:7,400)

Lights

2682-5 Ermida do Livramento

38°40'•9N 28°13'W Oc.R.6s49m7M

Lantern on small grey chapel 8m

2682 Ponta das Velas 38°40' 9N 28°12'•2W

Oc.G.3s25m7M

Red lattice tower and lantern backed by

yellow and black banded wall 7m

2682-5 Breakwater 38°40'•7N 28°12'•3W

Oc.R.5s12m6M

White tower with three red bands 6m

2682-4 Ship anchorage Lts in line 304.3°

Front 38°40'7N 28°12'•5W

*Iso.*R.5s12m6M Red post with white band 9m

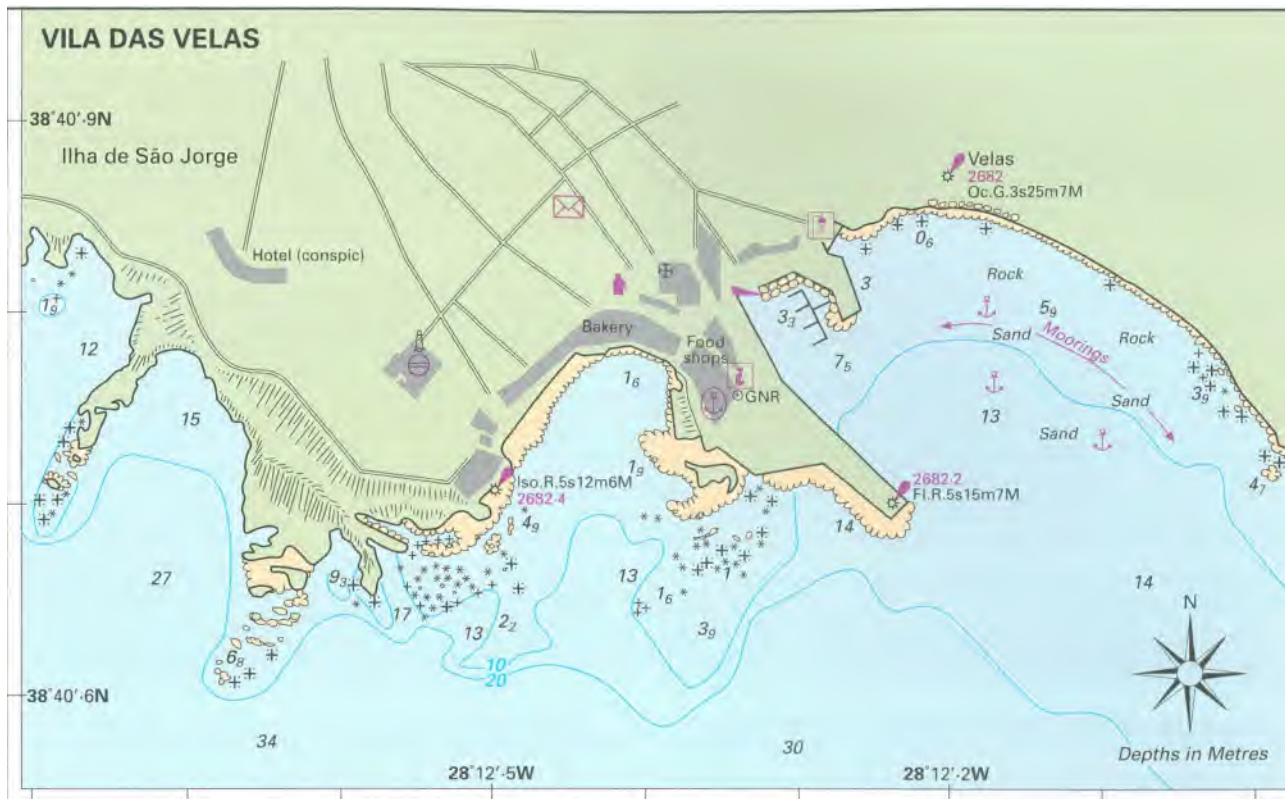
Rear Ermida do Livramento, above

Important These lights indicate the offshore ship anchorage and are NOT leading lights

General

An attractive bay, protected from west and southwest by Velas breakwater and from northwest through to southeast by 200m cliffs. There is room for a dozen or more yachts in favourable conditions, but if the wind shifts into the south or southwest the anchorage may swiftly become uncomfortable or even untenable. The breakwater is becoming ever more busy with container ships and ferries, which some may feel detract from the appeal of the harbour.

The vast amount of new building in and around Vila das Velas threatens to swamp the old town though the superb view of Pico forms an understandable attraction. A high stone wall dating from the days of the pirate threat surrounds the harbours; its 18th-century baroque gateway unique in the Azores. Also of interest are the 17th-century parish church, where the usual black on white stonework is surmounted by an almost oriental dome, and the solid 18th-century town hall with its twisting basalt columns facing the public gardens. An inexpensive taxi ride takes one to the *miradouro* (viewpoint) on the cliffs above the harbour, from which it is worth strolling down to appreciate fully the ever-changing scenery. If there is a swell running it is also worth walking along the seafront west of the Estalagem das Velas hotel to watch the lava arch blow-hole in action. About an hour after sunset the hundreds of Cory's Shearwaters which nest on the cliffs above the harbour exchange their usual brief call for a peculiar 'ah-kee-kee-kee' at considerable volume whilst circling the anchorage. This tails off after a few hours but may be heard at intervals all night.



A yacht race from Horta to Velas and back is organised annually for a weekend in early July. The racing itself is informal but the hospitality memorable, and entertainment laid on has included bull running on the quay (no injury to the bull), regional meals, coach tours of the island, displays of Azorean dancing and singing and impressive fireworks. If in the area round this time the Horta—Velas race should not be missed.

For at least three years, sources in both Horta and Velas have been claiming that basic facilities for visiting yachts — pontoons or even a small marina — are likely to be provided 'within the next few years'. However as of June 2003 work had not started, and officials in both harbours would neither confirm nor deny the rumours.

Approach

By day If approaching from westwards, 400m offing should be maintained until Velas light structure is clear of the end of the molehead (approximately 000°). There are no dangers from eastwards other than rocks close inshore around Ponta Queimada.

By night Approach may be made with Velas light 2682 well clear of the molehead light 2682.2. Allow generous clearance around the end of the breakwater as rocks extend beyond its base.

Anchorage and moorings

In June 2003 about a dozen mooring buoys were to be seen in the harbour, some of which had rope stops. All had been privately laid, though few were in use by local boats. Visiting yachtsmen who made use of them did so very much at their own risk, as their condition and holding power has not been

verified. They are quite closely packed and unsuitable for boats of more than about 11m LOA. Though convenient as a temporary measure, use of a private mooring precludes an island tour, or any other activity which leaves the yacht unattended for more than a short period.

The town and breakwater at Vila das Velas seen from the cliffs to the northeast, with Pico and Faial in the background.





The small inner quay at Vila das Velas, with the yacht anchorage beyond.

Those who distrust unknown moorings may choose to anchor outside them, in which case it would be wise to display an anchor light after dark as ships berth at and leave the breakwater at all hours. A tripline might also be a wise precaution.

Dinghies can be left on the small inner quay, where there are several sets of steps, or carried up the slipway. They should not be left on the main breakwater.

Berthing

Yachts are not normally welcome alongside the breakwater, which is in constant use by commercial craft. However there is plenty of depth and it may be possible to lie alongside briefly with the permission of the *Capitao do Porto*.

A good 2m will be found on the east side of the small inner quay, though this area is much used by local boats and a yacht should not be left there for long periods.

Formalities

Visit the *Guarda Nacional Republicana (GNR)* in the building opposite the archway and the *Policia Maritima* on the corner beyond. It may speed formalities if the computer printout which one is given in Horta or Ponta Delgada is available. This carries answers to all the standard questions, so avoiding potential language difficulties.

Facilities

Boatyard Nothing suitable for yachts, although work is carried out on local smallcraft. There is a 10-tonne crane on the breakwater and a smaller one on the inner quay.

Chandlery Small chandlery and fishing tackle shop on the road above the inner quay (look for the prominent Yamaha sign).

Water Tap with hose at the small square building on the inner quay, plus others near the archway on the breakwater.

Showers Swimmers' (ie. cold) showers in the corner by the inner quay.

Fuel In cans from a filling station on the nearby square.

Weather forecast Displayed in the window of the *Associação de Pescaores da Ilha de Sao Jorge* (the curved building overlooking the slipway).

Clube naval The prominently labelled *Clube Naval de Vila das Velas* is actually a very pleasant bar and restaurant with no obvious nautical connections.

Banks Numerous banks in the (pedestrianised) town centre, all with cash dispensers.

Shops/provisioning Several supermarkets in the town centre, plus bakery etc.

Cafés, restaurants 6- hotels Throughout the town.

Medical services Small hospital.

Communications

Post office Near the main square.

Telephones Numerous kiosks as well as at the post office.

Email Internet access at the public library (a conspicuous, modern, yellow building on the foreshore).

Car hire Several companies.

Taxis Congregate in the square by the church, and also meet arriving ferries and other ships. A tour of the island is particularly recommended.

Buses Routes along the south coast and elsewhere, but not all buses return to Velas the same day.

Ferries Regular service to/from Faial and Pico, with less frequent links to Terceira.

Air services Interisland flights from the small airport east of the town.

Urzelina

38°38' 7N 28°07' 8W

Lights

2681-5 **Urzelina** 38°38' 6N 28°07' 7W

Fl.R. 6s9m6M

Red support on white wall with yellow edges 4m

General

A small bay lying between Velas and Calheta, protected from northwest through north to southeast but heavily fringed with rocks, Urzelina offers an attractive daytime anchorage with very clear water but is not a port of entry.

Several small wooden windmills stand on the low promontory to the west amongst overgrown vineyards, and there is a large sea cave a short distance east to explore by dinghy. Inland, the old church tower is the only survivor of the 1808 eruption of Pico da Esperanca when the rest of the village was buried beneath lava and ash.

The coast on either hand should be allowed 400m clearance, heading in for the centre of the bay only when it is fully open. Anchor south or southeast of the small quay in about 10m over rock and sand. The quay has steps and a ramp.

Water is available by can and there are several small shops and bakeries serving the nearby campsite, but other than a public telephone there is little else. Permission might be forthcoming to use the campsite showers.

Calheta

38°36'1" N 28°00'6W

Plans

Portuguese 47501 (1:7,500), [178 (1:5,000)]

Lights

2681 Calheta 38°36'1"N 28°00'6W

Oc.R.3s17m7M

Red lantern and hut backed by red and yellow banded wall 3m

Breakwater 38°36'N 28°00'6W

Note In June 2003 a light was in place on the end of the new breakwater. However it has yet to feature in any light list and its characteristics are unknown

2681-2 Old inner quay 38°36'N 28°0'6W

Fl.R.3s9m10M

White tower with two red bands 6m

Note Obscured from all directions other than southeast by the new breakwater

General

Formerly a small rocky bay sheltered by high cliffs from northwest through north to east, in June 2003 an entirely new breakwater was nearing completion following several years' work. When finished it will give good protection from the southwest, leaving the harbour open only to the southeast.

The otherwise pretty Baía da Calheta is somewhat marred by the very derelict fish cannery directly below the main light. However the terraced and



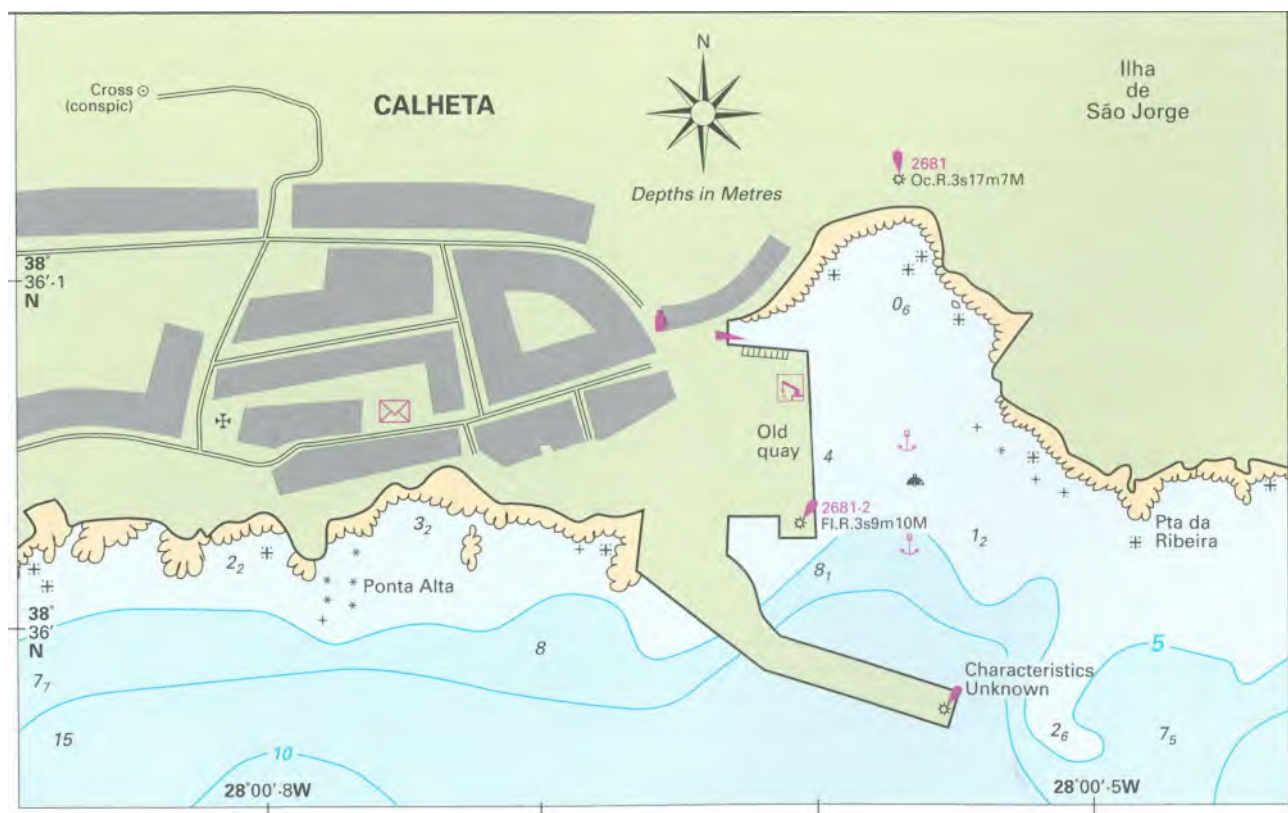
The new breakwater at Calheta nearing completion in June 2003, seen from the northeast.

wooded slopes behind are most attractive and seem to be the haunt of many songbirds. The little town is without particular interest, but a fine view over the harbour and the Pico channel may be had from the conspicuous cross, a short, steep walk up an ancient cobbled lane between high, lava-block walls.

Approach, anchorage and berthing

The coast on either side is clear to within 200m of the shore, but rocks fringe the eastern side of the entrance which should not be approached until the end of the new breakwater bears at least 110°.

Many yachts have, over the years, enjoyed good anchorage over sand and boulders east or southeast



of the old quay. The breakwater clearly provides much improved protection for this area, always assuming that increased traffic does not render it untenable. In June 2003 a single mooring buoy of uncertain provenance lay off the inner quay, making a tripline highly advisable. Dinghies can be left on the slipway north of the old quay, or at the nearby steps.

It is not yet clear whether yachts will be permitted to lie alongside the new breakwater, the primary purpose of which is, apparently, to provide suitable berthing for a new, fast, interisland ferry. In settled conditions – and with local permission – it might be possible to berth on the inner quay, but inspect first by dinghy as storm damage in the early 1990s caused some of the underwater blocks to shift.

Formalities

Not a port of entry, though if going ashore it might be wise to take ship's papers and passports as in the past skippers have occasionally been sent back aboard to collect them – even when the yacht has only sailed from Velas.

Facilities

Water From a tap on the old quay (and doubtless on the new breakwater in due course).

Fuel In cans from a filling station near the slipway.

Bank Several, with cash dispensers.

Shops/provisioning Small supermarket on the waterfront west of the church, with a bakery further on.

Cafés, restaurants & hotels Two *residências*, and numerous restaurants and cafes.

Medical services Health centre at the west end of the town.

Communications

Post office with *telephones* on the waterfront west of the harbour.

Car hire At least one company in the town, with others in Velas.

Taxis Available, though not numerous.

Buses Daily service to Velas and elsewhere.

Graciosa

Between 39°00'N-39°06'N and 27°56'W-28°04'W

Introduction

The most northerly, and isolated, of the central group, Graciosa is a small oval island approximately 13km long by 7km wide with an area of 62km² – only Corvo is tinier. It is also the least mountainous of the Azores, Alto do Sul on the rim of the *caldeira* and Pico Timão in the centre both reaching around 400m and Pico do Facho a mere 350m. Thus it does not possess the drama of Flores or Pico, though the lower, rounded hills, covered in woodland or large regular fields and separated by wide fertile valleys, are indeed 'gracious' and at one time supported a population second only to São Miguel's in density.

Clearly visible from Terceira, by tradition the first Portuguese settlers came from there and landed at Carapacho on the southeast coast, probably in May 1450. From the first the island was prosperous, Santa Cruz receiving its town charter in 1485 and Vila da Praia some 60 years later, with the hardworking immigrants from Portugal and Flanders cultivating wheat and barley and growing vines on the *biscuitos* (lava fields) to produce high quality wines and brandy for export. Little seems to have changed – maize is grown in place of wheat, and cattle-rearing has become an important part of the economy, but 'Graciosa White' is still reckoned among the best wines produced in the Azores, though with the shrinking population (down from 12,000 in 1900 to less than half of that 100 years later) many of the tiny fields and terraces lie neglected.

Until very recently the timelessness of Graciosa's way of life was most obvious in the number of





The famous 'whale rock' near Ponta da Barca on Graciosa's north coast.

horses and donkeys, and occasionally even cows, used for both work and transport. Walking in the countryside in the late 1980s at least half the 'traffic' one encountered was fuelled by grass – only logical in an island where it grows in abundance whilst every drop of petrol must be imported. A decade later, by which time the 5500 or so islanders were said to own some 2500 vehicles, no more than 10 percent of traffic had hooves. By 2003 few animals were used for transport, and only the very occasional donkey was to be seen working in the fields. Even so there were still more water troughs than filling stations and many doorways offered a ring, or simply a hole in a projecting stone, to solve the parking problem. (Glance upwards, though, and the roof was quite likely to be adorned with a reception dish for satellite television . . .)

Almost all this fertile island is or has been cultivated, although there are few springs and fresh water has always been in short supply. The damp sea air and wells up to 60m deep combine to keep the lower fields green, but stone walls rather than thirsty hydrangeas mark out the dry hill pastures and banks of tamarisk fringe the sandy coastal roads, and as a result Graciosa often appears browner from seaward than its sister islands. Also, and possibly due to the long years of intense cultivation, Graciosa does not seem to have nearly the profusion and variety of wild flowers to be seen on some of the other islands.

Windmills dot the landscape, and though only one is still in working order many of their sturdy stone trunks have been converted into barns or houses. Each island has its typical style, those in Graciosa having a pointed wooden dome reminiscent of a giant onion to which the lattice sails are attached. A long pole allows this upper part to be manoeuvred towards the wind. Surprisingly, these very Dutch buildings did not arrive with the early Flemish settlers and were only introduced in the early 19th century when milling ceased to be a licensed activity

using machinery driven by water or animal power. The waters around Graciosa seem almost as productive as the land, and a good number of larger fishing vessels are based in Praia. The stretch of rocky coast running south to the Ilheu de Baixo is a favourite place for smaller craft using hand lines.

Tourists are not yet an industry in Graciosa. There are only three hotels (technically *residências*) on the entire island, plus a few rooms available in private houses, and visitors are treated with polite interest. Offers of assistance and information may be proffered in strong American or Canadian accents, and on enquiry it generally turns out that the helpful local is a returned emigrant, who left as a young man to make his fortune in the New World. Otherwise less English is spoken than in most of the larger islands, and one gets the impression that many of the educated young people leave to seek wider horizons.

One of the first yachtsmen to call at Graciosa, in 1879, was Prince Albert of Monaco, who led several hydrographic expeditions to Azorean waters in his yacht *Hirondelle*. Like many later visitors he was intrigued by the Furna do Enxofre (sulphur springs), a rare geological phenomenon inside the *caldeira* in the southwest of the island. A hundred years ago the crater could only be gained by a steep climb over the rim and an even steeper descent inside, but the modern visitor passes through a tunnel to emerge deep in the beautiful *caldeira* on a road which winds amongst pine and eucalyptus down to the floor of the old volcano some 300m below its rim. Several dark fissures cut into the earth, one guarded by a locked gateway giving access to a stone staircase spiralling 75m down the rock face to the mouth of a huge cavern. It must have been a tiring climb for the adventurous prince, for whom a rope ladder was provided. The cave, probably formed by a lava collapse, is immense – some 150m by 100m and over 20m high – and contains a lake 130m across and at least 15m deep on which a small rowing boat has thoughtfully been provided. Several fumaroles emit a strong smell of sulphur, which has condensed into yellowish patches on the surrounding rock, and there are cauldrons of hot, bubbling mud although the lake is cold and tasteless and presumably fed by rainwater.

There is a small charge for entry to the cavern, which is currently open 1100-1600 on Tuesday–Friday plus Sunday throughout the summer (though the days appear to vary from year to year, possibly to suit the current gatekeeper). It is best visited around noon when sunlight streams down the narrow entrance to light the cave mouth, though electric lighting has now been installed. After re-emerging, a picnic lunch can be enjoyed in the pleasant picnic area near the top of the steps, and a welcome cold drink purchased. One may often see, hovering around the crater rim, the hawks or buzzards – *açòres* in Portuguese – from which the islanders took their name.

On the south coast, near Ilhéu de Baixo, is the little spa of Carapacho, whose subterranean mineral springs must be associated with those of the Furna.

Websites

Graciosa is the home of www.galeriacores.pt.vu, a gallery of photographs and other material relevant to all the islands maintained by Jorge Gonçalves, who runs the *Ludotecha*, a computer club in Santa Cruz (see page 75). Other sites featuring Graciosa include www.azores.dk, www.azoresrural.com, www.blandyazores.com, www.destinazores.com, www.drtacores.pt, http://pierre.inazores.com/acores_e.htm, www.mirapico.dk (See page 23)

Many years ago a medicinal bathhouse was built on a natural terrace overlooking the sea where the hot yellowish water wells up. That this is still functioning is surely an anachronism in the 21st century – but then so, in many ways, is Graciosa.

Holidays and festivals

In addition to the national holidays listed on page 24, Graciosa celebrates the Festival of Espirito Santo about six weeks after Easter, the Feast of Senhor Santo Cristo Milagres on 8 August and its official holiday four days later.

Telecommunications

Mobile (cell) phone reception throughout the island is good. The area code for Graciosa is 295, shared with Terceira and São Jorge. Following changes to the dialling system a few years ago, this must now be included even when dialling from within the island, whether using a landline or a mobile.

As of 2003 there was believed to be only one venue from which the internet could be accessed – see Communications, page 75.

Navigation

Magnetic variation

11°55'W (2004) decreasing by 8'E annually.

Tidal streams

Streams set northeast on the flood and southwest on the ebb, seldom exceeding 1 knot.

Charts

Admiralty 1956 (1:175,000)
Portuguese 43102 (INT 1893) (1:300,000),
46404 (1:50,000), [113 (1:50,000)]
US 51061 (1:250,000)
Imray-lolaire EI (1:759,000)

Lights

2676 Ponta da Barca 39°05'•6N 28°03'W
Fl.7s70m20M
029°-vis-031°, 035°-vis-251°, 267°-vis-287°
Round white tower with black bands, and
building 23m
2670 Ponta da Restinga (Carapacho)
39°00'•8N 27°57'•4W
Fl(2)10s190m15M 165°-vis-098°
Round white tower and building 14m

Approach

Although Graciosa is the least mountainous island of the archipelago it is often visible from 40M or more when, from almost all directions, its three major peaks (which form a rough triangle) give the impression of at least two separate islands. Much of the coast consists of high cliffs fringed by inshore rocks, and an offing of 0.5M leads clear of all dangers other than the two islands of Ilheu da Praia and Ilheu de Baixo. A deep-water passage more than 0.5M wide runs between Ilheu da Praia and Graciosa on a heading of 329°/149°, parallel to the trend of the coast. A passage some 650m wide leads inside Ilheu de Baixo, with greatest depths about two-thirds of the way towards the smaller island. If staying outside either island maintain 0.5M clearance. The Baixa do Pesqueiro Longo, with 5m depths, lies between 0.5M and 0.75M off the north coast of Graciosa and should be avoided if any sea is running.

Graciosa lies just over 23M from Ponta de Rosais, São Jorge, on a bearing of 049° and 30M from Ponta da Serreta, Terceira, bearing 299°.

Harbours and anchorages

Vila da Praia

39°03'1N 27°58'•2W

Tides

Time difference on Ponta Delgada: +0001

Mean spring range 1.3m

Mean neap range 0.6m

Plans

Admiralty 1957 (1:12,500)

Portuguese 46404 (plan), [113 (1:5,000)]

Imray-lolaire EI (1:10,400)

Lights

2672-5 Breakwater 39°03'1N 27°58'W

Fl.G.3s15m9M

White tower with green bands 4m

Note Obscured 231°-264° by Ilheu da Praia when seen from offshore

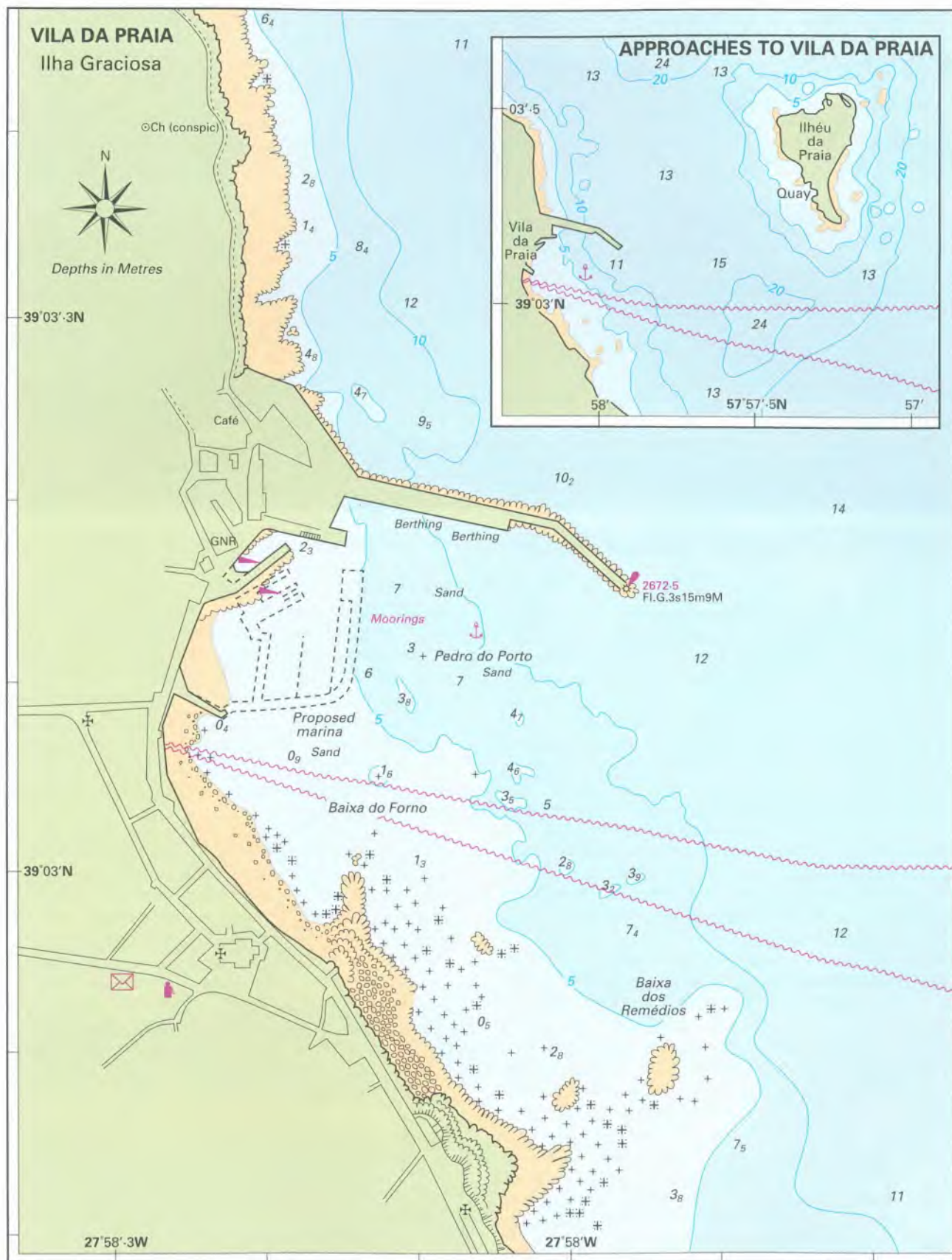
Port limits

A rectangle extending 2.5M from Vila da Praia breakwater light 2672-5 – see Port limits, page 25.

General

Formerly an exposed bay, a breakwater was built in the early 1980s and protection now runs from south through west to northeast. However swell from either north or south may run along the coast and make the anchorage rolly, in which case a stern anchor to hold the bow into the swell may prove its worth.

Until the breakwater was completed Vila da Praia was a small isolated fishing village, and in many ways it still is, with at least a dozen small, traditional fishing boats waiting for action around the old slipway. It is one of the least commercialised of all Azorean harbours, with very limited shopping and restaurant facilities, and thus may be less suitable as





The breakwater and anchorage, at Vila da Praia, with Ilhéu da Praia in the background, seen from the hill of Senhora da Saúde to the southwest.

a landfall on arrival in the islands than some of its larger brethren (see also Formalities, below).

However all this is set to change with the construction of a small marina and fishing harbour under the supervision of the *Junta Autónoma do Porto de Angra do Heroísmo*. If built according to plans displayed in May 2003, this will provide 47 berths alongside finger pontoons, the outer ones in 4m or more, some of which will be reserved for visitors. Both a reception quay and a travel-lift dock feature on the plans, but no mention is made of fuel. Neither, crucially, was there any suggestion of when construction might start. Details will be included in the ongoing supplement to this book carried on the publishers' website – www.imray.com – as they become available.

Currently, other than a few picturesque windmills north of the town – in sad disrepair as of 2003 – and a truly minute old harbour and slipway, Vila da Praia is not conventionally attractive, though its frontage of terraced white houses with pink tiles hints at a more prosperous past. Many of the houses are now holiday or weekend homes – perhaps not surprisingly, since they overlook the island's only sandy beach. Vila da Praia's principal charms are its total lack of sophistication and its people – it would be rare to pass anyone in the street without exchanging a smiling *born dia* (good morning) or *boa tarde* (good afternoon). In summer the streets, walls and pavements are covered in (fortunately odourless) seaweed, which after drying is exported for use in medicines and cosmetics. Presumably it is collected up before festivals, when one of the favourite diversions is the *tourada da corda*, running bulls through the boarded-up streets of the town.

More details of this favourite Azorean entertainment will be found in the introduction to Terceira.

The surrounding countryside is also totally unspoilt, with superb views from the little hill of Senhora da Saúde southwest of the town, a two hour stroll between fields of maize and piebald cattle. The fascinating Forna do Enxofre (see Introduction, page 69) entails a short taxi-ride or pleasant walk – probably the majority of yachtsmen take a taxi up and walk back.

Another interesting excursion would be to take the dinghy over to Ilhéu da Praia, which lies about 0.5M offshore, but only with calm conditions and a reliable outboard. A small quay with steps lie about halfway between a small white cottage and the southern tip of the island. It is a protected area, particularly so far as its many seabirds are concerned, and care should be taken not to disturbing nesting birds, chicks or eggs. The surrounding seabed is almost entirely rock, and it would be unwise to leave a yacht unattended at anchor whilst exploring the island.

Approach

By day Vila da Praia lies directly inside the small island of Ilheu da Praia, some 500m long and up to 51m in height, which may be left on either hand if approaching from eastwards allowing at least 300m clearance. If approaching from the south via Ilheu de Baixo, care must be taken to avoid the Baixa dos Remedios south of the harbour. The green and white banded column on the breakwater end can be difficult to pick out if seen against cultivated land, but the white houses along the front are distinctive.

By night The breakwater light 2627-2 may safely be approached from the north or northeast bearing between 339° and 040°, or from the southeast or south bearing between 092° and 298°, and rounded at approximately 50m. The inner end of the breakwater is usually well lit – do not attempt to close the outer, unlit part. If circling the anchorage, watch out for unoccupied mooring buoys (see below).

Anchorage

Large areas of sand alternate with smaller patches of darker rock – the water is very clear – so it is preferable to anchor in daylight to ensure good holding. If forced to enter in darkness safe anchorage will be found in 10m, though greater protection is to be had further inshore in 5-7m. A number of small boat moorings (apparently seldom occupied but not up to the weight of a cruising yacht) have been laid in the centre of the harbour.

Two cables cross south of the anchorage from a point close to the old Cais da Praia (see plan) – be certain to keep well north of them when anchoring.

Berthing

There are good depths along the breakwater to within 30m of the shore and if arriving after dark it would be simplest to berth in any available gap. However the wall is high and has only two ladders, and up to six trawlers plus the interisland ferry and sundry cargo vessels may need space to unload. A yacht should not be left unattended until it has been confirmed that she will not be in the way.

Formalities

Check in at the *Guarda Nacional Republicana (GNR)* opposite the old fishing harbour – the only officials actually in the village, though the *Policia Maritima* may drive over from their office in Santa Cruz. It may ease clearance if the computer printout which one is given in Horta or Ponta Delgada is available. This carries answers to all the standard

Vila da Praia's tiny inner harbour and quay, where it is hoped that the new marina will be built.

questions, so avoiding potential language difficulties.

Graciosa is not an official 'border post' under the Schengen Agreement. Whilst this should not affect EU registered yachts arriving from an EU country, it might pose problems for yachts arriving from a non-EU area (such as Bermuda) or for non-EU registered yachts wherever their departure point. In either of the latter cases it would be wise to make initial clearance into the Azores elsewhere.

Facilities

Water Tap At the top of the slipway in the old fishing harbour, convenient for washing feet and filling cans (but check the quality and taste – not for nothing does the supermarket carry large supplies of bottled water). **Other taps** behind the fishermen's chapel and outside the public showers (see below).

Showers Free cold showers and toilets for beach users on the small quay which bisects the beach.

Fuel In cans from the filling station just outside the village on the road towards the *caldeira*.

Bottled gas The only bottled gas on Graciosa appears to be Butagas, distributed by Shell.

Bank Single bank with cash dispenser.

Shops/provisioning Small general store plus café/bakery on the front, with a larger supermarket a few minutes further south. For more serious shopping it is necessary to visit Santa Cruz.

Café/restaurant The café/bakery mentioned above, plus a restaurant opposite the root of the breakwater. No hotel.

Medical services Hospital in Santa Cruz.

Communications

Post office Near the filling station. Open 0900-1145, weekdays only.

Telephone Card and coin-operated phone opposite the old slipway.

email In Santa Cruz (see page 75).

Car hire Two companies in Santa Cruz, both willing to deliver and collect throughout the island.

Taxis Can be ordered by telephone to come from Santa Cruz. A visit to the *caldeira*, or preferably a full island tour, is highly recommended.

Buses To Santa Cruz (though a lift may well be offered before the bus appears).

Ferries An interisland cargo ferry, which may also carry some passengers, calls a couple of times a week.

Air services Small airport close west of Santa Cruz.



Santa Cruz

39°05'3"N 28°00'5W

Plans

Portuguese 46404 (plan), [113 (1:5,000)]

US 51062 (1:50,000 and 1:10,000)

Lights

2674 Santa Cruz 39°05'3"N 28°00'6W

LFI.R.4s13m6M

Red lantern on post 6m

Important For information only — totally unsuitable for night entry

Port limits

A rectangle extending 2M from Santa Cruz light"" — see Port limits, page 25.

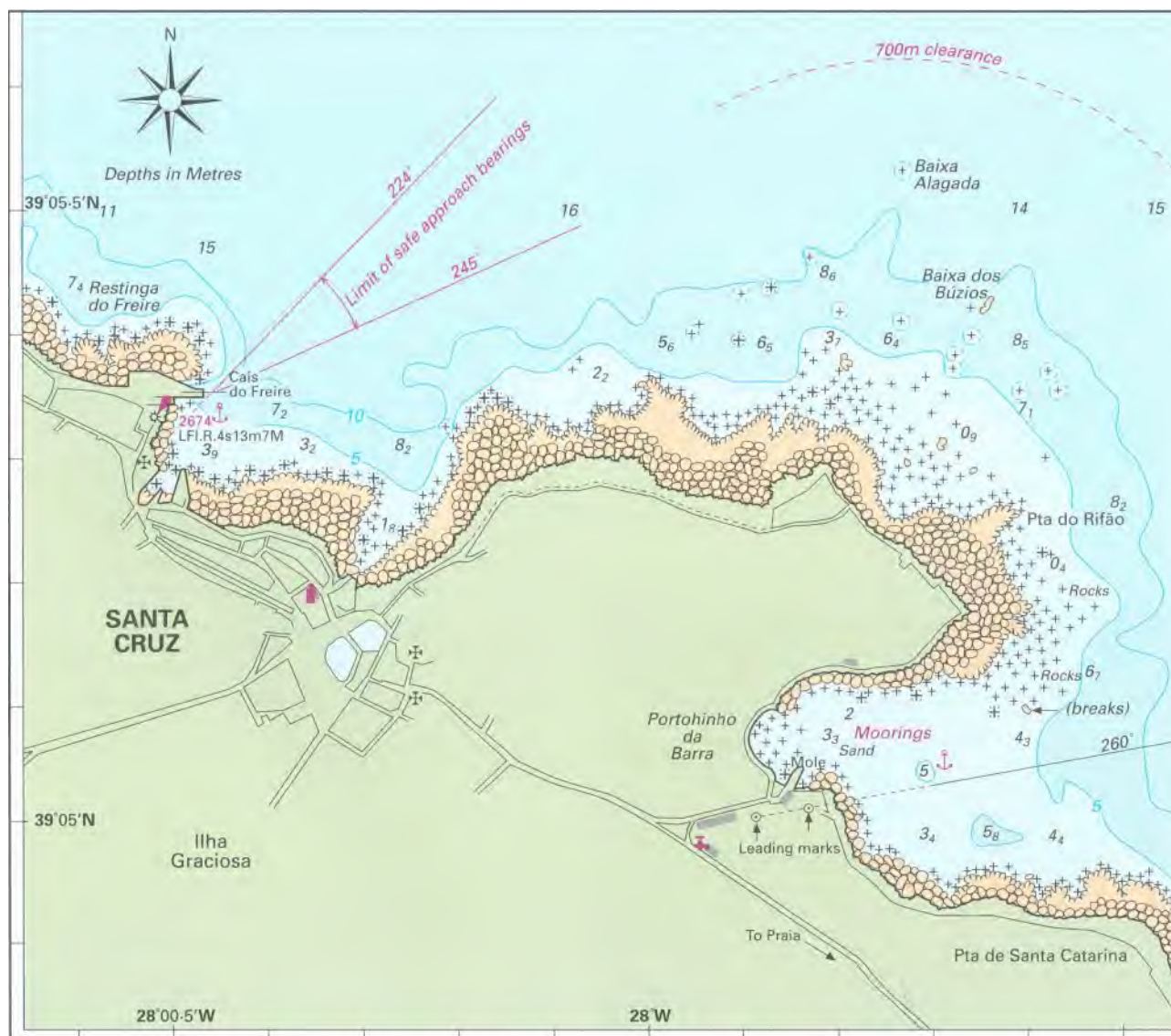
General

With the building of first the airport and then the breakwater at Vila da Praia, Santa Cruz's importance as a port has largely died, leaving the picturesque little harbour with its four tiny boat quays deserted except for a few small fishing craft. Even the whaling industry is a thing of the past. A small, traditional harbour open to the north and east

and almost always affected by swell, it cannot be recommended other than as a daytime stop in exceptionally calm weather. Most yachtsmen will prefer to leave their boats at Vila da Praia and visit by road.

The pretty pink and white town is laid out around two small lakes — originally for watering animals — and a spacious tree-lined square, giving Santa Cruz an almost Mediterranean air. Parts of the *matriz* (parish church) date back to the 16th century, though the rest is 18th century as are most of the surrounding houses with their distinctive wrought-iron balconies. There is a particularly good museum of island life, as well as a whaling museum in an old boathouse on the waterfront.

A steep road zigzags up the 130m Monte d'Ajuda behind the town, where three tiny chapels perch on the rim of a miniature crater in which nestles the island's equally miniscule bull ring, and from which, until only a few decades ago, a permanent watch was kept for whales. As always in the Azores, there are lovely views.





Santa Cruz, the capital of Graciosa, photographed from Monte d'Ajuda to the southeast. Although an attractive town to visit by land, the harbour is definitely not recommended for yachts.

Approach

From south and east an offing of 700m clears all dangers including the breaking Baixa Alagada. The Cais do Freire (which is inconspicuous from seaward) may be approached when bearing no more than 245°. From west or north the 5m Baixa do Pesqueiro Longo is best avoided, but 400m clearance is sufficient for all other hazards. The dangerous Restinga do Freire rocks north of the Cais do Freire will be cleared if the latter is not closed until bearing at least 224°, when the tiny Santos chapel will be seen just clear of the mole end.

Anchorage

In 7-10m southeast of the mole end. The bottom is very rocky with poor holding and a tripline is essential.

Berthing

It would be possible to lie alongside near the outer end of the Cais do Freire in very calm conditions, but depths shoal rapidly near the steps. Yachts have secured 'all-fours' south of the quay (with lines to it and to rocks under the fort, and an anchor to the southeast) but this blocks access to the manual crane used to launch and recover small fishing boats and would be impossible with any swell running.

Formalities

There is a *Policia Maritima* office one block from the harbour, but no other officials.

Facilities

Water Tap at the root of the Cais do Freire.

Fuel In cans from the filling station in town.

Banks Several, with cash machines.

Shops/provisioning Several well-stocked supermarkets in the town, plus an even larger one on the road to the airport. Bakery and cheese factory, both on the west side of the town.

Produce market Small and rather sleepy market next to the Cultural Centre.

Cafés, restaurants & hotels Three *residências*, plus several restaurants and cafés.

Medical services Small hospital in the town.

Communications

Post office Open 0900-1230 and 1400-1730 weekdays only.

Telephones Public phones on the main square and elsewhere. Unusually, some of Santa Cruz's public telephones still accept coins only.

Email Three internet computers (plus at least four others) at *Ludotecha*, a computer club and children's library at 3 Rua da Mesericordia (near the parish church). Open 0845-1300 & 1330-1730 weekdays, 0930-1200 & 1400-1630 Saturday, with no charge and generally no need to book.

It is run by Jorge Gonçalves, who speaks good English and is very helpful – and maintains his own website, www.galeriacores.pt.vu (see page 23).

Car hire Two companies, with offices at the airport.

Taxis Plenty in the town centre.

Buses Services to Vila da Praia and elsewhere.

Air services Small interisland airport west of Santa Cruz.

Portinho da Barra

39°05'N 27°59' 8W

General

A small, shallow bay at the extreme northeast of Graciosa protected from southeast through west to northeast, though any northerly swell is likely to work in. A daytime anchorage which should only be entered in good overhead light, and not a port of entry.

It is barely ten minutes' walk into Santa Cruz, which might make it a convenient base for shopping, though the yacht should not be left unattended. Warm, protected swimming with plenty to see within snorkelling depth.

The anchorage at Portinho da Barra on Graciosa's northeast coast. In settled weather it would be possible to leave a yacht here whilst visiting Santa Cruz on foot.



The *Clube Naval do Ilha Graciosa* have a workshop in the old fort overlooking the harbour, although their main premises are at Barro Vermelho, some distance west of Santa Cruz. In May 2003 they had a whaleboat – now presumably used in the inter-island rowing regattas – on the slipway at Portinho da Barra, with another undergoing restoration in their workshop.

Approach

From the south, an offing of 400m clears all dangers. From north and northwest about 700m is necessary to clear the Baixa Alagada. Solid white leading marks, the front one midway between two grey buildings and the rear one amongst trees, transit on 260° and may be followed until about 200m off the shore, when the course should be altered to 315°. Leave on the reciprocal, taking care to keep the transits in line to provide a back bearing.

Anchorage

Although a crescent-shaped patch of sand with 3m depth lies between the corner of the old fort and the single building on the northern shore, this has been reported to cover the underlying rock so thinly as to afford scant holding. A stone sinker with iron eye (dating back to Portinho da Barra's whaling days) may be recommended by local people, but the metal is old and sharp and if a warp is used it must be checked frequently for chafe. Land by dinghy at the stone pier.

In May 2003 about six moorings were in evidence, several occupied by local craft. It is not known what weight these moorings could safely hold and it would be most unwise to leave a yacht unattended on one, even if its use is offered.

Facilities

None, other than water from a tap beside a gateway opposite the *clube naval* workshop.

The anchorage at Carapacho, with Ilheu de Baixo in the background, seen on a hazy day. *Roddy Innes*

Carapacho

39°00' 7N 27°57' 9W

General

An attractive, settled-weather anchorage is reported close west of Ponta da Restinga off the *Termas de Carapacho*, a low white building slightly east of the town of the same name (see also page 69), where 7-8m will be found over sand. Unfortunately landing at the steps, although possible at high water, is not permitted as the area is 'reserved for swimming'. There is a café/restaurant close to the old bathhouse and basic shopping in the village to the west, but little else.

Folga

39°01' 1N 28°00' 1W

Plans

Portuguese 46404 (plan), [113 (1:5,000)]

Lights

2677 Folga 39°01'5N 27°58'1W

LFl.5s30m4M White column on hut 5m

Important For information only — unsuitable for night entry

Port limits

A rectangle extending 1.5M from Folga light²⁶⁷⁷ see Port limits, page 25.

General

A deep rocky bay on the southwest coast of Graciosa which used to be a regular port of call for the steamer from Terceira, Folga provides protection of a sort from northwest through northeast to southeast. Definitely a fair weather daytime stop only, usually with some swell, where a yacht should not be left unattended.

Other than the typically rural scenery Folga appears to hold little attraction for the yachtsman. Waves break on the rocky beach in even the calmest weather and it is hard to imagine how the steamer ever unloaded its passengers and cargo without mishap. Best visited by road. It is not a port of entry.

Approach and anchorage

Easily recognised by the village and windmills on the slopes behind. Once identified the approach is quite straightforward and the 'light structure' can be closed on a bearing of between 353° and 095°.

Anchor southeast of the slipway in 10-15m over rock – a tripline would be a wise precaution. There is a small stone landing with steps, but no possibility of lying alongside. The buoys in the harbour are understood to mark fish pots, and in no circumstances should a yacht be attached to one of them.

Facilities

Nothing near the landing. The village of Folga, some distance inland, has basic shops.





The tiny, rocky anchorage at Folga on the southwest coast of Graciosa.

Porto Alfonso

39°04' 1N 28°04' 3W

General

A definite misnomer, 'Porto' Alfonso is a seriously unpromising rocky cove on the northwest coast where a few small fishing boats (which are tucked into carefully excavated 'caves' when not in use) are craned in from a tiny quay. There is nothing whatsoever ashore.

The *tourada da corda* (literally 'bullfight of the rope') is popular throughout the Azores, particularly on the islands of the central group. The animal is not injured, and indeed this gentleman looks singularly unworried. *Dr John Lytle*



Terceira

Between 38°38'N-38°48'N and 27°02'W-27°23'W

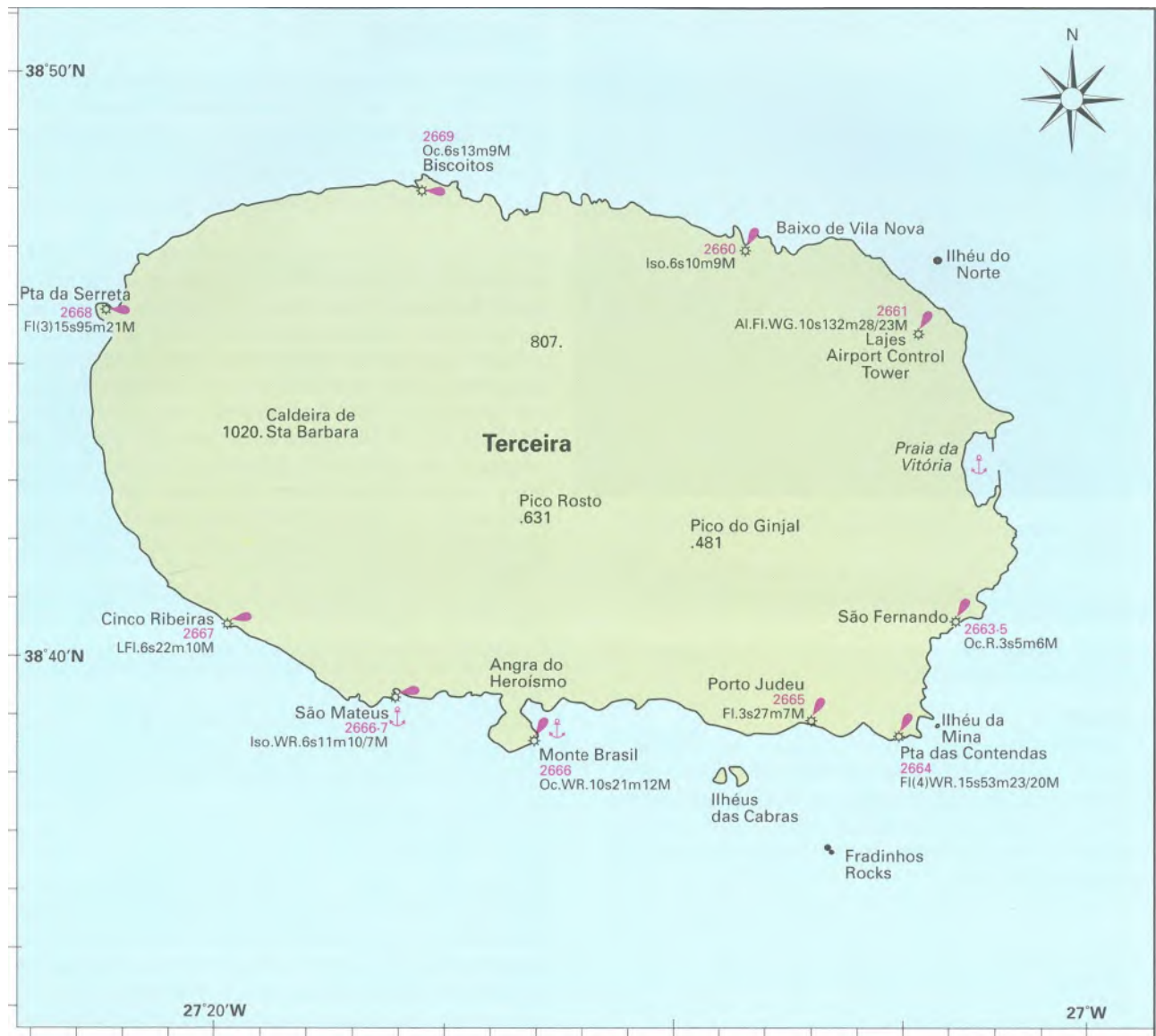
Introduction

Meaning 'third' in Portuguese, Terceira was the third island to be discovered and is also the third in order of size, approximately 30km long and 18km wide with an area of just under 400km². Its western end is composed of a high volcanic peak, the Caldeira de Santa Barbara, with a height of 1050m. It has large deep crater — the largest *caldeira* in the Azores — and a lower plateau and fringing ranges lying further east. High cliffs and rocky bays comprise much of the coastline. The last major volcanic eruption occurred in 1761 when lava poured northwards towards the village of Biscoitos, but earthquakes have been a recurring problem with severe destruction in 1641, 1841 and latterly on New Year's Day 1980 when the capital city, Angra do Heroismo, was particularly badly hit.

Terceira was first recorded in 1450 and soon afterwards settled by immigrants from the Low Countries whose fair-haired descendants can still be seen. The first villages were built in the southeast and the parish churches at Praia da Vitória and São Sebastiao both date back to the 15th century. However Angra do Heroismo rapidly grew in population and prosperity due to its superior natural anchorage, for centuries being the most important town in the Azores and capital of the archipelago until 1832. From it Martin Homem and João de Cortez-Real sailed to discover Newfoundland, Barcelos for Greenland, and João Fernandez Labrador as pilot with the English fleet led by John Cabot in the discovery and exploration of Labrador. In 1499 Vasco de Gama stopped briefly to bury his brother on their return voyage from India. Only very recently has the harbour of Angra do Heroismo° been eclipsed by that at Praia da Vitória.

During the 16th century Angra continued to grow, being granted city status in 1534, the same year that a bishopric was set up by Pope Paul III. In 1580, when mainland Portugal was dominated by Spain, Terceira became the last major centre of resistance. A Spanish force was prevented from landing on the beach at Praia in 1581 when the locals, lacking proper weapons, drove their wild cattle down from the hills and against the invaders, but the island finally fell in 1583. Phillip II of Spain quickly built the impressive fortress of São Joao Baptista, commanding both the town of Angra and its harbour, to provide safekeeping for the gold and silver brought to the island by galleons returning from the New World, always a tempting target for pirates and privateers. Amongst the latter were Sir Francis Drake, who attacked Angra in 1587, and the Earl of Essex who attempted to seize an entire fleet of Spanish treasure ships at anchor in the harbour.

Even after Portugal regained her independence in 1640 and the Spaniards were expelled, small forts continued to be built around the island as a defence



against the pirates – Spanish, French, English, Dutch and North African – who plagued all the Azorean islands in the 16th and 17th centuries. The deposed King Alfonso VI was imprisoned in the fortress of Sao João Baptista in the 1660s, a foretaste of its much later use as a prison for captured German troops during the First World War. Terceira's last major role in Portuguese politics was its support of the Liberalists in 1829. The right-wing Absolutists were prevented from landing at Praia – earning its *da Vitória* title – swiftly followed by the award of *do Heroísmo* to the city of Angra by the Liberalist Regency established there.

The lessening importance of Angra as a port was to some extent compensated by the construction at Lajes of the Azores' first major airport, built by the RAF in 1943. Part was leased to the US in 1947 when the airport at Santa Maria was returned to the Portuguese and there are many American servicemen based on the island. As well as being an important NATO airfield it serves as the headquarters of the Portuguese Azores Air Command and as Terceira's civil airport.

Although Terceira, with a population of around 60,000, is one of the more densely populated islands, the impression from a distance – and particularly from the sea – is one of spaciousness. This may be partly due to the wise decision, taken some years ago, not to permit unnecessary building above the 200m contour. The south and east have long been cleared for farming, while the upper slopes were unfenced grazing until the 18th century when walls were built by government order – and promptly destroyed by the locals. As a result the fields are large and regular, a total contrast to the small and generally random effect prevalent in the other islands. Pastoral farming is also more important than elsewhere, with horses and donkeys still an occasional form of transport.

Further north and west more of the native forest of pine, laurel and eucalyptus survives, with moorland and scrub on the upper slopes which are often blanketed by mist or low clouds even though at sea level it may be pleasantly sunny and warm. Thus the majority of villages are near the coast, characterised by low whitewashed cottages with odd wedge-

shaped chimneys vented near the top by a few missing bricks. Particularly around Angra, casement windows give way to sash frames, often in three overlapping parts, whilst cottage gardens are obviously a source of pride with roses and chrysanthemums vying for space with hibiscus and bougainvillea.

On the north coast around Biscoitos vines are grown in tiny plots surrounded by protective lava-block walls. Even the soil seems to be mostly pumice, and apparently it is the iron oxide in the stone which gives the wine its distinctive smell and flavour – making it something of an acquired taste. The wine museum, set up in an old farmhouse and displaying tools, documents, photographs and even dried rootstocks, is well worth a visit.

Also worth visiting are the caverns at Algar do Carvão, about 14km north of Angra do Heroísmo, and the nearby fumaroles at Furnas do Enxofre. Not fully explored until the 1960s, the caves extend at least 100m underground and, as in Graciosa, contain a small subterranean lake. Originally access was via a narrow vertical shaft, but in 1996 a tunnel was dug and electric light laid on. Steps and galleries allow the visitor to move around easily, though since the earthquake of 1980 it has not been possible to reach the further part of the system. The caves are open daily from June to September inclusive, with a small entrance fee.

All over Terceira one sees brightly painted *Imperios do Espírito Santo* – literally Empires or Theatres of the Holy Ghost – tiny chapels with windows on three sides and often a balcony, used for displaying the silver crown, dove and sceptre associated with the festivals of Espírito Santo which mainly take place during June. The other typically Azorean entertainment is the *tourada da corda*, the local version of the bullfight, when the animals are allowed to career through the village streets whilst the local youths show off their courage and daring, cheered on by spectators from safe vantage points. Two or three men check the bull's movements by means of a long rope, and although it is teased to the point of exhaustion – brightly coloured umbrellas are the modern substitute for the cape – no bull is ever killed or seriously injured. It has been suggested that the *tourada da corda* goes back to the day over 400 years ago when the Spanish invaders were driven back into the sea from the beaches at Praia da Vitória. *Tourada da corda* can be held any time from May until October, with dates and venues available from tourist offices.

Certainly Terceira is an island with a proud history, and it was a tragedy that so many of its ancient buildings were severely damaged by the earthquake referred to previously. Fortunately most people were outside celebrating the New Year and escaped injury, however 64 people died and three-quarters of Angra's buildings were affected. Nearly all are now repaired and the atmosphere is prosperous, perhaps due partly to the American presence on the island, though this is unobtrusive. Rather more people speak English (or American)

Websites

There are several websites of potential interest to yachtsmen visiting Terceira:

www.gzcah.pt - the attractive website of the city of Angra do Heroísmo. Currently available in Portuguese only, but with an English version under construction

www.museuanguaheroismo.org - homepage of Angra do Heroísmo's city museum, in Portuguese only but with useful information including opening times etc

www.terravista.pt/Mussulo/2386/wrecks.html - a well-illustrated and highly professional site, in English, devoted to the maritime heritage of the Azores and that of Angra do Heroísmo in particular

www.operterceira.pt/japah - a single page displaying contact details for the *Junta Autónoma do Porto de Angra do Heroísmo* (and, somewhat confusingly, a photograph of the Port Office building overlooking the commercial harbour at Praia da Vitória), with no indication as to whether expansion is planned

www.lajes.af.mil - website of the US Airbase at Lajes, including an interesting history of the base

In addition to these the island features on several more general sites including

www.azores.dk

www.azoresrural.com

www.blandyazores.com

www.destinazores.com,

www.geocities.com/giovannitosti/islands/Azores.htm

www.drtacores.pt

http://pierre.inazores.com/acoress_e.htm

www.mirapico.dk

(See page 23)

than elsewhere and there are more new, large cars to be seen on the roads. Having written back in 1987 that '...even they may have to wait while an old man seated sideways on a donkey follows his herd of cows down a cobbled country lane' the modern equivalent, observed with wonder in 2003, was a large herd of dairy cows being walked unhurriedly along three lanes of the island's only four-lane road as though they owned the place. Which of course they do... .

Holidays and festivals

In addition to the national holidays listed on page 24, Praia da Vitória celebrates its official holiday on 20 June, with that of Angra do Heroísmo following four days later. Festivals of Espírito Santo take place throughout the island about six weeks after Easter, while in August there is Carnival and a Beach Festival.

Telecommunications

Mobile (cell) phone reception throughout the island is good. The area code for Terceira is 295, shared with São Jorge and Graciosa. Following changes to the dialling system a few years ago, this must now be included even when dialling from within the island, whether using a landline or a mobile.

As of 2003 there were at least six places from which the internet could be accessed – see Communications, pages 84 and 88.

Navigation

Magnetic variation

11°35'W (2004), decreasing by 8'E annually.

Tidal streams

Tidal streams set north or east on the flood and south or west on the ebb, but seldom reach 1 knot.

Charts

Admiralty 1956 (1:175,000)

Portuguese 43102 (INT 1893) (1:300,000),
46405 (1:75,000)

US 51061 (1:250,000)

Imray-lolaire EI (1:759,000)

Lights

2668 Ponta da Serreta 38°46'N 27°22'•5W

F1(3)15s95m21M 044°-vis-203°

Round white tower with red cupola 15m

2661 Iajes Airport 38°45'6N

Aero AIFL.WG.10s132m28/23M

Wooden framework tower 19m

2664 Ponta das Contendas 38°38'•6N 27°05'•1W

F1(4)WR.15s53m23/20M

220°-W-020°-R-044°-W-072°-R-093°

(Obscured 073°-079° by Ilheu das Cabras)

White square tower and building with red cupola
13m

2667 Cinco Ribeiras 38°40'•6N 27°19'•8W

LF1.6s22m10M

White pyramid with red bands 2m

Approach

Terceira lies approximately 21M northeast of Sao Jorge and 31M southeast of Graciosa. São Miguel bears 129° some 74M distant, though it is nearer 90M to Ponta Delgada.

Careful navigation is essential if sailing between São Miguel and Terceira, particularly in poor weather, as the unmarked Banco Dom Joao de Castro shoal lies only 5M west of the direct course of 127° from Ponta Delgada. Although currently charted at 7m, the crew of a yacht who carried out several dives on the bank in 1999 report a minimum low water depth of 12m at 38°13' 37N 26°36' 36W. Within 100m of this spot they were off soundings. However there has been considerable seismic activity in the area over the past decade and depths may well be decreasing. As one might expect, seas break heavily on the bank in strong winds.

When closing the southeast coast of Terceira the 10m Fradinhos rocks, lying about 2·2M from Ponta das Contendas bearing 213°, are clearly visible by day but unlit at night though covered by a red sector of the lighthouse", as are the Ilheus das Cabras. Other possible hazards are the Ilhéu da Mina, close off the headland of that name, the Ilhéu do Norte just over half a mile offshore from Iajes on the northeast coast, and the rocks forming the Baixa de Vila Nova off the town and tiny inlet of that name a few miles to the west. In rough weather it would also be wise to avoid the Baixa da Serreta, 2M off Ponta Serreta on the west coast and shoaling to 8m, where bad seas might be expected.

A passage exists between the two Ilheus das Cabras carrying a least depth of some 8m, but caution should be exercised due to strong and unpredictable currents.

Caution

Admiralty chart 1956 bears a note that 'Aircraft may occasionally jettison external loads within the area indicated on this chart', the area concerned being a circle 10M in diameter centred just over 10M north of the eastern end of Terceira. Exactly what these 'external loads' may consist of it not specified, but it might be as well to avoid the area on principal.

Harbours and anchorages

Praia da Vitória

38°43' 5N 27°03'•5W

Tides

Time difference on Ponta Delgada: +0007

Mean spring range 1 4m

Mean neap range 06m

Plans

Admiralty 1957 (1:12,500)

Portuguese 46405 (plan)

US 51064 (1:50,000 and 1:10,000)

Imray-lolaire EI (1:19,450)

Lights

2662 North breakwater 38°45'6N 27°03'•1W

FL.G.5s11m6M Green lantern on post 2m

Note Destroyed by storms in April 2002 and not replaced as of May 2003

2662 5 South breakwater 38°43'•3N 27°02'•9W

FL.R.3s8m8M

White tower with three red bands 16m

Marina southeast mole 38°43'•8N 27°03'4W

Note A light is planned for this solid and potentially dangerous projection, but was not in place by February 2004

Marina hammerhead pontoon

38°43' 9N 27°03'•5W FL.G.2m Green post 1m

Marina west mole 38°43'•9N 27°03'•5W

F1(2)R.10s Red post 2m

Harbour communications

Marina Tr/Fax 295 512082, email (located at the council offices in the town) cmpvitoria@mail.telepac.pt, VHF Ch 09, 16, (0830-2000 daily June-August, weekdays only at other times)

Port limits

A rectangle extending 2·5M from Praia da Vitória north breakwater light2662 - see Port limits, page 25.

General

Once an open bay, Praia da Vitória is now one of the best protected harbours in the Azores, with breakwaters extending from both north and south to enclose well over half a square mile of water. However both suffered severe storm damage during April 2002 and had not been repaired more than a year later. The southern part of the harbour has been developed as a commercial area for both fishing and cargo handling, with no facilities for yachts.



A marina has grown by gradual stages in the northwest corner of the harbour, initially with a few pontoon berths inside the short mole which protected the old – and very shallow – fishing harbour. It now has about 200 berths and was formally opened in June 2002 (having already accepted visiting yachts for at least three years), and has gained a deserved reputation for being friendly and welcoming with particularly good domestic

facilities. It is a local initiative, owned and administered by the *Camara Municipal da Praia da Vitória* (the town council).

An important settlement from early days, Praia da Vitória has some fine buildings including the 16th-century parish church and 17th century town hall. Completion of a promenade opposite the marina has added to the town's charm and atmosphere, and there are several good restaurants. The marina is

unique in the Azores in being very close to an excellent sandy beach – a pepper-and-salt mixture of black and golden grains with a fine texture, unexpectedly clean and gently shelving, complete with small beach café. Also nearby, though not so close as to be obtrusive, is Iajes International Airport, making the marina particularly handy for crew changes. One of the flight paths runs directly over the harbour, but there is still relatively little traffic and no commercial flights between midnight and 0800 – though the US military are, of course, free to fly at any time.

It is well worth walking up the switchback path to the statue of the Virgin Mary on the ridge north of the harbour. The path is in good repair and the views well repay the effort. For variety, follow the gently sloping road back down to the harbour.

Approach and entrance

By day Quite clear. The pale concrete of the breakwaters shows up well from a distance, with the tall red and white banded tower on the south breakwater removing any possible doubt. There are good depths close to both breakwater ends. The marina's solid southeast mole will be seen about 0.5M to the northwest, with no hazards between.

By night Bright shore lights, both from the town and around the US base in the northeast corner of the harbour, provide a handy beacon from several miles off. As of May 2003 only the south breakwater was lit, but the entrance is wide and should present no particular problems. Either anchor off the beach pending daylight or – if the end of the marina's southeast mole can be positively identified against the bright shore lights behind – proceed straight to



The enclosing breakwaters at Praia da Vitória in May 2003, more than a year after both were breached in easterly storms. The northern arm remains unlit.

the south hammerhead. If in any doubt the prudent decision would be to anchor.

Anchorage

In northerly or westerly winds good anchorage is to be found anywhere inside the northern arm of the breakwater over clean sand. Depths shoal suddenly well off the beach, so a careful eye must be kept on the echo sounder. In 2003 a local by-law stated that, other than for short periods – such as following arrival in darkness – yachts were not allowed to anchor without the permission of the *Capitão() do Porto* (Port Captain). It was understood that this had been introduced at the request of the nearby US military installation, following the terrorist attack on the destroyer USS *Cole* at Aden in October 2000 when 17 servicemen died. It is to be hoped that it

Looking almost due south over the vast harbour at Praia da Vitória with the marina at right, the breakwater (still in a state of disrepair) at left and the commercial area in the middle distance.



will be relaxed in due course. Dinghies can be left between the outer marina pontoon and the protective mole, or landed on the beach.

In southerly or southeasterly winds equally protected anchorage can be found in the commercial area at the southern end of the bay, provided care is taken not to impede fishing or cargo vessels. Again, this is not officially sanctioned and yachts are likely to be told to move when conditions improve. The pink-and-white building is a cement factory and a spot directly downwind would inevitably be dusty. There is a short pontoon in the corner of the fishing harbour where a dinghy might be left for limited periods, and a few shops in the small village almost hidden behind the new, port-related buildings.

Berthing

On arrival, secure to the outer hammerhead in about 3' 5m to be assigned a berth, or contact the office on VHF Ch 09 or by mobile phone on entering the outer harbour. Deep draught yachts should take particular care around low water springs, as it has been reported that the retaining blocks for this pontoon are located well outside the hammerhead and stand well proud of the surrounding seabed.

The outer two pontoons – the outermost with stern buoys, the inner with finger pontoons – are reserved for visiting yachts, and are claimed to carry 3' 5m throughout. There is no obvious size limit and several yachts of more than 15m have used the marina. All the pontoons are protected by security gates, for which magnetic cards are issued. A yacht left unattended in the marina's care will be checked regularly, and it may be possible to arrange for periodic airing, battery charging etc. In 2003 the daily charge for a visiting yacht of between 12m and 15m IOA, with a beam not exceeding 5m, was a modest €7.35, which included water, electricity and tax, but not showers or laundry facilities. Multihulls paid a 50% surcharge.

Formalities

The office of the Marina da Praia da tel/ 295 512082, email (located at the council offices in the town) cmpvitoria@mail.telepac.pt, is manned from 0830-2000 daily from June to August, but weekdays only at other times. Security guards are on duty around the clock.

All formalities are carried out by the marina manager in his office near the root of the marina mole – as of May 2003 he was very helpful and spoke good English. Copies of the computerised form are then passed to various government departments who will contact the skipper if necessary. Non-EU citizens entering the Azores for the first time may be asked to step across the corridor to the immigration office, manned during the summer, to have their passports stamped. The skipper of a yacht at anchor should also visit the marina office to complete clearance procedures, even if arriving from another Azorean harbour.

When the office is visited before departure to settle the bill, any changes in crew since arrival should be notified, purely as a safety measure.

Facilities

Boatyard None as such, though the marina office can advise on whom to contact for various types of work.

Travel-lift New 35-tonne lift at the marina, with plenty of hardstanding ashore and props available for hire. Deeper yachts may have to be lifted at high tide.

Diving services, engineers, electronic & radio repairs, sail repairs All available in the locality – enquire at the marina office.

Chandlery & charts Nothing as of 2003.

Water On the marina pontoons, where yachts at anchor are welcome to fill cans.

Showers Immaculate showers – and even a bathtub – in both the ladies and gents sections of the services block, also accessible to those at anchor.

Launderette Equally immaculate launderette, with three each washers and driers, plus iron and ironing board.

Tickets for showers, washers and driers are available from an attendant who unlocks the services block as required. Previously, when left open, swimmers from the nearby beach made use of the facilities gratis, bringing much sand with them. If the attendant is not to be found the office also holds a key.

Electricity On the marina pontoons and included in the daily charge.

Fuel No fuel berth in the marina as of 2003, though one is planned for the northeast side of the marina, near the crane. In the meantime trolleys are to be provided on which to transport cans from the nearby filling station. If a yacht requires more than 200 litres (about 44 UK/55 US gallons) the marina office can arrange delivery by road tanker.

Bottled gas Most cylinders, including Camping Gaz, can be refilled within two days or less, though exchanges do not appear to be available. Arrange via the marina office.

Weather forecast A three-day internet forecast issued by the US Navy is posted daily on the board by the marina security gate.

Clube naval The *Clube Naval de Praia da Vitória* has premises up the road from the marina (the entrance is around the back), with a small café/bar and free internet access. Open 1200-0200 daily except Monday, with live music on Friday and Saturday nights.

Banks Several in the town, all with cash dispensers.

Shops/provisioning Several small supermarkets in the town, plus a vast hypermarket on the western fringes – a taxi-ride back, if not there.

Produce market Small but active produce market on Rua de Jesus.

Cafés, restaurants & hotels Several hotels and many restaurants and cafes at all price levels, some overlooking the bay. Small beach café 'just over the wall' from the marina.

Medical services New hospital, plus doctors, dentists and pharmacies.

Communications

Post office On the main square, open 0830-1800 weekdays only.

Mailing address The marina will hold mail for visiting yachts: Marina de Praia da Vitória, 9760 Praia da Vitória, Terceira, Açores, Portugal.

Telephones The nearest public phone is on the west side of the marina near the (intermittent) fountains, with others in the town, though it is hoped that one will be installed near the marina office in due course.

Email Free at the *Clube Naval de Praia da Vitória* (see above), or for a small charge at Etis on line at 12 Rue Dr Rogrigues da Silva, open 1000-1300 and 1400-2300 weekdays, 1300-2300 weekends, when printing etc is also possible. Unusually (for the Azores) there is currently no internet access at the library.

Fax service The marina office, Fax 295 512082, will send and receive faxes for yachts.

Car hire Several of the companies based in Angra do Heroísmo have desks at Iajes airport, and will also deliver to the marina.

Taxis Plenty in the town.

Buses Services around the island – details from the tourist office on Rua de Jesus.

Air services Interisland, US and Lisbon flights from Iajes airport some 3-5km away.

'Ports' on the southeast coast of Terceira

Lights

- 2663-5 São Fernando (Ribeira Seca)
38°40'•6N 27°03'•9W Oc.R.3s5m6M
Black and white column with red lantern 3m
- 2665 Porto Judeu 38°38'•9N 27°07'•1W
Fl.3s27m7M Square white column 2m
- 2667 Cinco Ribeiras 38°40'•6N 27°19'•8W
LF1.6s22m10M
White pyramid with red bands 2m

General

There are a number of so-called 'ports' on the southeast coast, none of which are remotely suitable for yachts. Taken clockwise these comprise:

- *Porto Martins* – a tiny quay adapted to become a rather attractive swimming area, not least by blocking the shallow entrance with rubble!
- *Porto de São Fernando* – a small fishing village 3M south of Praia da Vitória, with a wide, cobbled slipway up which local smallcraft are hauled when not in use.
- *Porto Novo* – a beach and swimming area backed by a campsite.
- *Porto Judeu* – a rocky bay with a small mole and concrete apron once used by small fishing boats, but now converted for swimming only.
- *Porto Cinco Ribeiros* – (on the southwest coast) – the usual combination of tiny mole + crane + slipway + swimming area, with very little ashore.



Tiny Porto de São Fernando about 3M south of Praia da Vitória, where fishing boats are launched and recovered by hand on the wide, cobbled slipway

Angra do Heroísmo

38°39'N 27°13'W

Tides

Time difference on Ponta Delgada: -0004

Mean spring range 1.4m

Mean neap range 06m

Plans

Admiralty 1957 (1:12,500)

Portuguese 46405 (plan)

US 51064 (1:12,500)

Lights

2666 Monte Brasil (Ponta do Farol)

38°38'•6N 27°13'•1W

Oc.WR.10s21m12M 191°-R-295°-W-057°

White column with red bands 5m

2666-2 Ldg Lts 340

Front FL.R.4s29m7M Red post on church 2m

Rear, 505m from front, Oc.R.6s54m7M

yellow metal structure with red top 2m

Note F.R. on factory roof 1M east

2666-5 Porta Pipas molehead 38°39'N 27°12'•9W

FL.G.3s14m6M

White column with green bands 5m

Marina south mole 38°39'•1N 27°13'W

Red light planned but not yet installed

Angular concrete structure 1-5m

Harbour communications

Harbour Authority 295 540000, Fax 295 540019, email japah@mail.telepac.pt, VHF Ch 16, 11, 14 (call

Capimarangra) (0800-2000)

Marina 295 216304, Fax 295 216309,

email marina.angra@japah.pt, VHF Ch 09, 16 (24 hours)

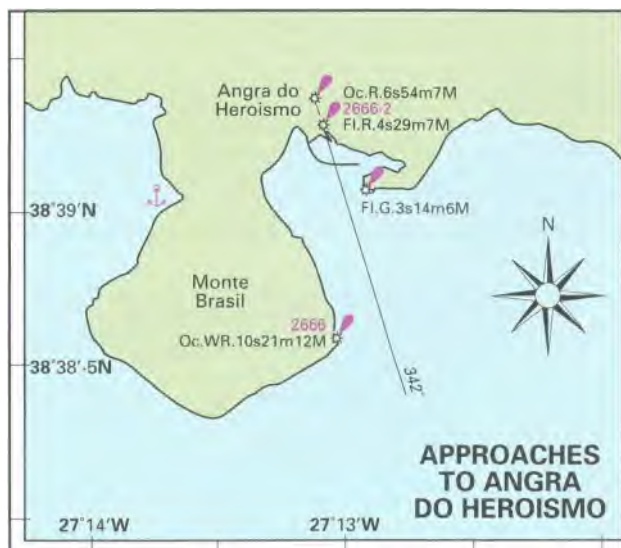
Port limits

A rectangle extending 2.5M from Porta Pipas molehead

lighth²⁶⁶⁶⁻⁵ see Port limits, page 25.

General

One of the most handsome natural harbours in the Azores, Angra do Heroísmo is protected by high land from all directions other than southeast, though a swell sets in with winds from anywhere between south and east. In the past yachts at anchor had



always to be ready to leave the harbour at short notice, often curtailing exploration beyond the immediate city. This problem has been overcome by the construction of a long, narrow marina directly beneath the old sea wall, a design which intrudes remarkably little when admiring Angra do Heroísmo from the slopes of Monte Brasil. It may also have the benefit of focusing some of the activities of the city – which owes its existence to its anchorage – back towards the sea. The marina is overlooked by the fine old *Alfandega* (Customs) building and renovated 'patio', and hopefully renovation will, in due course, extend to the semi-derelict buildings further east.

The harbour and city of Angra do Heroísmo seen from the slopes of Monte Brasil, with the new marina in the foreground. Swell sometimes works in despite the relatively narrow entrance.

Plans for the marina were approved in the mid 1990s, but work had barely started when a historic wreck – thought to be that of a 16th or 17th century galleon – was discovered on the harbour bed. Operations were suspended while archaeologists investigated the site (see www.terravista.pt/Mussulo/2386/wrecks.html). Work resumed in 1999 and by June 2001 the marina was effectively complete, though little of the shoreside infrastructure was in existence. In May 2003 demolition of old buildings on the Porto Pipas mole was taking place in order to make way for a range of shops, restaurants etc, which it is hoped will be completed by 2005. All commercial traffic is gradually being transferred to the wharves south of Praia da Vitória.

The city of Angra do Heroísmo was declared a UNESCO World Heritage Site in 1983 while restoration following the 1980 earthquake was still under way. (The bright terracotta roofs – a high proportion when viewed from Monte Brasil – indicate buildings which sustained damage). Now it is once again a most attractive city with considerable atmosphere, a mixture of old and new buildings, and well kept public gardens, which amply deserves sharing this honour with such famous names as the Taj Mahal.

From early days the harbour was used by vessels trading to Africa, India and the Americas, bringing wealth and importance to the settlement which was raised to city status in 1543. During the Spanish occupation in the 16th century it was twice attacked by British fleets, one commanded by Sir Francis Drake, and the fort of Sao Joao Baptista was built for harbour defence and the safekeeping of valuable cargoes – as well as to keep the townspeople in a suitably submissive frame of mind. The city is dotted with fine buildings, many of them open to the public, and a particularly informative city guide is





available free from the tourist office on Rua Direita and also from the marina office. The rebuilt cathedral is well worth visiting, as is the museum in the former monastery of São Francisco, whilst the gardens and pyramid monument give splendid views over the harbour. A longer walk can be enjoyed to the top of Monte Brasil – entrance is through the main gateway of the fort and views both from the road and the summit are spectacular.

Approach

By day Monte Brasil, rising to over 200m, is easily identified from a considerable distance and approach is straightforward, though the marina entrance itself is narrow. If the proposed outer mole is built (see plan) a further dog-leg will be required.

By night If approaching from the west, Monte Brasil light²⁶⁶⁶ will not be visible until bearing less than 057°. The light on Porto Pipas mole²⁶⁶⁶⁻⁵ marks the east side the marina entrance – the marina's south mole is not yet lit, though a red light is planned. However there is considerable ambient light and night entry would be perfectly feasible in settled conditions. Alternatively follow the leading lights²⁶⁶⁶⁻² until Porto Pipas mole is abeam to starboard, when a course of about 287° will lead to the anchorage. Do not venture inside the 8m contour in darkness.

Anchorage and buoys

In suitable weather it is possible to anchor off the prominently marked *clube náutico* in the western part of the harbour. Depths (over sand) shoal gradually, but until Baixa da Prainha, awash at HW springs, has been identified it would be unwise to venture into less than 6m, even in good daylight.

Anchored yachts are welcome to leave their dinghies at the old quay near the head of the marina – below the grey and white church – where there are convenient steps.

Berthing

The new *Marina de Angra do Heroismo* was already receiving yachts by early in 2001, although most shoreside facilities were still unfinished when revisited two years later. Completion of the marina office and services block is anticipated for the 2004 season. On arrival, yachts should secure at the reception/fuel quay (directly opposite the marina entrance) to be allocated a berth. Alternatively, call on VHF Ch 09 or by mobile phone during the approach.

Yachts in transit are normally berthed on 'G' pontoon, which has clear access when arriving or departing, however if any swell is running it is worth requesting a spot further into the harbour where protection is better. All berths are alongside finger pontoons, with space for 67 visiting yachts of up to 18m and numerous local smallcraft, though only 20 yachts of over 15m can be accommodated at any one time. Over 3·5m is carried at least half way up the harbour, though depths decrease to 1m at its head.

The entrance to Angra do Heroismo's new marina in May 2003, with Porto Pipas mole at right, the end of 'G' pontoon (on which visiting yachts are usually berthed) at left, and the new office and services block taking shape next to it.



Formalities

All formalities are carried out in the marina office, 295 216304, *Fax* 295 216309, *email* marina.angra@japah.pt, which by 2004 should have moved from its temporary premises on the Porto Pipas mole to a purpose-built block behind the reception quay. Office hours are 0800-2000 daily in summer, reducing to 0800-1700 in winter, with security guards on duty around the clock. Good spoken English is a requirement for employment in the marina, and several of the helpful staff also speak French. In 2003 the daily charge for a visiting yacht of between 12m and 15m LOA, with a beam not exceeding 5·4m, was just under €12, which included water, electricity and tax, but not showers. Multihulls paid a 50% surcharge.

It is likely that Immigration, *Alfandega* (Customs) and the *Policia Maritima* will also have offices in the new building, though unclear whether all three will expect to be visited by every arriving skipper. Currently the *Policia Maritima* have premises at the root of the Porto Pipas mole, near the *Capitanía*. Check for current procedure with the marina office.

Facilities

Boatyard/engineers/electronic & radio repairs A full range of services are planned for the Porto Pipas mole within the next few years. Meanwhile consult the marina office for recommendations regarding local companies. The machine shop operated by Gil Sousa e Filhos Ida at Zona das Combustiveis 6, tel/*Fax* 295 213629, is highly recommended by MAYS in Horta.

Travel-lift 50-tonne capacity hoist on the Porto Pipas mole, with a large area of slightly windy hardstanding.

Sail repairs It is hoped that a local sailmaker will establish premises on the Porto Pipas mole. Meanwhile consult the marina office.

Chandlery Mare d'Angra – currently at 32A Av Infante D Henrique, but hoping to move back to the Porto Pipas mole in due course – hold a range of general items including hardware and electronics. No English appears to be spoken. Nearby car-related workshops sell batteries etc.

Porto do Mar, at 3 Rua das Salinas, stocks fishing gear and a more limited range of chandlery. However some English is spoken and items not available can be ordered from Lisbon within a few days. Both chandleries are open 0900-1200 and 1300-1800 weekdays, and 0900-1200 Saturday.

Water At all marina berths.

Showers Will be provided in the new services block, hopefully in time for the 2004 season.

Launderette Machines will be provided in the new services block, again hopefully by early 2004.

Electricity At all marina berths.

Fuel Anticipated for the reception berth (storage tanks have already been sited).

Bottled gas Most types of cylinder can be refilled at the GAIP depot a short distance from the marina – ask for directions at the marina office.

Weather forecast Posted daily at the marina office.
Clube náutico The *Angra Yate Clube* at the root of the Porto Pipas mole is the more active of the two clubs in the harbour. The *Clube Naval de Angra do Heroísmo* on the west side of the harbour is largely social.

Banks Several in the city, nearly all with credit card machines.

Shops/provisioning Several well-stocked supermarkets plus numerous souvenir shops, chemists etc.

Produce market Thriving produce and fish market beyond the cathedral.

Cafés, restaurants & hotels Wide selection of all three.

Medical services Hospital in the city, plus doctors, dentists and opticians.

Communications

Post office In the city (on Rua da Palha) and others.

Mailing address Letters for yachts in transit can be sent to: Marina de Angra do Heroísmo, Código Postal 9700-154, Angra do Heroísmo, Terceira, Açores, Portugal.

Telephones Phone kiosks throughout the city, the majority card-operated. A public telephone is anticipated for the new office/services block.

Email Spoilt for choice! Free internet connections at both the public library (*biblioteca*), housed in the impressive Pálacio Bettencourt just behind the cathedral (open 0900-1900 weekdays, 0930-1200 Saturday and well worth a 'tourist' visit in its own right), and at the Cultural Centre on Rua Boa Vista, open 1000-2200 weekdays and 1400-2200 weekends.

Also Futurekids, upstairs at 19 Largo Prior do Crato, open 0900-1230 and 1400-1800 weekdays, 1000-1200 Saturday, where a charge is made but additional services include printing and recording to CD; and the rather more expensive Serviços Multimedia at 51/52 Rua das Salinas, open 0900-2300 Monday to Saturday, 1300-2000 Sunday, where printing etc is again an option.

Fax service The marina office, Fax 295 216309, will send and receive faxes for visiting yachts.

Car hire A choice of several companies.

Taxis Numerous.

Buses Services around the island – details from the tourist office.

Air services International and interisland flights from the airport near Praia da Vitória, about 24km distant by road.

Cais do Castelo

38°39'N 27°13' W

General

When wind or swell from the eastern quadrant make the anchorage at Angra do Heroísmo uncomfortable, sheltered anchorage may be found under the cliffs west of Monte Brasil. Good holding in 5-10m has been reported at the mouth of the small inlet southwest of São Joao Baptista fort.

Sao Mateus da Calheta

38°39' 3N 27°16'•1W

Lights

2666-7 Sao Mateus 38°39'•3N 27°16'•1W
 Iso. WR.6s11m10/7M 270°-R-296°-W-067°
 White column with red bands 3m

General

A small picturesque fishing harbour and former whaling centre lying some 2M west of Angra do Heroísmo. It is protected from the north and west by the island and from the southwest by a short mole, and provides a small but pleasant daytime anchorage with clean water for swimming. Two ruined forts and an impressive church overlook the town. It is not a port of entry, and facilities are limited to water taps on the quay and some shops in the town, plus the usual restaurants and cafés.

Approach and anchorage

The prominent white church is visible from several miles off, dwarfing the surrounding village. The rock-fringed coastline on either hand should be given an offing of at least 500m until the end of the short mole bears between 330° and 000°. This can then be approached and left close to port, to avoid the low rocks to the east which may be covered at high water.

The 9m off the mole end shoals rapidly to 3-4m, with much of the interior occupied by moorings and a small wharf. The bottom is of sand and large boulders.

Anchorage on the north coast of Terceira

Biscoitos

38°48'1N 27°15'.6W

Lights

2669 Biscoitos 38°48' 1 N 27°15'-6W
 Oc.6s13m9M
 White pyramid with two red bands 3m

General

In settled weather Biscoitos offers a pleasant daytime anchorage in 8-10m over rock. The mole has recently been extended by about 35m, apparently to increase its appeal as a swimming area, but though about 2m will be found at its head and 1m its root the bottom is rocky and it is not suitable for lying alongside. There is a slipway and steps near the root

Sao Miguel

Between 37°42'N-37°55'N and 25°08'W-25°51M

Introduction

At just over 750km² (65km by about 16km) Sao Miguel is the largest island in the Azores by a considerable margin and also has the largest population, at around 140,000. Its two areas of high ground to west and east are separated by a lower saddle which has long been cultivated, but the local name of 'A Ilha Verde' (the Green Island) owes its origins as much to the dense natural woodland as to the acres of carefully tended crops and pasture. Many of those born and bred elsewhere in the Azores unhesitatingly choose Sao Miguel as their favourite island, both for its natural beauty and for the attractions of Ponta Delgada, the archipelago's commercial centre and largest city.

First settled about 1440 under the captaincy of Conçalho Velho, Sao Miguel must often have been visible on the northern horizon to the few people already living on Santa Maria. Landing was made on the beach at Povoação ('settlement') on the southeast coast, and the new island named in honour of São Miguel Arcanjel – Michael the Archangel. As in all the Azores dense natural forest inland encouraged villages along the coast, and even now probably three-quarters of São Miguel's towns are within 3km of the sea. In addition to Portuguese and Madeiran emigrants there were more than a smattering of French (commemorated in the parish of Bretanha on the northwest coast), transported convicts, and Negro and Moorish slaves.

The first capital was established at Vila Franca do Campo in the mid 15th century, probably because of the good anchorage behind its small off-lying island. By 1522 the town was thriving with some 5000 inhabitants under the governorship of Rui Conçalves



A yacht lies anchor near quay — scenic, but very much a settled weather spot.

Roddy Innes

of the mole, as well as three ladders inside the angled head, at which one could land by dinghy. Nearby facilities are limited to a café/bar and swimmers' (ie. cold) showers, with shops in the village about 1km inland.

There are several other possible daytime anchorages in calm southerly conditions east of Biscoitos, including Quatro Ribeiras and Vila Nova (Iso.6s10m9M, black and white column with red lantern 2m). However none of the three can be recommended other than in very settled weather, being deep, poorly protected and fringed by rocky cliffs. All should offer excellent snorkelling and diving.



da Camara, son of the *capitão donatário* of Madeira. However eastern São Miguel was suffering a period of seismic activity, and in October that year an earthquake triggered a mudslide and avalanche which completely destroyed the town and killed many of its inhabitants. The government moved westwards, first to Lagoa and then to the slightly more protected bay at Ponta Delgada, which by 1546 had been granted full city status and become the island's new capital.

Even so Vila Franca do Campo figures the more prominently in history, suffering several pirate raids during the 16th and 17th centuries which prompted solid stone fortifications to be built. However these proved insufficient when in July 1582 a French and Portuguese fleet was attacked just offshore by the forces of King Phillip II of Spain, by then ruler of mainland Portugal, with the town soon falling victim to the victorious Spaniards. Fifteen years later, while still under Spanish rule, the English Earl of Essex attacked one night at the head of 2000 men. The inhabitants had sufficient warning to flee the town, but not to save it from being plundered and burned.

São Miguel was undoubtedly in need of its ports by this time, with wheat, sugar cane, wine and dairy products being exported. During the 17th and 18th centuries sweet potatoes, flax and oranges were added to the list, with the latter proving one of the most profitable crops the island has ever known. The high stone walls which still dominate the northwestern part of the island date from the 'orange days', having been solidly built to protect the groves from both thieves and winter gales. Many of the domestic and religious buildings of those days have also survived, characterised by carved black ashlar, heavy ornate woodwork and the glazed tiles so loved by the Portuguese, while some of the older houses in Ponta Delgada still have their rooftop lookouts, possibly going back beyond the days of peaceful trade to the time when pirates and privateers were an ever-present threat.

São Miguel played its part in the 19th century struggles between the Absolutists and the Liberals, with the latter landing in the northeast of the island in 1831. Ponta Delgada was chosen as their port of embarkation for the mainland the following year, at the start of the campaign which led to the declaration of Dom Pedro IV as King of Portugal, and at least 3500 Azoreans are thought to have joined the Liberal cause. However island life must usually have been much quieter, with agriculture, stockbreeding or fishing the occupations of the vast majority. Oranges for England and America remained a major export until disease struck in the 1880s, by which time tobacco, sugar beet, tea and pineapples had been introduced. The latter two, both highly labour intensive crops, did particularly well in the mild climate and rich volcanic soil, and it is said that in 1878 two Chinese experts were engaged to teach the skills of tea picking and preparation to the local people. Even in São Miguel's



Banks of hydrangeas frame a view of the twin lakes in the Caldeira das Sete Cidades, one of Sao Miguel's most famous tourist attractions.
Sue Thatcher

benign climate pineapples have to be grown under glass, and as the old greenhouses fall into disrepair their cultivation may soon, sadly, become a thing of the past. As of 2003 only the Arruda plantation at Fajã de Baixo, just outside Ponta Delgada, still welcomed visitors to see the fruit being grown. On site sales include, in addition to the fruit themselves, pineapple-flavoured confectionery and a highly regarded liqueur – the latter a little sweet for many people's taste, but delicious on ice cream.

To describe São Miguel's two other major tourist attractions in such terms seems rather inappropriate, since both are natural features on the grand scale which owe little to man's intervention. Probably most famous is the Caldeira das Sete Cidades with its twin lakes, Lagoa Verde (Green Lake) and Lagoa Azul (Blue Lake). On a sunny day the view from Vista do Rei over the emerald and sapphire lakes is breathtaking. Legend has it that they were created by the tears of a princess and a shepherd boy who were forbidden to meet, their separate weeping forming the two lakes which cannot mix, in spite of a common junction now spanned by the road bridge. The more prosaic insist that either dissolved minerals or algae are the true cause.

For several centuries the village on the crater floor was inaccessible other than on foot, and doubtless generations lived their lives there without ever leaving it or seeing the sea. However a narrow lane now plunges down the steep slopes to the east and exits through an impressively engineered cutting to the west, and the 19th century park full of azaleas, hydrangeas and exotic trees is a justifiably popular picnic spot with locals as well as visitors.

Fortunately the *caldeira* is large enough to absorb a good many picnic parties and still stay hushed and peaceful, though its quietness must have been shattered during the First World War when the 3km expanse of Lagoa Azul is said to have been used for seaplane landings – surely a horribly difficult approach and takeoff.

São Miguel's second natural wonder, though this time showing a little more of man's influence, is the thermal springs of Vale das Furnas in the east. Approaching from Ponta Delgada by way of Vila Franca do Campo one first passes a large and attractive lake with a little Gothic chapel on its shores – most unexpected in this bastion of maneline and baroque, and badly in need of restoration as of 2003. A track leads around the northern end of the lake to the famous 'natural kitchens' where complete meals are sealed into pots and buried in the hot earth for several hours to produce the local delicacy known as *cozido*, strongly flavoured with sulphur and something of an acquired taste. (The recipe for *poule au volcan* is said to begin with the words: 'Take a volcano. . .').

A few kilometres further up the valley, dotted around the village of Furnas, lie the more spectacular thermal springs and boiling mud pools, 22 in all and each said to have its own particular medicinal property, which attracted the health-conscious Victorians of the 19th century. In 1841 an Englishman, one Doctor Bullar, wrote a book entitled *A Winter in the Azores and a Summer at the Springs of Furnas*, but by then the area was already known as a health spa, soon to gain elegant bath houses and its own hospital. One of the very first foreigners to discover Furnas was Thomas Hickling, the first American Consul to the Azores, who built his country home here in the late 18th century – his town house in Ponta Delgada is now the Hotel de São Pedro, itself worth visiting. More importantly he employed English gardeners to plan his grounds, now the celebrated Terra Nostra Park. As well as a naturally warmed swimming pool which is open to the public (iron deposits discolour the water and can stain pale swimsuits), for a nominal fee one can explore the winding paths of the old park, almost tropical in its lushness and a haven for bird life as well as all varieties of exotic flowers and trees.

It is tempting to think of Ponta Delgada purely as a convenient base from which to explore the island of São Miguel, but this is perhaps not doing the old town justice. While lacking the relaxed atmosphere of Horta or the architectural distinction of Angra do Heroísmo, and already sporting the first high-rise buildings in the Azores, it is very much a thriving city and the busiest port in the archipelago. Work on the breakwater started in 1861, though it did not reach its present 1.5km length for over a century, but unfortunately the building of a road along the foreshore in 1947 covered up most traces of the old port. However there are still old fishing quarters to the west of city, incongruously near São Miguel's international airport opened in 1969 to replace a

Websites

There are several websites of potential interest to yachtsmen visiting Sao Miguel:

www.marina.jappdl.pt - website of the Marina de Pero de Teive operated by the Junta Autónoma do Porto de Ponta Delgada, in Portuguese and English, including prices, links and other useful information

www.cnpdl.pt - homepage of the *Clube Naval de Ponta Delgada*, in Portuguese only.

www.boat-sail-service.com - attractive and well-designed website of Boat & Sail Service (see page 95) in Portuguese, English, German and Italian

www.pontadelgadadigital.com - the city's own website, 'Ponta Delgada Digital', in Portuguese only

<http://volcano.und.nodak.edu/vwdocs/volc-images/afri/azores/unnamed.html> - facts about the islands' many volcanoes

In addition to these the island features on several more general sites including

www.azores.dk

www.azoresrural.com

www.blandyazores.com

www.destinazores.com

www.geocities.com/giovannitosti/islands/Azores.htm

www.drtacores.pt

http://pierre.inazores.com/acores_e.htm

www.mirapico.dk

(See page 23)

small airstrip on the north coast in use since 1946. Another source of pride is the island's university, which achieved full status in 1980 as the only Portuguese university outside the mainland. It is perhaps not a bad thing to be reminded that, behind the old world charm and courtesy prevalent in São Miguel as throughout the islands, Ponta Delgada is very definitely a thriving 21st century city, with a life of its own and a particularly high proportion of educated young people.

A mobile milking machine in the corner of a Sao Miguel field. The milk is likely to be taken to a co-operative diary for processing.

Sue Thatcher



Holidays and festivals

In addition to the national holidays listed on page 24, Ponta Delgada holds its official holiday on 1 April, Lagoa on 11 April, Ribeira Grande on 29 April, Povoação on 23 June, Vila Franca do Campo on 24 June and Nordest on 17 July. The Festival of Espírito Santo and Feast of Senhor Santo Cristo are celebrated about six weeks after Easter, with the Festival of St Peter following on 29 June.

Telecommunications

Mobile (cell) phone reception throughout the island is good. The area code for São Miguel is 296, shared with Santa Maria. Following changes to the dialling system a few years ago, this must now be included even when dialling from within the island, whether using a landline or a mobile.

As of 2003 there were at least two places in São Miguel from which the internet could be accessed – see Communications, page 97.

Navigation

Magnetic variation

10°55'W (2004), decreasing by 8'E annually.

Tidal streams

Tidal streams run eastwards on the flood and westwards on the ebb at less than 1 knot, but may set up eddies around headlands particularly when meeting the southerly setting current.

Charts

Admiralty 1895 (1:100,000)

Portuguese 43103 (INT 1894) (1:300,000), 46406 (1:100,000)

US 51081 (1:250,000)

Imray-lolaire EI (1:759,000)

Lights

2655 Ponta da Ferraria 37°51'2N 25°51'W

F1(3)20s106m27M 339°-vis-174°

Square white tower and building 18m

2655-4 Mosteiros 37°53' 4N 25°49'3W

Oc.R.3s9m6M 090°-vis-155°

White column with red bands

2655-6 Bretanha 37°53'9N 25°45'W

LFI.6s69m10M

Lantern on red post 1m

2659 Ponta do Cintrão 37°50'7N

F1(2)10s117m14M 080°-vis-324°

Round grey tower and building 14m

2640 Ponta do Arnel 37°49'5N 25°08'1W

FL.5s65m25M 157°-vis-355°

Octagonal white tower and building 15m

2642 Ponta Garça 37°42'9N 25°22'2W

LFI.WR.5s100m16/13M 240°-W-080°-R-100°

Round tower and building 14m

2645 Porto da Caloura 37°42'8N

FL.4s6m9M

White column with red bands 3m

2654 Santa Clara 37°44'N 25°41'2W

LFI.5s26m15M 282°-vis-102°

Red metal framework tower 8m

2654-2 Airport control tower 37°44'6N 25°42'5W

Aero.AIFI.WG.10s83m28/23M 282°-vis-124°

Coast radio station

São Miguel (24 hours) remotely controlled from Lisbon
MF 37°45'N 25°40'W

Transmits 2182, 2741kHz SSB

Receives 2182kHz SSB

VHF 37°45'N 25°29'W Ch 16, 26, 27, 28

Radionaval/Maritime Rescue Coordination Centre

Ponta Delgada (24 hours) 37°44'N 25°40'W

DSC – MF and VHF MMSI 002040100 (planned)

296 281777, Fax 296 281999,

email mrcc.delgada@mail.telepac.pt

(This station does not accept public correspondence other than distress and safety traffic)

MF Transmits 2182, 2657kHz SSB

Receives 2182, 2484kHz SSB

VHF Ch 11, 16

Weather bulletins Ch 11 at 0830, 2000 (storm, gale and poor visibility warnings, synopsis and 24 hour forecast in Portuguese for up to 20M from Sao Miguel and Santa Maria)

Navigation warnings Ch 11 at 0830, 2000 (local warnings in Portuguese for São Miguel and Santa Maria)

Approach

In daylight Pico da Vara (1104m) to the east or the lesser Pico das Eguas (873m) to the west will be visible from many miles off if not obscured by cloud, which may itself reveal the island's presence. From the north or south São Miguel appears to lie in two parts – a long island of several linked peaks to the east, a gap, and a single lower island to the west. At some 25M off the serrated skyline of the lower hills in the centre of the island rises above the horizon.

The coastline is largely steep-to, with few off-lying dangers. However many headlands are fringed by rocks and all should be given at least 500m clearance. Particular care should be taken in the vicinity of Baixa da Roida between Vila Franco do Campo and Caloura, Baixa da Negra about 0.5M south of the airport control tower 2654-2 Ilhéu dos Mosteiros off the town of that name on the northwest coast, and Baixa do Morro bearing 065° from Rabo do Peixe and just under 2M distant. None of these hazards are lit. Currents set southerly around the ends of the island, and can sometimes produce a confused sea close to headlands.

Careful navigation is essential if sailing between Terceira and São Miguel, particularly in poor weather, as the unmarked Banco Dom João de Castro shoal lies only 5M west of the direct course of 127° from Angra do Heroísmo. Although currently charted at 7m, the crew of a yacht who carried out several dives on the bank in 1999 report a minimum low water depth of 12m at 38°13'37N

26°36'36W. Within 100m of this spot they were off soundings. However there has been considerable seismic activity in the area over the past decade and depths may well be decreasing. As one might expect, seas break heavily on the bank in strong winds.

Santa Maria lies 50M to the southeast of São Miguel, and Horta approximately 150M west-northwest.

Harbours and anchorages

Ponta Delgada

37°44' 2N 25°40'W

Tides

Ponta Delgada is the standard port for the Azores, with either Admiralty or Portuguese tide tables available – see Tides and tidal streams, page 9. MLWS is listed as 0.3m above datum, but heights are strongly affected by barometric pressure.

Mean spring range 1.4m

Mean neap range 0.65m

Plans

Admiralty 1895 (1:10,000)

Portuguese 47502 (1:5,000), 46406 (plan)

US 51082 (1:50,000 and 1:10,000)

Imray-Lolaire EI (1:10,660)

Lights

2654 Santa Clara 37°44'N 25°41'2W

LFl.5s26m15M 282°-vis-102°

Red metal framework tower 8m

2647 Breakwater 37°44'2N 25°39'4W

Oc.R.3s14m5M

White tower with red bands 5m

2649 Outer Ldg Lts 320° 5° 37°44'5N 25°39'6W

Front Iso.G.5514m7M

Black lantern on west wall of house 3m

Rear 195m from front, Oc.G.5s48m7M

Black lantern on red and white post near church 5m

Note Partially obscured by vegetation as of May 2003

2650 Inner Ldg Lts on 266.5° 37°44'2N 25°40'3W

Oc.R.6s13/19m9M

Front East bastion of Fort de São Bras 4m

Rear, 27m from front, Corner of fort 5m

2648 Marina mole 37°44'4N 25°39'6W

Oc.G.3s12m10M

White round tower with green bands 6m

buoy São Pedro Shoal 37°44'3N 25°39'7W

Q(6)+LFl.15s2M

South cardinal buoy with topmark

Harbour communications

Port Authority tel 296 285268, Fax 296 283050, VHF Ch 16 (call *Capimardelgada*) (24 hours)

Marina tel 296 281510, 281511, 281512, Fax 296 281311, email marinapdl@jappdl.pt, VHF Ch 16, 62 (0900-1830 weekdays, 0900-1730 weekends, from 1 May to mid September, shorter in winter – see Formalities below)

Port limits

A circle, radius 2M, centred on Ponta Delgada breakwater light²⁶⁴⁷ – see Port limits, page 25.

General

The capital of São Miguel and largest naval and commercial harbour in the Azores, Ponta Delgada is well protected behind its high 1544m breakwater. Other than Horta (Faial), and Praia da Vitória and Angra do Heroísmo (Terceira), it is the only place which can be considered safe for yachts in almost all conditions, though a heavy swell can set into the harbour with winds from between east and south. Ponta Delgada is a favourite landfall in the islands for yachts coming from the UK or mainland Europe, and is a convenient place for crew changes. It also has the best facilities for stocking up before leaving the Azores and is an excellent base from which to explore the interior of São Miguel.

The city itself is picturesque, with some fine churches and other buildings dating back to the 16th century. Maps and guides are available from the tourist office on Avenue Infante Dom Henrique.

The relatively small *Marina de Pero de Teive*, completed in 1992, is already full of local yachts – though visitors are always squeezed in somehow – and plans are in hand for a second marina a little further west, combined with a purpose-built berth for cruise ships – see plan – though it is not known when work on this ambitious project may start.

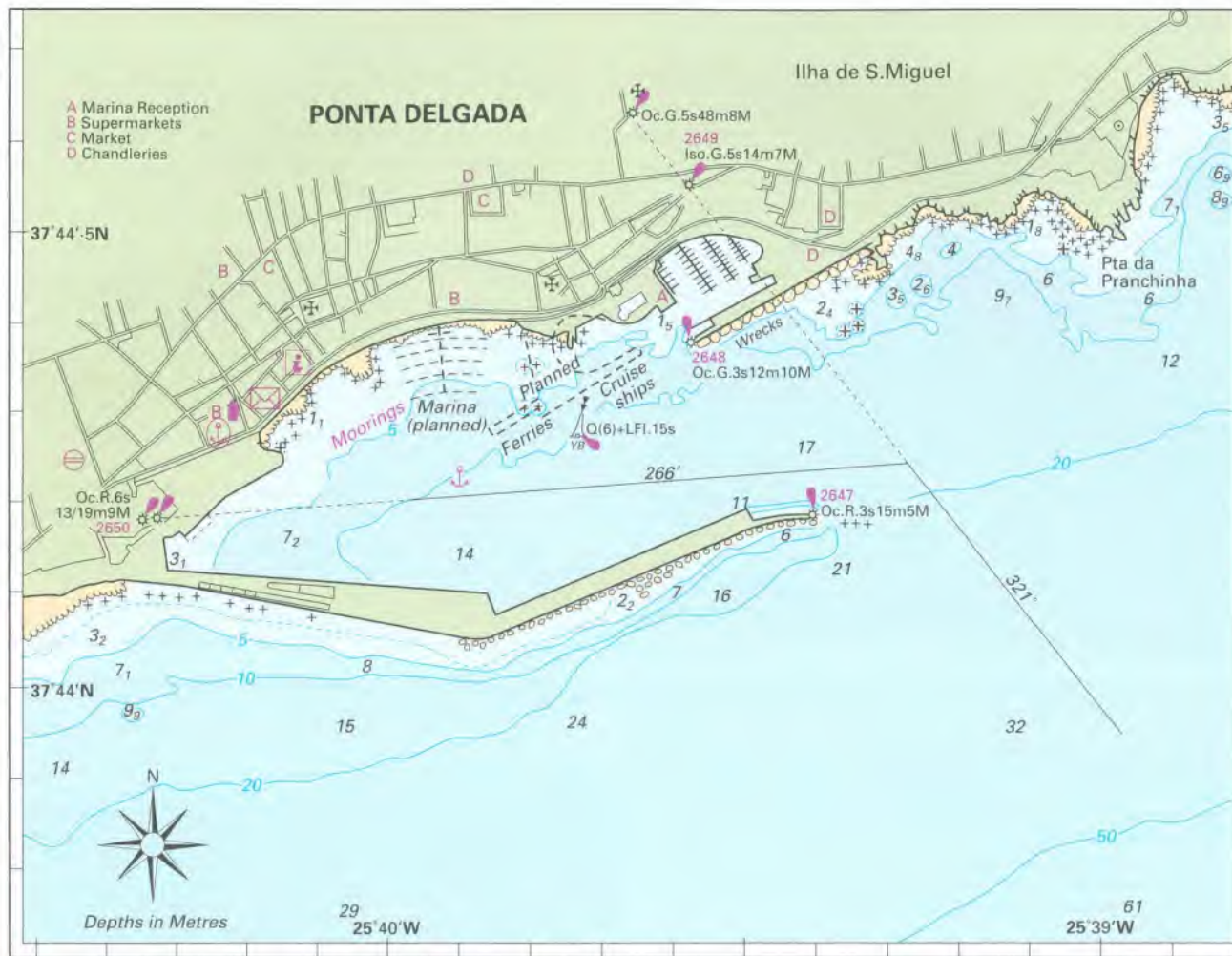
Approach and entrance

By day Very simple, with no hazards. The grey stone breakwater may blend with the concrete esplanade behind if approaching on a bearing of less than 325°, but the red and white banded tower marking its eastern end is unmistakable. The breakwater extends both awash and underwater for a further 50-100m in line with the existing wall – exact depths are not known, but at least one yacht has grounded. If coming from the east, an outfall runs between

An aerial view of Ponta Delgada and the Marina de Pero de Teive looking almost due east.

Junta Autónoma do Porto de Ponta Delgada





37°44'·5N 25°38'·9W (onshore) and 37°44'3N
25°38'W (offshore). The area may be crossed, but
anchoring and fishing in the vicinity are forbidden.

The westerly-facing marina lies almost opposite the end of the breakwater. Several submerged wrecks are said to lie along the outside of the marina mole, which should therefore be given clearance of at least 50m for its entire length. The reception quay at its entrance is unmistakable, sporting a row of flagpoles and white buildings surmounted by a squat observation tower complete with conical white roof.

By night Ponta Delgada's city lights are by far the brightest on the coast, with a long row of street lights lining the esplanade behind the harbour. After the light at Santa Clara' 1M west of Ponta Delgada, the first harbour light to be identified is likely to be Ponta Delgada'" with an apparent range of at least 10M. The outer leading lights",

Looking south-southeast across the Marina de Pero de Teive with the main breakwater behind. The photographer was standing next to the rear outer leading light.



transitting on 321°, appear to be less powerful than stated though readily identifiable at 5M or so. The marina entrance is lit on the starboard hand only²⁶⁴⁸, but powerful lights on both breakwater and shore produce sufficient ambient light to locate and berth at the reception quay without difficulty.

Anchorage

It is still possible to anchor in Ponta Delgada harbour though yachts are encouraged to use the marina and its facilities. Best anchorage has in the past been towards the western end of the harbour in 8-10m, though in 2003 several new quays were under construction in this area. Approach with caution — some diving appears to be involved — and under no circumstances close this area in darkness. If heading up the centre of the harbour keep well clear of the south cardinal buoy marking Baixa de São Pedro. No charge is currently made for anchoring.

Dinghies can be left in the marina — try 'A' pontoon but check with the office — and water containers filled, but (not unreasonably) a small charge is made for use of the showers. The launderette is open to all who buy the necessary tokens.

Yachts are not generally welcome alongside the breakwater, which is often dirty and oily, though special arrangements may be made for larger yachts (over 30m or so). Other parts of the harbour are popular with jet-skis.

Berthing

On arrival yachts should secure at the 30m reception quay to be allocated a berth. The four pontoons provide 110 berths for yachts of up to 18m, with space for another 20 or so of up to 40m on the marina wall. Depths range from 3.5m in the entrance and inshore to 8m or more along the wall. Security is good with round-the-clock patrols.

A short pontoon for the increasing number of RIBs involved in whale-watching enterprises was installed between 'A' and 'B' pontoons (those nearest the entrance) in mid 2003. Other than the need to keep an eye open for whale-watch boats when manoeuvring, it should not directly affect yachts. Dinghies should not be left at the pontoon.

Formalities

The marina, tel 296 281510/281511/281512, Fax 296 281311, email marinapdl@jappdl.pt, www.marina.jappdl.pt, is administered by the *Junta Autónoma do Porto de Ponta Delgada* and officially referred to as the Marina de Pero de Teive. Summer office hours are 0900-1830 weekdays, 0900-1730 weekends, decreasing from mid September until 30 April to 0900-1730 Monday to Saturday, closed Sunday. A useful booklet, in Portuguese and English, is available from the office. In 2003 the daily charge for a visiting yacht of between 12m and 15m LOA, with a beam not exceeding 5.4m, was just under €12, which included water, electricity, showers and tax. Multihulls paid a 50% surcharge.

Even if arriving from within the Azores, in addition to the marina office the skipper must visit



The small pontoon installed during 2003 for the use of whale-watching enterprises and their RIBs. Sue Thatcher

both the *Alfandega* (Customs) and the *Policia Maritima* bearing ship's papers, passports and insurance documents. Non-EU nationals among the crew may also have to visit the latter to complete entry documentation. Fortunately all three offices are located in the same building and are open similar hours, but even so the whole process can take some time.

On departure the marina office must be visited first to settle the bill (most major credit cards are accepted), and copies of the receipt presented at the other offices. There is no need to move the yacht herself back to the reception quay. If planning to visit any of the smaller islands it will be worth preserving the computer printout which one receives. This carries answers to all the standard questions, so avoiding potential language difficulties.

Facilities

Ponta Delgada has some of the best shopping in the Azores, as befits the largest city in the islands, and facilities for yachts are improving though still somewhat limited by UK standards.

Defying categorisation are Thomas and Any of SY Swulk, whose Boat & Sail Service, tel 296 281311, mobile 963 925707, email boatsailservice@gmx.net, www.boat-sail-service.com, undertakes a very wide variety of tasks. German but speaking excellent English as well as French and Portuguese, they have been resident in Ponta Delgada since 1999 and intend to remain for the foreseeable future. They can generally be found on 'C' pontoon, and they also have a workshop near the marina cafe. Their skills include wood and GRP repairs, electrical and plumbing work, rigging (they have recently invested in a swage machine and hold stocks of rigging wire from 3mm to 16mm in diameter as well as rope, including exotics), all types of sail repair, canvaswork and upholstery, spare part sourcing, and guardianship of unattended yachts. If they cannot

handle a problem themselves, their wide range of contacts amongst the skilled local workforce means they will almost certainly 'know a man who can'.

Boatyards Several yards where wooden fishing boats are built and steel repaired – enquire in the marina office – but nothing specifically for yachts.

Travel-lift Well-maintained 25-tonne capacity lift at the *clube naval*, which shares the marina area.

Diver Tiago Augusto Garcia Domingues, tel 296 381646, *email* domingues.sub@netc.pt, is reported to be good though somewhat expensive. Official permission should first be sought – see Port limits page 25.

Engineers Navel SA, a long-established firm with premises near the root of the main breakwater, handles welding, machining and general engineering. Some English is spoken. Sounete & Arraial Lda (good English spoken) can arrange for an engineer to visit the yacht, otherwise ask in the marina office or at Boat & Sail Service. MAP and Honorato Moreira & Monteiro Lda (see below) are agents for Honda and Yamaha respectively, though neither handle repairs.

Sail repairs Any of Boat & Sail Service sail repair and general canvaswork and has a good stock of materials and fittings.

Electronic & radio repairs JB Electronica, tel 296 283781, at 73 Rua do Perù can repair and service radios, radar, automatic pilots etc.

Chandleries As of 2003 there were three chandleries in Ponta Delgada, with a fourth due to move into one of the shops adjacent to the marina office for the 2004 season.

Largest is Sounete & Arraial Lda, at 6 Rua Medeiros de Albuquerque (cross the car park opposite the marina and turn right, then after 250m turn left into a cul-de-sac just beyond an empty factory), tel 296 383585, *email* sounetearraial@mail.telepac.pt, open 0900-1200 and 1400-1800 weekdays, 0900-1300 Saturday. A wide range of general chandlery is available, and anything not in stock can be ordered from Lisbon in a few days. Good English is spoken.

MAP, tel 296 285635, at 51A Rua do Mercado (open 0900-1230 and 1400-1830 weekdays, 0900-1300 Saturday) stocks marine paints and some chandlery, stainless steel fittings etc, though their main interest is sport fishing. Again, items not in stock can be ordered, and good English is spoken.

Closest to the marina is Honorato Moreira & Monteiro Lda, tel 296 385047, at 42 Rua da Boa Nova, the smallest of the three and again concerned mainly with sport fishing.

A few chandlery items are also available from Boat & Sail Service.

Charts MAP (see above) hold stocks of both Portuguese and BA charts, the former of the Azores and the latter of popular destinations in mainland Europe. However they are not formal chart agents so stocks will not be corrected to date. Some pilot books and almanacs may also be available.

Water Throughout the marina, including on the mole, with hoses provided.

Showers Excellent free showers in the marina complex, open 24 hours a day.

Launderette Two washers and two driers, plus several large sinks (without plugs), with 24 hour access. Tokens are purchased at the marina office, which can also organise a service wash.

Electricity Throughout the marina (220v 50Hz), and included in the standard charge. Yachts must provide their own cable and plug, plus adapter if needed – Boat & Sail Service is one source for these.

Fuel Both diesel and petrol are available at the marina reception quay, and yachts are encouraged to fill up on arrival to avoid a return visit. It is currently administered by the *Clube Naval de Ponta Delgada*, and though in theory obtainable from 0900 until about 2000 an attendant is not always to be found. Payment can be made by most major credit cards.

Bottled gas Camping Gaz is readily available. Calor Gas and other non-standard cylinders can generally be refilled with butane – consult Thomas at Boat & Sail Service.

Weather forecast Three-day forecast and synoptic chart posted daily outside the marina office.

Clube naval The *Clube Naval de Ponta Delgada*, tel 296 283005, Fax 296 286383, *www.cnpdl.pt*, which occupies most of the large building at the root of the marina mole, is particularly welcoming towards visiting yachtsmen. It has a pleasant bar and restaurant and many of the members and officials speak some English.

Banks Many in the city, most with cash dispensers. Cash dispenser in the Sol Mar shopping centre and in the larger supermarkets.

Shops/provisioning At least two well-stocked supermarkets within walking distance of the marina – the nearby DCosta is open 0800-2100 and will deliver – plus several large hypermarkets on the outskirts of the city. Also a wide variety of souvenir, clothing, chemists and other stores. The Sol Mar bookshop (see email, below) stocks many books in English, both Azores-related and general paperback fiction.

Produce market The large fruit and vegetable market, with fish market attached, is a short distance from the marina on Rua do Mercado. A wide selection of good quality local produce is available with the best variety early in the day.

Cafes/restaurants Numerous restaurants, cafes and snack bars to suit all tastes and pockets.

Hotels Clearly one of the growth industries of the island, at all categories.

Medical services A new hospital has recently been completed on the northern outskirts of the city. The marina office has a list of doctors, dentists and opticians.

Communications

Post office The main post office is on the seafront some distance from the marina, open 0830-1830,

but there is a smaller one on nearby Rua da Boa Nova. Stamps can be bought at any shop displaying the green *correio* sign.

Mailing addresses C/o Marina de Ponta Delgada, Apartado 3 – Calheta, 9500 Ponta Delgada, São Miguel, Açores, Portugal.

Telephones Two card-operated kiosks just outside the marina office (where cards may be bought), in the Sol Mar shopping centre and elsewhere.

Fax service The marina office, Fax 296 281311, will send and receive faxes for yachts.

Email Two computers available at Kopia, on the first floor of the Sol Mar shopping centre a short walk along the esplanade from the marina. Kopia also has facilities for printing, photocopying, faxes etc. Three (slower) terminals in the Sol Mar bookshop, also on the first floor. Both are open 1000-2200, the former seven days a week.

The marina office are willing to receive emails for yachts (and might be persuaded to send the occasional one), but as yet they have no facility for yachtsmen either to use a terminal or attach their own notebook computer to the telephone system.

Car hire Numerous car hire companies, plus at least one offering mopeds and bicycles.

Taxis In the city, or can be ordered through the marina office.

Buses Services around the island, though all seem to start and finish in Ponta Delgada.

Air services Daily flights to the UK via Lisbon and to the other islands – see Transportation, page 21 – from the airport some 4km west of the marina.

Lagoa

37°44'•5N 23°34'•5W

Lights

2646 Lagoa 37°44'•5N 23°34'•5W

Fl.R.3s8m6M

White column with red bands 4m

General

About 4M east of Ponta Delgada and the site of one of São Miguel's oldest settlements, the mole at Lagoa was extended several years ago to create a small harbour where a few fishing boats lie afloat with others drawn up on the slipway. The surrounding shoreline is generally low, but the harbour is easily identified from seawards by the tall grey silo 0.5M to the west.

Several attractive swimming pools have been created among the rocks east of the harbour making Lagoa an interesting daytime anchorage in light conditions, but the area should be approached with care as depths have not been verified.

Plans to build a small marina east of the fishing harbour are reported to have been drawn up, but as of May 2003 these were still at the discussion stage and work is unlikely to start for several years.



The sheltered bay at Lagoa, 4M east of Ponta Delgada, looking southwest.

Vila Franca do Campo

37°42'•5N 25°26'W

Plans

Portuguese 47502 (1:5,000), [165 (1:10,000)]

US 51081 (1:20,000)

Lights

2643-4 Vila Franca do Campo

37°42'•8N 25°25' 9W LFl.R.5s11m7M

Square red tower with white bands 7m

2643 Fishing Harbour Ldg Lts 317°

37°42'•9N 25°25'•9W Oc.G.5s7/11m5M

Front Red and white banded lamp post

Rear Post on white house (lights 73m apart)

Important For information only — entry after dark should not be attempted under any circumstances

Marina east breakwater

A light is to be installed, but was not in position as of May 2003

Harbour communications

Marina (do Clube Naval de Vila Franca do Campo)

tel/Fax 296 582333, email cnvfc@clix.pt

General

A small town and off-lying islet (a miniature volcanic crater flooded by the sea) some 11M east of Ponta Delgada, Vila Franca do Campo is sheltered by São Miguel from northwest to northeast with Ilhéu da Vila giving some protection from southwesterly swells.

The town was once the capital of São Miguel before being destroyed by a landslide in 1522. It is still relatively small and compact, with a picturesque old fishing quarter and several imposing churches around the attractive town square. The Ilhéu da Vila contains as perfect a natural swimming pool as one is likely to find and should not be missed, though too shallow for all but the most shoal-draft yachts to enter. Not surprisingly it is very popular with local people (a ferry service runs from the old fishing harbour between June and September) so will be quietest if visited mid-week.



The construction of São Miguel's second marina was begun at Vila Franca do Campo in 2000, planned and financed by the local *Municipal* (literally the Town Hall, though in this instance more probably the Town Council). The inner basin was largely complete by the following year and received its first yachts in August 2001, although much of the shoreside infrastructure was still unfinished – or rather unstirred – as of May 2003. However by that date all berths in the inner basin were already let long-term and not available to visiting yachts. The outer basin has proved too exposed for berthing until the planned new outer breakwater (see plan) is built, hopefully by 2005. Shoreside facilities should be completed at around the same time.

Approach

Approaching the area from the west, Ponta da Galera should be given a berth of 500m and a course of 088° then steered for Ilheu da Vila in order to clear Baixa da Roida. When within 0.5M of the islet a course can be shaped to pass inside. There are several off-lying rocks to the south of the island, and

a long and extremely dangerous shoal runs some 500m south-southeast from the western side of the tiny fishing harbour. In 2003 it was stated that a south cardinal buoy, with topmark, was to be laid at its outer end. Even with this buoy in place it would be most unwise for a stranger to close the area in darkness due to the numerous unlit rocks and other hazards.

If coming from the east, an outfall runs just over 0.5M south-southeast from the bay close east of the marina, and fishing and anchoring in the vicinity are forbidden. However vessels are permitted to cross the area.

A long, arched, cream building – the Hotel Marina – lies directly behind the new marina, at the eastern end of the town. The beach to the east is backed by a waterpark with slides and other structures.

Anchorage

Northeast of Ilheu da Vila, close off the entrance to the lagoon in 6-8m over sand, or in the bay east of the marina in 3-5m off a good sandy beach, avoiding both the outfall mentioned above and the large rock and its offshoots in the centre of the bay.



Entrance and berthing

Final approach to the marina should be made from the southeast, care being taken to avoid at least one unlit buoy. Both outer and inner entrances are narrow – the outer one an estimated 25-30m – and in 2003 several buoys, one with a moored boat attached, lay in the outer basin.

The inner basin contains 159 berths on five pontoons, with a further three pontoons and some 60 berths planned for the outer harbour on completion of the long protective breakwater.

Yachts of more than 12m LOA have lain alongside finger pontoons in the southeast corner of the inner basin – presumably whilst the permanent residents were absent – but found a bare 2m at low water. Shelter, however, is reported to be excellent, due to

The marina entrance at Vila Franca do Campo looking southwest towards the little Ilheu da Vila.

Roddy Innes



Looking south over the inner basin of the new marina at Vila Franca do Campo, with the outer basin and entrance beyond. The camera lens has distorted the foreground, making the marina look almost square.

the very narrow inner entrance which lies in the angle of the east breakwater. The outer basin is claimed to carry 3.5m throughout.

Formalities

Not a port of entry – clearance must first be obtained in Ponta Delgada. The marina is administered by the *Clube Naval de Vila Franca do Campo*, tel/Fax 296 582333, email cnvfc@clix.pt, and although there is 24 hour security (as well as gates to all the pontoons) until an office is built at the marina it is necessary to visit their premises in the old Castelinho das Taipas on the seafront a few hundred metres to the west.

Facilities

Travel-lift Not anticipated. There is a wide slipway, but no provision for hauling a yacht of more than 8m or so.

Chandlery A small amount in a fishing tackle shop opposite the tourist office on Rua Conego Sena Freitas.

Water At all marina berths, or from a tap in the fishing harbour.

The entrance to the fishermen's harbour at Vila Franca do Campo, with broken water caused by the dangerous, curving reef just visible beyond. As of 2004 this hazard remained unbuoyed.



Showers None as yet, though planned for 2004 or 2005.

Laundry Likely to feature in the promised services block.

Electricity To all marina berths.

Fuel From the filling station near the centre of town (but a longish walk). On completion of the protective breakwater, fuel pumps will be installed on the south wall of the outer basin.

Clube naval The *Clube Naval de Vila Franca do Campo* now occupies the old Castelinho das Taipas (see Formalities, above) and also has a boatstore/workshop somewhat further east. It appears to be an active club, with dinghy-sailing junior members, but without its own bar or restaurant.

Banks Several in the town, all with cash dispensers.

Shops/provisioning Sizeable and well-stocked supermarket on the Rua do Penedo, which leads west from near the Hotel Marina, plus a good range of other shops.

Produce market On Rua Teófilo de Braga (the main Ponta Delgada road).

Cafes, restaurants & hotels Several hotels and numerous cafés and restaurants. The large Hotel Marina, right behind the inner basin, has a pleasant bar and restaurant – the entrance is at the east (beach) end of the building.

Medical services Hospital in the town.

Communications

Post office On the Rua Teófilo de Braga.

Telephones No public telephone at the marina as of 2003, but several throughout the town.

Car hire At least one company in the town, with many more in Ponta Delgada.

Taxis In the main square.

Buses To Ponta Delgada and elsewhere.

Ferries Regular summer foot ferry to Ilheu da Vila, but nothing coastal.

Ribeira Quente

37°44'N 25°18'W

Lights

Southeast breakwater 37°43'•9N 25°18'W

FL.G.4s6m5M White column with green bands 3m

General

A fishing harbour was built at Ribeira Quente a few years ago to replace the unprotected slipway. It is very much a working harbour and a yacht would probably not be welcome other than in an emergency. There is limited space to lie alongside – many of the fishing boats are brought ashore – and with little shelter from the southwest some swell is almost inevitable. Much of the harbour appears to carry 3m or more. There is a large travel-lift, in good order as of May 2003, and a wide slipway.

The harbour has an attractive terraced backdrop, but there is very little in the village other than a few small shops, restaurants and cafés.

Povoação

37°44'•5N 25°14'•8W

Plans

Portuguese 47502 (1:5,000), [164 (1:5,000)]

Lights

2640-5 Povoação 37°44' 7N 25°14'•8W

No longer operational

West breakwater

Not yet operational as of May 2004

White column with red bands 5m

East mole

Not yet operational as of May 2004

White column with green bands 5m

General

A small harbour inside substantial enclosing breakwaters has recently been constructed at Povoação, and as of May 2003 appeared little used. This somewhat isolated town is thought to be the oldest settlement on the island – a date of 1432 is proudly displayed on a column in the attractive town square which gives onto a cobbled pedestrian area. The town as a whole is noticeably tidy and well-kept, and would repay a visit whether by sea or land. Not a port of entry.

Approach and berthing

Straightforward, once the town has been identified. It lies in a valley with cultivated slopes on either side. The harbour itself is backed by a long white hotel with a low tower at its eastern end. Close east of this is a large cream building (a sports hall).

In settled conditions it would be possible for a yacht to lie against the inside of the west breakwater, though good fendering would be necessary as some swell is almost guaranteed. There is one set of steps plus several ladders, and no shortage of bollards. Exact depths are not known – feedback would be appreciated – but there appears to be several metres at the wall.

Facilities

Water No tap visible at the harbour, though if desperate cans could be filled from the public tap at the east end of the bridge.

Electricity Not available.





The new harbour at Povoação, looking southeast. As of 2003 none of the three light structures actually supported a working light.

Fuel By can from a filling station beyond the bridge.
Bank Single bank with cash dispenser.
Shops/provisioning Several small supermarkets.
Cafes, restaurants & hotels Several of the former, plus the hotel mentioned above.

Communications

Post office In the town.

Telephones Card-operated telephone in the pedestrian area.

Taxis Available but not numerous.

Buses A regular bus service connects Povoação with Vila Franca do Campo and Ponta Delgada.

Porto Formoso

37°49'N

Lights

2659-4 Porto Formoso 37°49' 3N 25°25'6W

Fl.R.4s6M

Red lantern on building with red and white bands 3m

General

Not a port at all, but a tiny rock-fringed bay on the north coast, protected from southeast through south to northwest. It would be possible to anchor well off in very settled weather, but it does not appear really suitable for yachts. There is a sandy beach on which one might land, with a cafe/restaurant nearby.

Rabo do Peixe

37°48'9N 25°35'W

Plans

Portuguese 47502 (1:5,000), [162 (1:5,000)]

Lights

2657 Rabo do Peixe 37°48' 8N 25°35'W

Iso.WR.5s59m5M

090°-R-120°-B-175°-R-190°-obsd-090°

Church tower 28m

Breakwater 37°48'9N 25°35'1W

Fl.R.5s11m6M

White column with red bands 3m



General

A wide bay giving protection from east through south to southwest, improved in 1999 by the construction of a new breakwater north of the old quay. In contrast to the sophistication of Ponta Delgada the town appears almost untouched by the 20th century, let alone the 21st. Not a port of entry.

Approach

Coming from the west an offing of 0.5M clears all dangers. From the east a course of no less than 250° should be maintained after rounding Ponta da Ribeirinha in order to avoid the 4-8m Baixa do Morro, 1.5M northeast of the anchorage. Final approach from either direction may be made on 135° on the prominent white church, diverting as necessary to avoid the end of the new breakwater. Night entry is not recommended.

Anchorage and berthing

Anchor in 6-7m over sand and rock, with the inner corner of the small quay bearing about 070° and the church ^{26s} bearing 120°. In settled conditions – and

The newly extended breakwater at Rabo do Peixe on the north coast of Sao Miguel, looking northwest.



Rabo do Peixe should not be approached in anything else — it might be possible to lie alongside the breakwater for a limited period by agreement with the local fishermen (who, together with the town's children, might well regard a foreign yacht as something of a curiosity).

Facilities

Usual small town facilities, including fresh water and ice on the old fishing quay, and shops, post office and banks (with cash dispensers) in the town.

Porto de Capelas

37°50' 5N 25°41' 4W

Plans

Portuguese 47502 (1:5,000), [161 (1:5,000)]

Lights

2656 Morro de Capelas 37°50' 4N 25°41' 2W
Iso.R.4s114m8M 153°-vis-281° Red post 7m

General

A narrow bay surrounded by sheer cliffs giving protection from east through south to west, but totally exposed to northerly winds and swell. The rocky headland to the east is penetrated by several long narrow inlets and would be fascinating dinghy territory, while the anchorage itself is exceptionally pretty with very clear water. Not a port of entry.

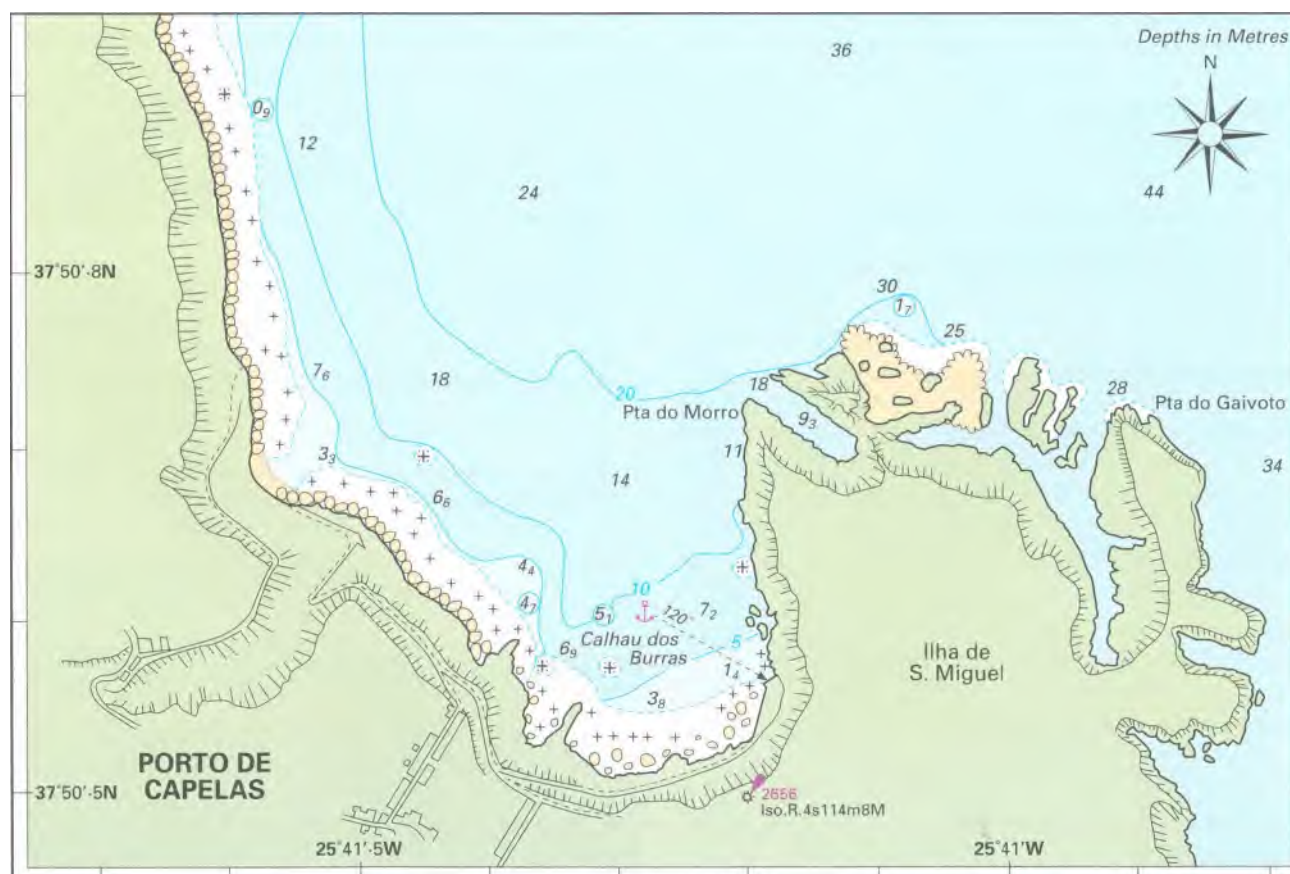
Approach and anchorage

If coming from the west, Ponta de São Antonio should be given at least 800m clearance and Capelas quay and slipway approached on a bearing of no less than 175°. From the east, the anchorage will be completely hidden until around the Morro de Capelas, at least 200m clear. An isolated breaking rock (Calhau dos Burras) lies some 100m offshore in the southwest corner of the bay, but there are no other outliers. There is a light²⁶ on the cliffs above the bay, but night entry is not recommended.

Anchor in 5-8m over sand and rock with the tiny quay and slipway bearing about 120°.

Facilities

There is a small town on the cliffs above the anchorage, with fresh water and fuel available by can, several small food stores, a bank and a post office.



Santa Maria

Between 35°56'N-37°01'N and 25°01'W-25°11'W

Introduction

Santa Maria is the southernmost of the Azores group by almost a full degree, and other than the Ilheus das Formigas is also the furthest east. It is one of the smaller islands, 17km long by up to 8km wide, with an area of 97km². About two-thirds of the 6500 inhabitants live in or close to the capital, Vila do Porto. Like the other islands it is of volcanic origin, but is unique amongst the Azores in also having sedimentary rocks. The western plateau is formed of limestone rich in marine fossils, with useful deposits of red clay.

Santa Maria was the first of the Azores to be settled by the Portuguese, probably in 1427, when Gonçalo Velho Cabral landed on the beach at Praia do Lobos. Herds of pigs and goats were landed to ensure a ready food supply for the men who followed, and the native forest burned and felled to make way for cultivation. Scattered villages already existed throughout the island by February 1493, when Columbus anchored off the tiny village of Anjos (Angels) on the northwest coast whilst returning from his first voyage to enable his crew to attend Mass. Wisely, he allowed only half his men ashore where they were promptly imprisoned, probably either on suspicion of spying or because they were in the employ of the Spanish crown. After a quick appeal to higher authority in Sao Miguel Columbus returned to negotiate their release, and it would seem likely that he sailed round to anchor off Vila do Porto, already the island's capital. The islanders' suspicion of strangers was certainly justified, with repeated attacks from French, Turkish

and Moorish pirates, who burnt crops and buildings and frequently made off with slaves. One church still preserves a slaver's iron whip dating back to the 16th century.

Although the island's major port from early in its history, the open bay at Vila do Porto did not gain any form of quay until 1874, when a short protective wall was built in the northwest corner of the harbour, now incorporated in the large reclaimed area. A whaling station, since abandoned, once thrived some 10km east at Ponta do Castelo.

One of the most formative events in Santa Maria's history occurred during the Second World War, when Britain invoked the ancient Treaty of Alliance – signed with Portugal in 1373 – to enable the allies to build a large military airport. US forces arrived in 1944, completing an enormous sprawl of three runways, a hotel, cinema, sports facilities and dozens of smaller buildings the following year, and taking over a large part of the flat western plateau to do so. However in exchange for the loss of some infertile heath and scrublands, Santa Maria gained the largest civilian airport in the islands when it was handed over in 1947. While the other islands still had grass strips only capable of handling local flights Santa Maria served as the gateway to the Azores, but the prosperity it brought waned again with the expansion of airports elsewhere, and until very recently there was little tourist development on Santa Maria itself. Now it is becoming a popular weekend destination for Azoreans living in Sao Miguel, who see the smaller island as a peaceful area in which to own a holiday home. Doubtless another attraction is Santa Maria's beaches, which are far superior to most of those on São Miguel.

Throughout the rural areas farming is the major occupation, the steep volcanic slopes patterned with a chequerboard of tiny fields growing sweetcorn, wheat, bananas, vines and all the usual garden vegetables. Some of the old estates boast high walls and gateways surmounted with coats of arms carved from the soft volcanic rock, though the typical village architecture owes much to the Algarve region of southern Portugal, from which many of the early settlers came. Most cottages are low and whitewashed, with an outside baking oven complete with tall round chimney and pointed conical cap. Everywhere rough lumps of pumice are piled into low stone walls. Eucalyptus and pine trees scent the



website

The internet appears to have no website devoted solely to Santa Maria, but the island does feature on several more general sites including

www.azores.dk

www.azoresrural.com

www.blandyazores.com

www.destinazores.com

www.drtacores.pt

http://pierre.inazores.com/acores_e.htm

www.mirapico.dk

(See page 23)

air and wild flowers of all colours and varieties, both familiar and exotic, run rampant over walls and verges.

A rough road climbs almost to the top of Pico Alto rewarded – in clear weather – by stunning views of the island spread below. Even without a car or taxi the island is small enough to explore by local bus and on foot, with a good chance of a lift from a friendly Santa Marian, many of whom speak some English and all of whom are justifiably proud of their island.

Holidays and festivals

In addition to the national holidays listed on page 24, Santa Maria celebrates its official holiday on 15 August, with the August Tide Festival taking place from 22-25 August and the Harvest Festival in September. As throughout the Azores, the Festival of Espírito Santo is celebrated about six weeks after Easter.

Telecommunications

Mobile (cell) phone reception throughout the island is good. The area code for Santa Maria is 296, shared with São Miguel. Following changes to the dialling system a few years ago, this must now be included even when dialling from within the island, whether using a landline or a mobile.

As of 2003 there was believed to be only one venue from which the internet could be accessed – see Communications, page 107.

Navigation

Magnetic variation

10°40'W (2004), decreasing by 8'E annually.

Tidal streams

Tidal streams set northeast on the flood and southwest on the ebb, but are generally weak.

Charts

Admiralty 1959 (1:150,000)

Portuguese 43103 (INT 1894) (1:300,000), 46407 (1:75,000)

US 51081 (1:250,000)

Imray-lolaire EI (1:759,000)

Lights

2634 Airport control tower 36°58'4"N 25°09'9"W
AIFI.WG.10s116m25M 021°-vis-121°

2633 Ponta do Norte 37°00'8"N 25°03'6"W
FI(4)15s138m10M
Hexagonal white tower 4m

2632 Ponta do Castelo (Gonçalo Velho)
36°55'7"N 25°01'W
FI(3)13 55113m25M 181°-vis-089°
White square tower and buildings 14m

2636 Ponta de Malmerendo 36°56'4"N
FI(2)10s49m10M 282°-vis-091°
Red lantern on white building 6m

Approach

Santa Maria bears 153° from Ponta Delgada just over 50M distant and can easily be seen in clear weather from the hills of São Miguel. Approaching at sea level from the north or south, the higher eastern part appears as a single cone until the lower plateau to the west rises above the horizon.

Steep cliffs form much of the coastline and there are few off-lying dangers. However if making a landfall from the east care must be taken to avoid Baixa da Maia bearing 022° from Ponta do Castelo about 1M off, and Baixa do Sul bearing 234° from Ponta do Castelo about 0.5M off. Both are low, isolated breaking rocks, totally unmarked and unlit.

Harbours and anchorages

Vila do Porto

36°56' 5N 25°08'.8W

Tides

Time difference on Ponta Delgada: +0002

Mean spring range 1.4m

Mean neap range 0.7m

Plans

Admiralty 1959 (1:12,500)

Portuguese 46407 (plan)

US 51081 (1:10,000)

Imray-lolaire EI (1:10,000)

Lights

2636 Ponta de Malmerendo 36°56'4"N

FI(2)10s49m10M 282°-vis-091°

Red lantern on white building 6m

2635-3 Breakwater 36°56'4"N 25°09'W

LFI.R.5s14m5M

White tower with red bands 8m

Harbour communications

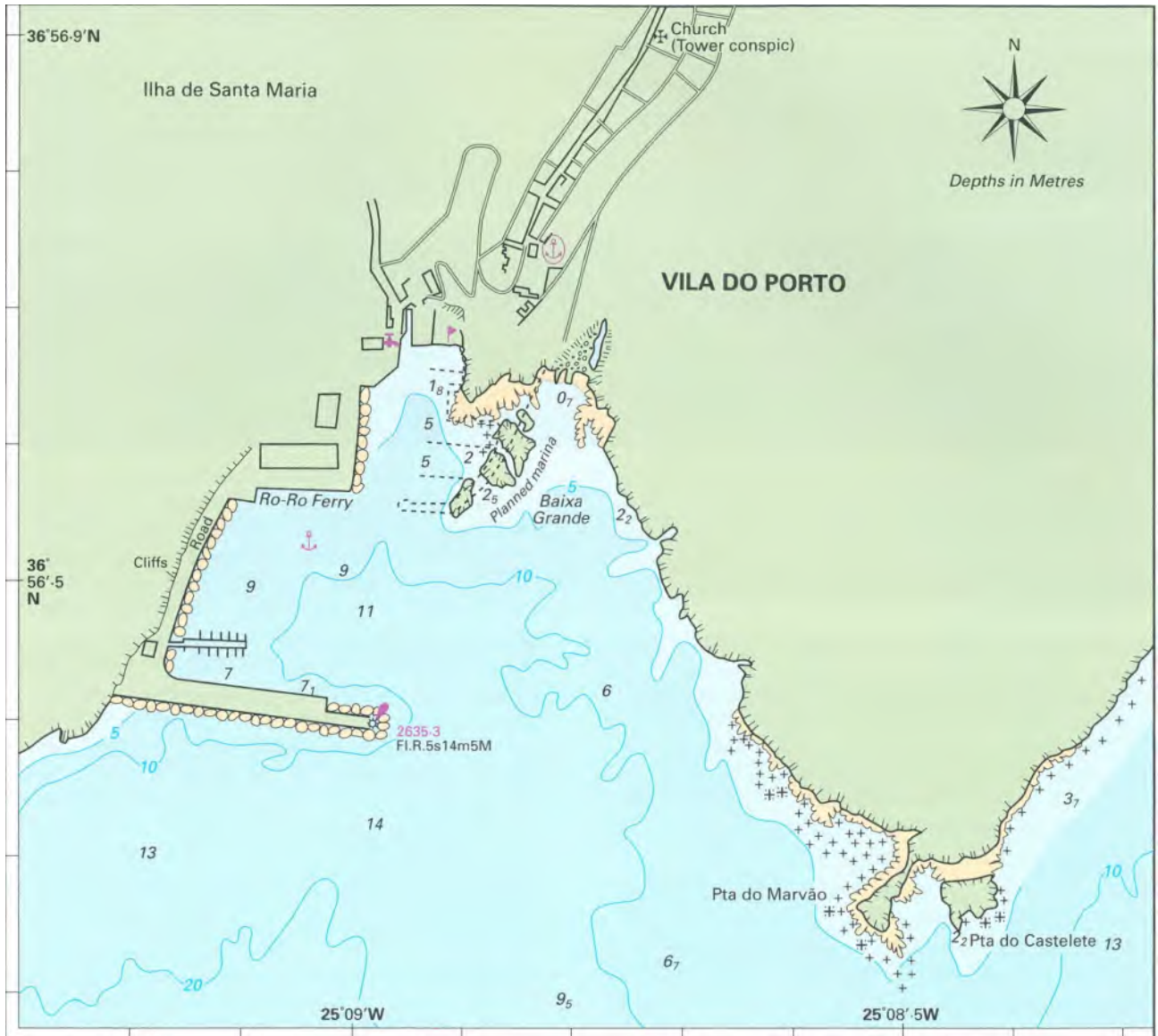
Harbour Authority tel. 296 882157, VHF Ch 16, 11 (call *Capimarviporto*) (0800-1200, 1400-1700 LT, weekdays only)

Clube Naval de Santa Maria 1=Ctel. 296 883230, Fax 296 883100, email cnsn@vizzavi.pt

General

A breakwater some 350m in length was built in the mid 1980s across the western part of what had previously been an open anchorage, to increase protection and facilitate the landing of cargo. It affords good shelter to the western half of the bay, though swell from the south or southeast sets up considerable surge and in strong southeasterlies the anchorage might become untenable. Fortunately strong winds from this direction are rare in summer.

The town is attractive if slightly ramshackle, with parts which are very old. White or pastel-washed houses under red tiles, their large windows picked out in darker colours, line the long cobbled main street which curves up a gently sloping spur away from the harbour. The curious may wonder why several of the large and once-elegant houses have been allowed to fall derelict, with shattered roofs and sagging balconies. It appears that their owners cannot be traced, having emigrated many years ago, and that although the island authorities would love



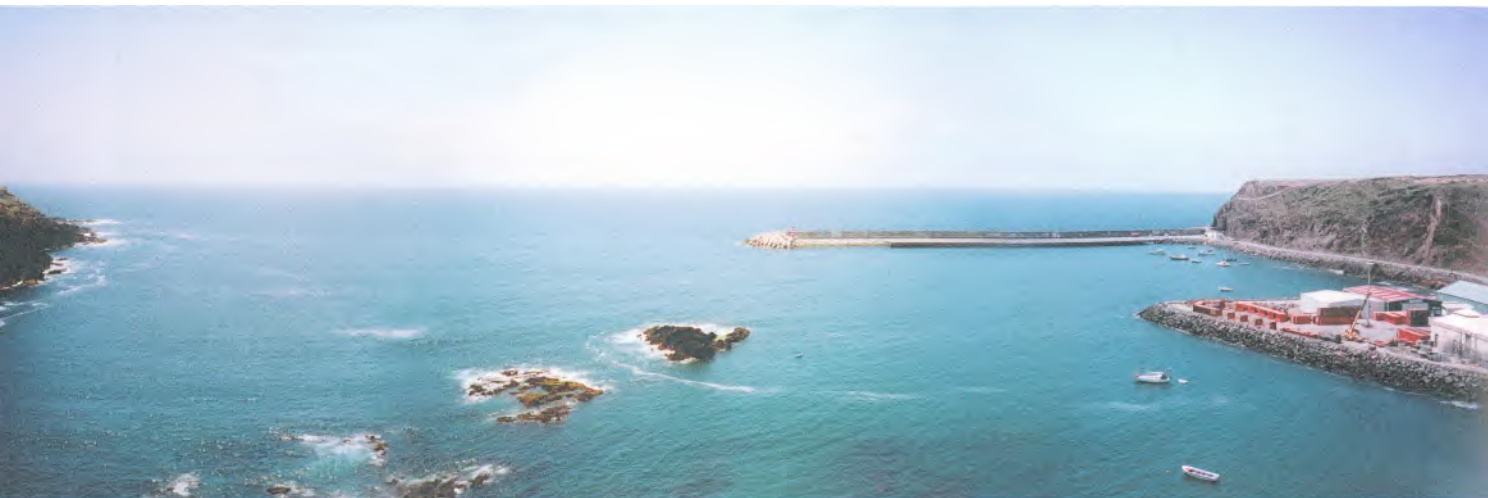
to renovate them, possibly for commercial use, little can be done until title is established.

The typical Portuguese inlaid pavements feature a pattern of rope, fish, ships and shells, and there are

Looking north from Vila do Porto breakwater, with the village on the skyline. The red-roofed building close to sea level is the premises of the *Clube Naval de Santa Maria*.

several fine examples of ornately carved baroque and manueline architecture including the town hall buildings, formerly a Franciscan monastery, open to the public during office hours and well worth a visit. Excellent views over the harbour can be enjoyed from the 16th century Forte de São Bras, the three-flue chimneys of which are said to represent the Father, Son and Holy Ghost.

Plans to build a marina have been under discussion for at least five years, with a commencement date of 2004 now set and an intended building time of less than two years. The marina is to form the second phase of a major harbour development project, the first part of which, begun in April 2003, consists of a passenger ferry terminal with Ro-Ro facilities. It will provide berths for at least 80 boats, though only eight of these will be for vessels of more than 12m. It is not yet known how many spaces will be reserved for visitors. Details will be included in the ongoing supplement to this book carried on the publishers' website – www.imray.com – as they become available.



The harbour and breakwater at Vila do Porto, seen from Forte de São Bras on the hill to the northeast. The *Junta*

infilled area at far right.

In the meantime a summer-only pontoon, intended to berth about 20 boats alongside individual fingers, is to be installed in the southwest corner of the harbour (see Berthing, below). A growing number of yachts now make the effort to visit Santa Maria – a mere handful called in the late 1980s but by 2001 this had risen to 95, with 86 the following year – and as soon as word gets around that facilities are improving this number is certain to increase.

Approach

By day Quite straightforward, with no off-lying dangers. The light grey concrete of the breakwater contrasts sharply with the dark cliffs behind. A bearing of 018° on the conspicuous white church tower on the skyline leads past the breakwater, which has 15m close off its end, but the north side of the wall should be given a wide berth as concrete rubble lies up to 30m from its base. There is a small wind farm on the skyline a short distance east of the harbour.

By night Perfectly feasible in good weather conditions, but perhaps best avoided for first-time entry by the less experienced.

Anchorage

Much of the best anchorage is taken up with moorings, and more will be occupied by the new Ro-Ro terminal and yacht pontoon. However it should still be possible to anchor east of these, being certain to obstruct neither cargo vessels berthing against the breakwater nor work on the new terminal. A second possibility, more suited to smaller yachts, is the area south of the slipway, again leaving room for vessels to manoeuvre at the quay.

Holding appears good over sand and rock, though a tripline may be advisable, and depths are generous throughout. There is currently no charge for anchoring.

Berthing

The pontoon mentioned above, thoughtfully placed in the most sheltered part of the harbour, will take around 20 yachts in depths of 4-5m. Although the longest finger is likely to be no more than 8m, four places are to be reserved for visitors including the end hammerhead. A small charge will be made. It will be administered by the *Clube Naval de Santa Maria*, tel. 296 883230, Fax 296 883100, email cnsn@vizzavi.pt, from their premises at the head of the slipway some 650m to the northeast. A noticeboard is likely to be set up giving details of charges etc, otherwise walk up to the (clearly labelled) club premises, open 1200-2400.

Formalities

The harbour is administered by the *Junta Autónoma do Porto de Vila do Porto*, tel. IFax 296 882282, from their offices in the northwest corner of the harbour. However it is necessary to walk up the steep hill past the small Forte de São Bras in order to visit the Capitania where, as of May 2003, good English was spoken.

The *Guarda Nacional Republicana (GNR)* and the *Policia Maritima* and share a square white building at the root of the breakwater, and both should be visited whether or not a yacht has already cleared into the Azores. The skippers of non-EU registered yachts may also be required to visit the *Alfândega* (Customs) office at the airport, though in the case of EU boats the necessary forms will be forwarded by the *GNR*. It may speed clearance if the computer printout which one is given in Horta or Ponta Delgada is available, as this carries answers to all the standard questions and therefore saves endless language difficulties.

It may currently prove difficult to clear out of Santa Maria for a non-EU destination as the island is not an official Schengen Agreement 'border post', though EU registered yachts departing for destinations within Europe (including the Madeira

group, but not including the Canaries) should not encounter problems.

Facilities

Engineers Accustomed to diesel machinery, but spares would certainly be a problem.

Crane Mobile crane on the quay – large enough to lift a mast, but not a cruising yacht of any size.

Water Small amounts from taps on the quay or near the *clube naval*. For larger quantities contact the *Junta Autónoma do Porto de Vila do Porto*, who will organise a hose (weekdays only). It is hoped that taps will be installed on the new pontoon.

Showers At the *clube naval*, though in a run-down state as of 2003.

Laundry No launderette at the *clube naval* and no likelihood of one, though this may change when the marina is built.

Fuel Small amounts by can from a filling station at the far end of the town. The *Junta Autónoma do Porto* can arrange for a diesel tanker to visit the quay, but only to deliver large quantities.

Bottled gas Camping Gaz exchanges, but no refills.

Weather forecast Posted daily at the *Policia Maritima* office and at the *Capitania*.

Clube naval The *Clube Naval de Santa Maria* has premises beside the slipway at the head of the harbour (offices and bar above, showers and workshops below). It is friendly and welcoming towards visiting yachtsmen, with some English spoken.

Banks Several in the town, with cash dispensers.

Shops/provisioning Several small supermarkets, plus other shops.

Produce market Large (but underused) market behind the Hotel Praia de Lobos with a good meat section at the rear.

Cafés, restaurants & hotels Two or three hotels, plus several restaurants and cafés.

Medical services Hospital and pharmacy.

Communications

Post office With telephones, plus other card-operated phones around the town.

Email Internet access at the library, on the right beyond the church (open 0900-1200, 1400-1800). The single terminal has to be booked in advance.

Car hire At least three companies.

Taxis Taxi rank outside the town hall (a steep walk up from the harbour). Yet another island where a taxi tour (or car hire) is recommended as 'worth every penny'.

Buses To the airport and throughout the island.

Ferry Regular (but not daily) link with Ponta Delgada.

Air services Regular interisland flights.

Baia da Praia (Praia Formosa)

36°56' 7N 25°05' 6W

General

A crescent-shaped bay almost 1.5M in length, situated 2.5M east of Vila do Porto and protected from northwest through north to east. Being entirely open to the south it provides a daytime anchorage only, with good swimming and a clean sandy beach against an attractive backdrop of cliffs and terraced vineyards. Anchoring (or fishing) in the centre of the bay is now prohibited due to submarine cables (see plan), though there is no restriction on passage through the area and it should still be possible to anchor on either side.

The extent of the beach itself varies from year to year, as the sand apparently disappears during the winter, only to reappear – sometimes! – in late spring. In 2002 local people complained that the beach was virtually nonexistent, but no one appeared to know why. By mid May 2003 the sea still reached almost to the road. Feedback on this phenomenon would be appreciated.



Looking southeast over the gently shelving Baia da Praia towards the cliffs of Ponta Malbusco.



Approach

From westwards, Ponta do Marvão may be rounded 200m off and a course of 102° steered for Ponta Malbusco before edging northwards into the bay itself. If approaching from the east care must be taken to avoid Pedrinha rock, which rises almost sheer from around 30m. The small-scale Admiralty chart gives Pedrinha a least depth of 6.6m; larger scale Portuguese charts are unspecific but indicate considerably less.

Anchorage

It is essential to avoid anchoring within the area through which the cables run, though this is not made easier by the fact that, as of 2003 – by which time the cables had been in place for nearly two years – the lit beacons intended to provide clearing transits had yet to be built.

Best anchorage is likely to be found at the western end of the beach in 5m or so over sand. However a wreck with depths of less than 1m lies in about 4m in this area, making good light and a sharp lookout essential (the colorful fish which inhabit the wreck add to the snorkeling appeal).

Facilities

Cafés and a few small shops in the nearby village, but otherwise very little.

Baia de São Lourenço

36°59' 4N 25°03'W

Plans

Admiralty 1959 (1:12,500)

Portuguese 46407 (plan)

Lights

2632-2 Ponta do Espigão 36°58' 9N 25°02'9W
Fl.6s206m12M

White column with red bands 6m

2632-3 Ldg Lis 273.3° 36°59'5N 25°03'4W

Front LFl.R.5s25m6M

White post with red bands, in front of
white house with blue arches 6m

Rear 64m from front, Oc.R.7•5s36m6M

Red lantern on white house with veranda 2m

General

High surrounding cliffs (the semi-circular remains of a volcanic cone) give the 0.75M Baia de São Lourenço good protection from southeast through west to north, but leave it totally open to easterly winds or swell. Thus it should only be considered as an overnight anchorage in very settled weather. The beach is largely of sand with a small stone quay and concrete ramp among rocks at its northern end.

The Baia de São Lourenço provides one of the loveliest anchorages in the entire Azores, with cliffs terraced into a lacing of black lava walls and tiny green vineyards where the locally famous *vinho de cheiro* is produced. The island of São Lourenço (also known as Ilhéu do Romeiro) at the southeastern horn of the bay has some fine sea caves and many nesting birds. The water is exceptionally clear to considerable depths.

Approach

By day Islands fringe both ends of the bay, but there are no outliers. The leading marks (which are difficult to make out in daylight) lie just north of two distinctive, tall, thin trees.

By night The leading marks are lit²⁶³²⁻³, as is Ponta do Espiga²⁶³²⁻² at the south end of the bay. In offshore or light winds the leading lights could be followed into a suitable depth for anchoring.

Anchorage

In 4-5m over sand opposite the leading marks, or in the southern corner of the bay with the unmistakable rising road bearing about 252°. The



The small quay at the northern end of the Baia de São Lourenço.

Roddy Innes





Baía de São Lourenço seen from the south on a rather hazy day. Baixa dos Suecos shows clearly, both breaking and submerged. The rocks visible about halfway along the beach shelter a seawater swimming pool - the tiny quay lies below the furthest houses.

breaking rock of Baixa dos Suecos – which extends further to seaward than indicated on Admiralty 1959 – lies about 200m offshore between the two suggested anchorages.

Facilities

Water tap on the quay and two summer restaurants, but no shops. The houses fringing the beach are mostly holiday homes.

Baía dos Anjos

Lights

2633-5 Fábrica dos Anjos 37°10' N 24°46' W

Fl.4s12m4M

White column with red bands 4m

General

Columbus called here in 1493, but yachtsmen may prefer to visit by land. The tiny rock-fringed bay is protected from east through south to southwest, with a short concrete pier at its western end. An imaginative, semi-enclosed swimming area has been created, into which a small rowing dinghy – NO OUTBOARDS! – might be taken.

The village is also miniature and very peaceful, and the ancient chapel visited by Columbus's crew (though largely rebuilt in the 17th century) can still be seen, though sadly the doors are nearly always locked.

Approach, anchorage and facilities

The red and white leading marks which lie behind the old quay are readily seen against the hillside and can be followed into 5-8m to anchor, probably over rock and large stones. Although lit, a night approach should not be attempted under any circumstances. Water taps – and sinks – will be found at the barbecue area above the swimming pools, together with swimmers' showers. There is one summer cafe, but no shops – most of the houses are holiday homes.



Looking northwest across the Baía dos Anjos, with the swimming pool at left. Most will agree that this attractive area is best visited by land.

Ilheus das Formigas

37°16' N 24°46' W

Introduction

The Ilheus das Formigas – literally 'The Ants' – are reputed to have been the first of the Azorean islands to be sighted by the Portuguese, in 1426. They now form a Marine Reserve in which all forms of fishing, scuba diving, and the collection of shells, plants or geological specimens are forbidden. Rubbish must not be dumped (which of course applies to the marine environment generally). The Reserve covers an area formed by two overlapping circles, both 5M in radius, centred on the Ilheus das Formigas light and Dollabarat Shoal.

Navigation

Magnetic variation

10°35'W (2004), decreasing by 8'E annually

Tidal streams

Tidal streams set northeast on the flood and southwest on the ebb but - as is usual in what is effectively mid-ocean - are generally weak.

Approach

The Ilheus das Formigas lie 34M from São Miguel and just over 20M from Santa Maria, bearing 147° and 040° respectively. A short chain of dark rocks no more than 11m in height, they mark the northwestern edge of a bank nearly 5.5M long and 2.5M wide, with average depths of 50-100m. A narrow shoal with breaking patches extends almost 0.5M south from the rocks themselves.

Charts

Admiralty 1959 (1:150,000)
 Portuguese 43103 (INT 1894) (1:300,000), 46407
 (1:75,000)
 US 51081 (1:250,000)
 Imray-lolaire *EL* (1:759,000)

Lights

2638 Ilheus das Formigas 37°16'2"N 24°46'9"W
 Fl(2)12s21m9M
 White tower with double lantern 19m, situated
 near the northern end of the visible rocks

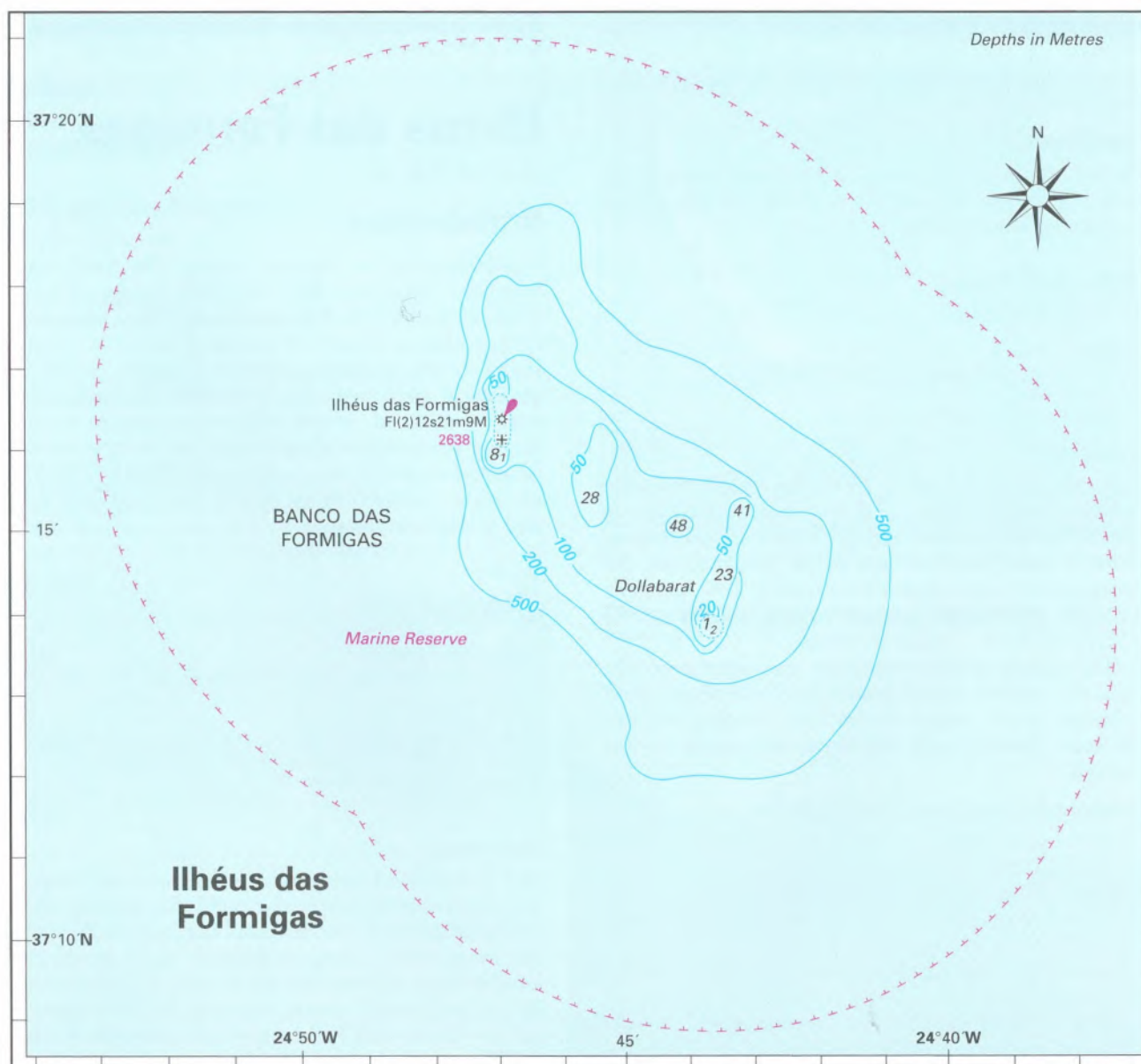
The unmarked Dollabarat Shoal with a least charted depth of 3m (though reputed locally to be as little as 1·2m) bears 133° from the Ilheus das Formigas at a distance of 3·5M, near the southeastern edge of the bank. Even moderate swells break on the shoal, and bad weather creates ferocious seas.

The whole area should be given a wide berth when on passage.

Anchorage and landing

The bank is composed mainly of rock, with areas of pale sand, shell and coral debris. Yachts have occasionally anchored off in exceptionally calm weather, but should not be left unattended due to poor holding and unpredictable currents.

Landing is reported to be possible on the east side of the rocks, from where there is access to the lighthouse.



II. The Madeira Group



The archipelago

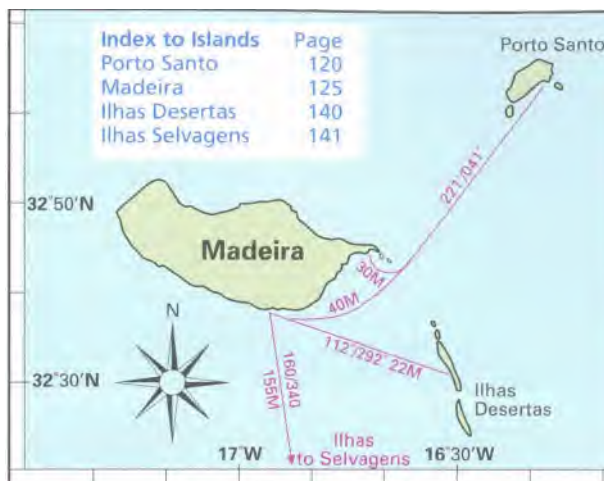
The Madeira archipelago consists of the island of Madeira itself, together with Porto Santo, the Desertas and the Selvagens. Although by far the smallest group described in this book, with some of the islands little more than large rocks, there is a wide diversity of land forms and related weather patterns, closely reflected in the differing flora and fauna. More detailed descriptions will be found under each individual island heading.

Many thousands of tourists visit Madeira annually and it says much for the character of the archipelago that, other than in the main hotel area just west of Funchal, both the islands and their people have remained largely unspoilt by the influx. The tiny terraced fields are in the main well tended, the forests protected rather than exploited, and the local people friendly and welcoming towards visitors.

History

Like the Azores, the islands of the Madeira archipelago drifted on the edge of the known world for many centuries. Genoese explorers were probably aware of their existence by the middle of the 13th century, and they may even have been known to the Arabs hundreds of years earlier. Recorded history begins in 1418 when Joao Gonsalves Zarco and Tristao Vaz Teixeira, on passage to Africa as part of Henry the Navigator's grand design, were driven off course by a gale and eventually sought shelter under the lee of an unknown island. The direction of the gale is not recorded, but it seems likely that it was a northerly, or Porto Santo — 'Holy Port' — might have received a less complimentary name. A rapid passage back to Lisbon was followed by an equally hasty return, this time with orders to colonise the dry, uninhabited island before continuing to investigate the more mountainous one visible to the southwest. Porto Santo's first governor, who accompanied Zarco and Teixeira on their return, was Bartolomeu Perestrelo, a minor Portuguese nobleman chiefly remembered as father-in-law of Christopher Columbus.

Porto Santo had its share of ups and downs over the following centuries. Vines were established, together with vegetables and cereal crops, but rabbits introduced by the first settlers ate most of the natural vegetation down to the soil, much as the goats do today. Occasional pirate raids sent the inhabitants fleeing for safety to the heights of Pico



do Facho, but the island's basic poverty was probably its best defence and also served to limit the population to a number which the land and surrounding seas could support. Life was not without excitement, including the wreck in 1724 of the Dutch treasure ship *Slot ter Hooge*, driven onto the north coast during a gale. Although much of her cargo of silver bars was recovered at the time, more finds have been made over recent years and are on display in the small museum in Vila Baleira on Porto Santo, as well as in the Quinta das Cruzes Museum in Funchal.

After centuries as a peaceful backwater, Porto Santo gained importance in 1960 with the opening of a large international airport — also a Reserve NATO Air Base — the first in the archipelago. Thousands of tourists arrived by air to transfer to the Madeira ferry, but within four years Madeira's own airport was complete and the traffic ceased. Porto Santo still receives long-haul flights when the runway at Madeira's Santa Catarina Airport is closed by strong crosswinds, and the occasional military exercise may take place, but the island is usually quiet and the pace of life slow. With fewer than 4500 inhabitants at the last count and relatively few visitors most people appear to know each other — probably many are related — and the basic layout of the tiny capital can have changed little since Columbus lived there in 1480. Another thing which has not changed is the prevailing wind, and those who enjoy a touch of history in their cruising should take a leaf from Zarco and Teixeira's book and plan a landfall on Porto Santo before sailing on to Madeira. Even after five centuries of progress, the island of Porto Santo still lies over 20M dead to

windward of the larger island – more than 40M if distances are measured between the main harbours.

Zarco and Teixeira landed on Madeira in July 1419, near where Machico now stands, claimed the island for Portugal, and returned the following year with the first permanent settlers. Within a few years sugar cane was introduced and quickly became an important export crop, followed in 1460 by vines from southern Europe. The sugar trade was responsible for attracting their most famous resident, Christopher Columbus, who lived in the islands for several years after marrying Perestrelo's daughter – though whether he met her in Lisbon or on his first visit to Madeira in the 1470s is not clear.

A vast amount of labour was needed to prepare the land for agriculture after the native woodland –

Porto Santo is proud of its connection with Christopher Columbus, who lived on the island in the 1480s after marrying the daughter of its first governor. The small stone house said to have been their home is now the island museum, almost opposite the 15th century church.



the *madeira* from which the island gained its name – had been burned off, and to tend crops and build irrigation ditches. So in addition to immigration from the Portuguese mainland many slaves were brought from north and west Africa to work on the land, though little trace remains of them today. Funchal, with its relatively protected harbour, quickly grew in size and was granted city status in 1508, the cathedral being completed six years later in 1514.

Quiet prosperity and progress was interrupted by occasional setbacks, including an attack by French pirates in 1566 when Funchal was burned and many people killed, and the domination of the island by the Spanish between 1581 and 1640 following King Philip II of Spain's invasion and occupation of mainland Portugal. Many of the island's small protective forts were built at this time. After the restoration of the Portuguese monarchy British interest in the island, and particularly its unique wine, quickly returned, forging links which have only recently begun to weaken. Captain Cook visited Madeira twice around 1770, and in 1801 British troops were briefly stationed there to help protect it from the French. The defence force returned in 1807 during the Peninsula Wars and this time stayed for seven years, after which many of the soldiers chose to remain on the island to farm or grow vines. Unfortunately their prosperity was short-lived, with a succession of diseases attacking the vines in the 1850s coupled with a serious cholera epidemic, and then blight in the sugar crop in 1882.

However Madeira's major modern industry was already becoming established with the beginnings of tourism, initially as a health resort for tuberculosis sufferers due to its clear air and mild but damp winter climate. During the First World War, in which Portugal joined the allies, Funchal was twice attacked by German submarines – one of their victims still lies outside the harbour, ready to snag the anchors of unwary yachts. In 1921 the first aeroplane arrived in Madeira, a small seaplane which landed in Funchal harbour, but it was not until 1949 that a commercial seaplane service was established for passengers from Britain and northern Europe. However less than a decade later two serious accidents brought flights to a halt, and for several years there were no air services to the islands until first Porto Santo and then Madeira gained airports in the early 1960s.

Since then tourism has grown at a pace which has threatened to drown more traditional ways of life, particularly the labour-intensive farming and viniculture. Sugar cane, although still grown, has become less important but Madeira wine is famous the world over with more than 13 million litres being produced annually, about half of which is fortified with brandy for export. In past years the barrels were transported in the holds of sailing ships which crossed the Atlantic before returning to Europe, the long, warm voyage giving the wine a distinctive flavour which is now produced artificially

by gentle heating. Wine-tasting in the cellars of an *armazem* is an essential part of any visit to Funchal, and the knowledge that bottles of Madeira taken back aboard have a proven history of travelling well under sail provides further incentive to buy.

Other industries are wicker and basketwork, made from locally grown osiers, and strikingly lovely embroidery. This last had long been made by the women of the island for their own use, but became a commercial concern around 1850 when an English lady, Mrs Phibbs, saw the opportunity for island women to supplement the family income while still remaining in their homes. Madeiran embroidery is said to have been on display at the Great Exhibition held in London in 1851. These small beginnings have led to a cottage industry employing women of all ages, some of whom one may still see on fine days in the villages outside Funchal, sitting on their doorsteps or by windows busily stitching away to produce what are probably Madeira's most original and genuine souvenirs.

Portugal's membership of the EU has brought some notable changes to Madeira, the two most obvious being the extended airport runway, a vast concrete apron supported by massive pillars rising up from the sea, and the dramatic new road system linking Santa Catarina Airport to Ribeira Brava, west of Funchal. However, while the new *rapida*

easier for the islanders, for the visitor in no particular hurry there is much to be said for getting off the beaten track. Madeira is full of contrasts, and it is worth making an effort to glimpse that older island known to the early settlers more than five centuries ago.

General information

Nationality and language

The Madeira archipelago is an autonomous region of Portugal, and therefore part of the European Union, with a governor resident in Funchal. Portuguese is spoken, but many Madeirans (particularly those concerned with the tourist trade) also understand Spanish, French, English or German.

Portuguese representation abroad

See page 20 of the Azores section.

Diplomatic representation in Madeira

The following are consulates – embassies are to be found in Lisbon:

UK Apartado 417, Avenida Zarco 2, 9001-956
Funchal, Madeira, tel 291 221221, Fax 291 233789

USA Rua Alfendega 10-2, Room A–B, Funchal,
Madeira, tel 291 235636, Fax 291 229630.
Open Monday–Friday 1000–1200 only.

Personal documentation

Passport and visa requirements are the same as for the Azores – see page 20.

Time

The Madeira group uses UT during the winter, as do both mainland Portugal and the UK, adding one hour (the equivalent to BST) during the summer. Changeover dates are normally the same as in the UK – i.e. the last weekends of March and October.

Money

In January 2002 the euro replaced the Portuguese escudo as the legal currency, at an exchange rate of 1:200 482 escudos.

Cash and travellers' cheques are readily exchangeable in banks, though the preferred method for most foreign visitors must be debit or credit card. There are numerous banks in Funchal, Machico and Porto Santo, and at least one in all but the smallest villages (though note that, as of early 2004, the nearest bank to Quinta do Lorde Marina was in Caniçal, about 4km along the coast). Nearly every bank has a cash dispensing machine outside, usually giving instructions in several languages (including English) and accepting all the major credit and direct debit cards. Banks normally open 0830–1500 weekdays only; however 'foreign exchange' offices may be open considerably longer hours, including all day Saturday.

Many restaurants, shops, car rental companies and other concerns welcome payment by credit card – principally VISA, MasterCard and American Express – but it is as well to confirm this in advance, particularly where fuel (for both yachts and vehicles) is concerned.

Shopping

By far the best shopping in the Madeira group is to be found in Funchal, which boasts a vast number of tourist-orientated shops as well as those to be found in any city of medium size. It is a good place to stock up a boat for the Atlantic crossing, though prices may be slightly lower in the Canaries. Several large supermarkets provide almost everything that one might expect to find in their British or American equivalents, and plenty that one might not. Fresh meat tends to be expensive and tinned meats, other than frankfurters, corned beef and luncheon meats, are seldom to be had. Alcohol, of which a wide choice is available, is considerably cheaper than in England.

Funchal's produce market is superb, both visually and practically. Locally grown fruit and vegetables of all kinds are sold at very reasonable prices on the ground floor and in the gallery above, but not all vendors supply bags. One local vegetable worth trying is the christophene, which resembles an oversized and sometimes spiky pear and has a consistency midway between cucumber and courgette. It can be eaten raw or cooked and will keep for at least six weeks, adding some crunch to the often rather bland ocean-crossing diet.

Surrounding the produce market are stalls selling fresh meat, but this is not always as well protected from dust and flies as one might wish and many prefer to stick to the supermarkets for meat. However the fish market to the rear of the building is excellent, with seafood of all kinds including fresh tuna and sometimes shellfish available. A local delicacy is *espada* (scabbard fish), an evil-looking creature which lives at great depths and tastes delicious, with the added advantage of apparently having very few bones. For a few extra cêntimos the fish of one's choice will be gutted, cleaned and filleted, ready to be taken back aboard and sauteed gently in a little olive oil and garlic. .

Some notes regarding ships' stores – principally fuel, bottled gas and chandlery – will be found on page 117.

Communications

Mail

Mail for yachts in transit can be sent care of the marinas at both Funchal and Quinta do Lorde in Madeira, and Porto Santo marina and the 33°/16° Assistência Náutica Lda boatyard (effectively one and the same) in Porto Santo. It is understood that the two marinas due to open shortly on the southwest coast of Madeira will also offer this service. **Addresses will be found in the Communications section of the relevant harbour details, and it is worth stressing that the word 'Portugal' should always be included.** Mail from the UK usually takes about a week, longer from the USA.

Post office opening hours vary – that on Avenida Zarco in Funchal is open 0830-2000 weekdays and 0900-1300 Saturday, but those in smaller towns usually open 0900-1900 weekdays only. Stamps can also be bought at newsagents and souvenir shops where the green *correio* sign is seen, or from vending machines, which list current rates but do not give change. There are two classes of mail – 'Red' and 'Blue', the latter being much quicker and more reliable. International mail should always be sent 'Blue Post' – literally placed in the blue box – and generally takes 4-5 days to the UK (though sometimes as little as 48 hours), and a week or more to the USA.

Incoming packages

Much the same problems may occur as in the Azores – see page 21. Consult the marina office for advice.

Telephones

Nearly all public telephones are connected to the international system, most now only taking cards though the occasional coin or dual operated phone will be encountered. Cards are normally available from post offices, supermarkets and bars. Alternatively, the main post offices in both Funchal and Porto Santo have telephone booths of the 'make your metered call and pay afterwards' type, which may be the simplest option for yachtsmen passing through. Mobile (cell) phone coverage throughout both Madeira and Porto Santo is generally excellent,

though there are 'holes' in some of Madeira's mountain valleys. Unsurprisingly, coverage fades as one heads offshore and does not extend to either the Ilhas Desertas or Ilhas Selvagens.

Calls to the United Kingdom begin with the prefix 0044, followed by the area code (without the initial zero) and number. Calls to the United States and Canada begin with the prefix 001 and the area code plus number. The US access code for AT&T, www.att.com, is 800 800 128.

The international dialling code for the Madeira group is 351, as it is for mainland Portugal, and the area code for both Madeira and Porto Santo is 291. Following changes to the dialling system a few years ago this now forms an integral part of the phone number (nine digits in all), even when calling from within the same island.

Fax

All three marinas, as well as the boatyard in Porto Santo, will send and receive faxes for yachts – see individual harbours details. Many companies advertising photocopying also have a fax machine, as do most hotels.

Email and the internet

Email has rapidly become the communication method of choice for the majority of cruising sailors, and cybercafes and other access points (usually public libraries, post offices or computer clubs) are widespread – see individual harbours details.

Electricity

Mains electricity is 220 volts 50Hz, as is standard throughout mainland Europe, and yachts from elsewhere should beware a probable difference in both volts and cycles. Mains power is unlikely to be available outside the archipelago's marinas.

All Madeira's electricity (though not Porto Santo's) is generated by hydro-electric plants, making it so cheap that street lighting can be left on with impunity. Thus Madeiran towns often appear to be lit like beacons when seen from offshore at night.

Transportation

International flights

Both British Airways, www.britishairways.com, and the Portuguese national airline, TAP (*Transportes Aéreos Portugueses*), www.tap-airportugal.com, run regular scheduled flights from the UK to Madeira – daily in the case of BA, four times a week with TAP or daily via Lisbon. Alternatively there are many charter flights available. The Azorean airline SATA, www.sata.pt, has recently introduced flights from the Azores direct to Funchal. Seats on all three scheduled carriers need to be booked well in advance, particularly around Christmas, and none flies direct to Porto Santo.

If planning crew changes it is worth bearing in mind that Madeira's Santa Catarina Airport is a long and expensive taxi-ride from Funchal but considerably closer to Quinta do Lorde Marina and only a few kilometres from the anchorage at Machico. The airport on Porto Santo is near the town and harbour.

Further information

Madeira and Porto Santo are the subject of several general tourist guides readily available in the UK and elsewhere – see Further Reading, page 322. Once in the islands colourful leaflets and maps (including bus routes) can be obtained from the tourist offices in the larger towns – that in Funchal is situated at Avenida Arriaga 18, Funchal, with branches on Rua Dr Vieira da Castro in Porto Santo and at the airport.

The islands are well represented on the internet and the following sites (listed alphabetically) contain general information, some of which may be useful to the visiting yachtsman.

<http://pages.madinfo.pt/marinafunchal> – homepage of Funchal Marina's comprehensive website, in Portuguese and English, until late 2003 when it went 'off the air'. Listed in the hope that it will return!

<http://turismo.madinfo.pt> – a general tourist website in Portuguese only

www.apram.pt – homepage of APRAM (the Madeiran Ports Administration). In Portuguese only, but relatively easy to navigate

www.cm-funchal.pt – homepage of the Câmara Municipal (Town Hall) of Funchal, in Portuguese only

www.cm-funchal.pt/actividades/ciencia/portugues/mm08112.html – a single page devoted to photographs of the Ilhas Desertas

www.gov-madeira.pt – homepage of the Regional Government of the archipelago, in Portuguese only

www.guia-madeira.net – an interesting site in Portuguese and English, with island history, folklore and gastronomy, in addition to the standard topics. The musical accompaniment is limited to the homepage only...

www.lanecce.edu/library/don/savage.htm – a private site, in English, containing some interesting information on the Ilhas Selvagens together with a comprehensive bibliography

www.madeira-island.com – a commercial website with numerous links, but not the easiest of sites to navigate

www.madeiraonline.com – a useful reference site containing lists of everything from doctors to someone who can fix your onboard computer, though it should be pointed out that not all are Madeira-based. In English only

www.madeiratourism.org – a well-constructed site packed with useful and entertaining facts about the two major islands (though apparently nothing about the Ilhas Desertas or Ilhas Selvagens) in Portuguese, English and German. An excellent introduction to the area

www.madeira-web.com – an attractive and informative site in Portuguese, English and German. Impressively up-to-date and wide ranging

www.madeirawine.com – a complete guide to the island's most famous export, in Portuguese and English. Well written and illustrated ... cheers!

www.porto-santo.com – still under construction as of February 2004 (by the same people as the excellent www.madeira-web.com) and sure to be worth a look when finished

www.sra.pt/jarbot – website of Madeira's long-established Botanical Gardens, in Portuguese and English. Recommended (as is the *Jardim Botânico* itself)

www.travel-images.com – dozens of downloadable pictures of Madeira and Porto Santo (plus a couple of the Ilhas Selvagens), but with little accompanying text. Also has pages featuring maps and flags

Interisland flights

TAP flies regularly between Madeira and Porto Santo, with most flights on Friday, Saturday and Sunday. It is perfectly feasible to travel from the UK to Porto Santo within the day, thus avoiding the overnight stay which would be necessary if continuing by ferry.

Air Luxor, www.airluxor.com, has recently introduced weekend flights between the two islands, but currently these only take place between June and September.

Ferries

The Porto Santo Line, *email* portosantoline@mail.telepac.pt, runs a regular service between Funchal and Porto Santo. In November 2003 their new car ferry *Lobo Marinho* departed Funchal breakwater at 0800 daily other than Tuesday (when there was no service either way) and Friday (when there was an evening sailing), leaving Porto Santo to return to Funchal at 1800. However the schedule varies month by month and should be checked either with the tourist office or on the internet at www.portosantoline.pt (in Portuguese, English and German). The crossing takes about 2.5 hours and there is generally no need for foot passengers to book.

Although there appears little point in visiting Porto Santo from Funchal, the reverse is becoming increasingly popular with visiting yachtsmen who leave their vessels in the care of the marina or boatyard to spend a few days exploring and sightseeing on the larger island.

There are no regular services to the Ilhas Desertas or Ilhas Selvagens, though a local vessel sometimes runs day trips to the former in suitable weather. A great many cruise ships call at Funchal, but are unlikely to be of interest to yachtsmen except as a potential hazard.

Road transport

Buses run throughout Madeira and are an excellent and economical way to see the interior of the island. Most of those from Funchal leave from a depot on the front, a few minutes' walk east of the marina. A map and timetable are available from the tourist office, allowing some flexibility, but it is not possible to circumnavigate Madeira in one day. Bus stops (marked *Paragem* or *Paragem de Autocarro*) do not usually display schedules or routes. Coach tours to all the main places of interest in Madeira are readily available, mainly aimed at hotel visitors. There are no buses in Porto Santo.

Taxis are yellow with a broad blue stripe (the colours of the Madeiran flag) and are generally plentiful, particularly in Funchal where there are several taxi ranks. Fares within the city are pre-set, but as few taxis have automatic tariff counters rates for a longer journey are best agreed with the driver in advance. Porto Santo's only taxi rank is in the town centre, though the arrival of the ferry is always well attended. This small island can be toured in a few hours and makes a dramatic contrast to its larger sister.

At least a dozen car hire agencies vie for custom in Funchal, most of which also have offices at the airport, though in Porto Santo the choice is more limited. Either national or international driving licences are normally acceptable, provided the former has been held for at least one year. Nearly all car hire firms accept credit cards, and the considerable deposit normally required on the mainland is seldom mentioned. Most petrol stations (at least one in each town of any size) still have attendant service, but note that even in the 21st century the majority do not accept credit cards.

There have been vast improvements to the road system in Madeira over the past 15 years or so, most notably the *rapida* from Santa Catarina Airport to Ribeira Brava, a succession of soaring concrete bridges and seemingly endless tunnels. If driving west from Funchal far more will be seen by choosing the 'old' road, now mercifully relieved of fast through traffic, as it twists and turns its way around the valley sides. However, once on the narrow and twisting country roads, do allow for the fact that most pedestrians and all dogs appear to take immortality for granted.

Walking and hitchhiking

Madeira is famous for its mountain walks along the *levadas*, the island-wide irrigation and drainage system which provides paths through the otherwise untouched forests. Those intending to explore seriously on foot should buy a copy of *Landscapes of Madeira* by John and Pat Underwood in the *Sunflower Landscapes* series, www.sunflowerbooks.co.uk, which gives details of routes and also of the small, cheap but clean and convenient rest-houses built by the *Direcção Regional de Turismo* near the summits of some of the highest peaks. For those less keen to walk uphill it is often possible to get a bus to a viewpoint or place of interest and walk part or all of the way down. Hitchhiking does not seem to be common, though the chances of a lift may be better once off the beaten track.

Medical

The only immunisation required is against yellow fever if coming from certain Central American and African countries, though many people will also chose to keep vaccinations against tetanus and polio up-to-date. Funchal has a number of hospitals, including at least two with round-the-clock emergency departments, plus numerous clinics and health centres. There are also many well-stocked pharmacies as well as dentists and opticians, though wearers of glasses would be wise to carry a copy of their prescription (in addition to at least one reserve pair). Both Machico and Porto Santo have small hospitals, but serious medical emergencies are normally taken to Funchal.

As in the Azores, EU citizens do not need to carry an E 111 to obtain free emergency medical treatment – production of a British or other EU passport is sufficient – but in Madeira it is also possible to consult a private doctor, obtain an official green

receipt and receive a partial refund at an approved bank. Otherwise, much of the advice in the Medical section referring to the Azores – see page 22 – holds good.

National holidays

These are much the same as in mainland Portugal, with a few regional differences:

1 January	New Year's Day
	Good Friday
25 April	National or Portugal Day
1 May	Labour Day
	Corpus Christi
10 June	Portugal Day (Cam15es Day)
1 July	Discovery of Madeira
15 August	Feast of the Assumption
5 October	Republic Day
1 November	All Saints' Day
1 December	Restoration of Independence Day
8 December	Immaculate Conception
25 December	Christmas Day
26 December	Boxing Day

In addition, each town or area celebrates its own municipal holiday – Porto Santo's is on 24 June and Funchal's on 21 August. Almost everything except cafes and restaurants is likely to be shut, but there may be the bonus of a *festa* (festival) with processions or one of the ever-popular firework displays.

Sailing and navigation

Practicalities

Entry and regulations

Formalities are similar to those in the Azores (see page 24 though generally less time-consuming. Only Porto Santo and Funchal are official ports of entry, though it is hoped that Quinta do Lorde Marina will soon be added to the list, and in both cases all necessary officials – *Polícia Marítima*, immigration and *Guarda Nacional Republicana (GNR)* – have offices within the marina complex.

As in the Azores it is necessary to clear into and out of each island individually, obtaining outward clearance before leaving Porto Santo and going through the process again on reaching the larger island.

International Certificate of Competence

The same rules apply as in the Azores – see page 25.

Port limits

Formal port limits have already been set up around Funchal and may soon be extended to other harbours. Various local bye-laws apply in these areas. Scuba diving is forbidden on security grounds although swimming and snorkelling is generally permitted. If wishing to scuba dive – perhaps to check the yacht's propeller or hull – it is essential to seek permission from the authorities first.

Cruising permits

If intending to visit either the Ilhas Desertas or the Ilhas Selvagens the skipper **MUST** obtain a permit before leaving Madeira. These are issued, without charge, by the National Parks Department from their office at the Botanical Gardens northeast of Funchal (well worth a visit in its own right). The office, which is inside the main building and up some stairs confusingly marked 'Private', is open 0900-1230 and 1400-1730, Monday to Friday only. Take ship's papers and at least one passport for inspection, though these are unlikely to be required. Permits are normally issued to all who ask, the whole process taking a matter of minutes.

Alternatively, if departing direct from Porto Santo, the boatyard (33°/16° Assistência Náutica Lda) can arrange for a permit to be faxed through – allow at least 48 hours for this.

Laying up

There are three places in the Madeira group where a yacht might be laid up ashore – in the 33°/16° Assistência Náutica Lda boatyard at Porto Santo, in the Varadouro São Lázaro close west of Funchal marina (though hardstanding is very limited), and in the commercial yard at Caniçal, which is able to handle vessels of considerable size. Further information on each will be found under the individual harbour details.

The only place on Madeira where it would currently be possible to lay up afloat, either unoccupied or with liveaboard crew, is in the new Quinta do Lorde Marina. In the past surge has been an occasional problem but it is hoped that the recent 50m extension to the south breakwater will have remedied this. In a few years' time the two new marinas under construction west of Funchal may well provide the visiting yachtsman with greater choice.

Currently the only other possibility is Porto Santo, either in the marina or on a boatyard mooring. However regulations state that any foreign yacht left unattended for a period of three months or more must be stored ashore.

Value Added Tax

Value Added Tax, commonly referred to as VAT, is known in Portuguese as *Imposto sobre o Valor Acrescentado* (IVA). As of February 2004 it was set at 13% in Madeira as against 19% in mainland Portugal. Refer to the relevant section for the Azores (page 25) regarding documentation, time limits for which relief is available, etc.

Ship's stores

Butane gas is readily obtainable in both Porto Santo and Madeira, but in Camping Gaz rather than Calor Gas bottles. Calor Gas cylinders, as well as most American and Scandinavian bottles, can be refilled in Funchal but not in Porto Santo. Propane is not available, but no safety risk is incurred by refilling propane bottles with butane.

Diesel (*gasoleo*) is available alongside in the marinas at Porto Santo, Funchal and Quinta do

Lorde, petrol (*gasolina*) in Funchal and Quinta do Lorde only. Elsewhere both must be transported by can from filling stations. Paraffin or kerosene (*petroleo*) is available in two grades – poor quality from some filling stations (suitable for cleaning machinery but not for lamps or stoves) and a more expensive grade from chemists which burns well. Note that credit cards are not always accepted by roadside filling stations – or at the pumps in Funchal marina. In Porto Santo marina, fuel is paid for in advance – see page 124.

There are three small chandleries in Funchal (see page 130), plus that at the 33°/16° Assistência Náutica boatyard in Porto Santo which is backed by an ordering service from mainland Portugal. However stocks are inevitably limited and, due to transportation costs, prices tend to be high. Engine, pump and other spares are unlikely to be available off the shelf and a comprehensive spares kit should be carried on board. No duty is payable on spares or equipment ordered from within the EU, but importing parts from elsewhere (including the US) can be a lengthy process involving a variable import duty plus administrative and handling charges and is, if possible, best deferred until arrival in the Canary Islands.

Cruising

General

For many years the Madeira group has been viewed by cruising yachtsmen as little more than a convenient stopover *en route* to either the Canaries or the Caribbean. Until Funchal Marina was built in the early 1980s there was nowhere that a yacht could shelter from poor weather, and within a very few years of opening the marina was so full of local craft that once again visiting yachts were forced to anchor outside. From the late 1980s yachts began to be welcomed into the large NATO-built harbour at Porto Santo, and for a number of years most yachtsmen who visited the larger island did so by ferry.

While some may still prefer this option, the situation on Madeira itself is changing rapidly. The 267 berth Quinta do Lorde Marina began to accept visiting yachts late in 2002, well before the shoreside infrastructure was complete, with the 320 berth Porto de Recreio da Calheta and 349 berth Marina do Lugar de Baixo at Ponta do Sol expected to be operational by autumn 2004 and mid 2005 respectively. While the majority of berths are likely to be leased or sold to local yachtsmen, even if only 10% are reserved for visitors this will still provide almost 100 additional transient berths within the next few years.

Even with additional berthing, the vast majority of yachts will continue to visit during October and November. Unfortunately for them most rainfall occurs between October and February inclusive, peaking in November and December, with the mountains of Madeira receiving the lion's share and the much lower Porto Santo very little. Temperatures

Courses and distances within the Madeira archipelago

Harbour	Course/Reciprocal	Distance
Porto Santo – Baia da Abra, Madeira	221°/041° & by eye	29M
Porto Santo – Quinta do Lorde Marina, Madeira	221°/041° & by eye	30M
Porto Santo – Funchal, Madeira	221°/041° & by eye	40M
Quinta do Lorde Marina – Funchal, Madeira	by eye	13M
Quinta do Lorde Marina – Carga da Lapa, Ilhas Desertas	145°/325° & by eye	17M
Funchal – Ponta do Sol (Marina do Lugar de Baixo), Madeira	by eye	11M
Funchal – Calheta, Madeira	by eye	16M
Funchal, Madeira – Carga da Lapa, Ilhas Desertas	112°/292°	22M
Funchal, Madeira – Enseada das Cagarras, Selvagem Grande	160°/340°	155M

are mild throughout the year, averaging 24°C in summer and 16°C in winter, while water temperatures average 22°C in summer and 18°C in winter.

Barometric pressure and winds

The Madeira group lies on the northern fringe of the true trade winds, but at the southern extremity of the northerly Portuguese trade winds. Thus north to northeasterlies prevail for at least 60% of the year, and are slightly more likely in summer than in autumn and winter when the passage of depressions across the North Atlantic can produce strong west or southwesterly winds. The trades generally blow at 10-25 knots, although there is a fairly high incidence of calms throughout the whole year, and true gales are rare.

The south coast of Madeira, however, and Funchal in particular, often experiences local weather conditions which bear no resemblance to those further out to sea. The high mountains which form the island's spine effectively block the north and northeasterly winds, often leaving the south coast calm at night with fresh onshore winds building up during the day from between southwest and southeast. These usually die by sunset but can leave an onshore swell running for the rest of the night.

The eastern end of the island is lower and narrower and thus experiences a truer wind – usually northwest in Machico where it funnels down the valley, and north in Baia da Abra due to a saddle in the narrow peninsula which runs out toward Ilheu de Fora. Quinta do Lorde Marina lies in the windshadow of high cliffs and may frequently experience light breezes even when it is fresh to strong offshore.

Visibility

Sea fog is almost unknown around the Madeira group, though it is frequently misty in the mountains and particularly on the high plateau of Paul da Serra which occupies much of the western end of Madeira. Poor visibility at sea is most likely between July and September, when a dry, dusty, easterly wind known as *l'este* sometimes cuts visibility to within a few miles.

Sources of further information

Further statistics are available from a number of sources – the British Admiralty *Routeing Charts (North Atlantic Ocean) (5124)*, the US National Geospatial-Intelligence Agency *Pilot Charts of the North Atlantic Ocean (Pilot 16)*, James Clarke's *Atlantic Pilot Atlas* (see Further Reading, page 322) and Imray Laurie Norie & Wilson Ltd's new *Chart 100, North Atlantic Ocean Passage Chart*.

Weather forecasts

A Navtex station is planned for Porto Santo (see page 121) but it is not known when it may become operational. Pending this, the islands are covered by Weatherfax from various sources and a daily *Radio France International* broadcast. In addition, a number of websites provide excellent, and sometimes longer-term, predictions – see International weather forecasts, page 7, for details of all of these. If able to receive MF transmissions, the weather bulletin broadcast in Portuguese by *Porto Santo Radionaval* on 2657kHz SSB at 0735 and 1935 is repeated in English. Bulletins broadcast on VHF are in Portuguese only.

In port, daily forecasts accompanied by synoptic charts can be studied outside the marina offices in Porto Santo, Funchal and Quinta do Lorde Marina.

Magnetic variation

Throughout the Madeira archipelago magnetic variation is approximately 7°15'W (2004), decreasing by 7'E annually.

Tides and tidal streams

Volume 2 of the Admiralty *Tide Tables: The Atlantic and Indian Oceans including tidal stream predictions (NP 202)*, published annually, covers the Madeira group with Casablanca as standard port. Much the same information is available on the internet using the UK Hydrographic Office's excellent *EasyTide* programme at www.ukho.gov.uk – see page 9 – which gives daily tidal data for Porto Santo, Funchal and Ilheu de Fora (close to Quinta do Lorde Marina) amongst other places.

Maximum mean spring range is no more than 2.2m and, while there is variation, high water can be reckoned to occur about 3 hours after high water Dover at springs and 3.5 hours after high water Dover at neaps. Tidal streams run northeast or east-

northeast on the flood and reverse direction on the ebb, attaining 1·25 knots at springs and 0·5 knots at neaps.

Currents

Ocean currents flow south or southwest past the Madeira group at about 0·5 knots. However an anticlockwise current runs inshore along the southwest coast of Madeira itself, meeting the main flow off Ponta de Cruz (close west of Funchal) and creating a clockwise eddy which may extend up to 4M offshore.

Navigational aids

Radio communications

Details of radio information available to yachtsmen, including weather bulletins, navigational warnings and harbour communications, is available from a number of sources. By far the most convenient for the yacht without unlimited bookshelf space is *Maritime Communications – Caribbean (NP290)* published biannually in the Admiralty Leisure series, which also covers the Canaries and Cape Verde Islands in addition to the Caribbean, parts of Central America and the southern part of the US East Coast. Its companion volume, *Maritime Communications – United Kingdom and the Mediterranean (NP289)* includes the Azores.

Buoys and lights

All buoys and lights in the Madeira group follow the IALA A system, as used in western Europe. Whilst those on the major islands have a good operational record, maintenance of outlying lights – in particular those on the Ilhas Selvagens – is sometimes rendered difficult if not impossible by severe weather so that they may occasionally remain unlit for weeks at a time.

Note also that not every light listed in the text can be shown on the plans, in particular on the small-scale 'island' plans. Refer instead to the relevant – and preferably corrected – chart.

Charts

The most detailed charts of the Madeira archipelago are those published by Portugal. The Portuguese Hydrographic Institute has been in the process of reorganising its chart coverage of the islands since the mid 1990s, replacing the previous 13 charts (now referred to as the *Folio Antigo*) with six (the *Folio 94*). Several of these cover more than one harbour, and where the scale of an insert is not yet known the word 'plan' will be found in place of the usual number. Since the two series are likely to be running in parallel for some time both numbers are given, the older series in square brackets – e.g. chart 36201 (1:75,000) replacing chart [102 (1:80,000)]1. Portuguese charts are available from two shops in Funchal (see Charts, page 130), but coverage is unlikely to extend beyond Madeiran waters. For stockists outside the islands see page 28 of the Azores section.

British Admiralty charts, www.ukho.gov.uk, depict the archipelago on three sheets, including two small-scale charts (one including an inset of the Ilhas Selvagens) and four approach and harbour plans. British Admiralty charts are unlikely to be available anywhere in the islands and are best bought before departure. The US National Imagery & Mapping Agency (NIMA), erg.usgs.gov/nimamaps, which has recently become part of the US National Geospatial-Intelligence Agency (NGA), www.nga.mil, devotes three sheets to the islands, including a useful large-scale plan of both the Ilhas Selvagens. Finally Imray Laurie Norie & Wilson Ltd's *Imray-Iolaire* series covers the archipelago on a single sheet, E3, at scale of 1:170,000, with two inset harbour plans.

See Appendix I, page 319, for chart lists.

Chart datum and satellite derived positions

Not all British Admiralty charts of the Madeira group are currently based on WGS84 Datum – e.g. positions taken from Admiralty 1831, *Arquipélago da Madeira*, must be moved 0·22 minutes north and 0·25 minutes west to comply with both WGS84 and the plans in this guide. Other charts should be checked individually. For a fuller explanation see Horizontal chart datum in the Passages section, page 10.

Guides, pilots, etc

Both the British Admiralty *Africa Pilot (NP 1)* and the US National Geospatial-Intelligence Agency's *Sailing Directions for the West Coast of Europe and North West Africa (Pub 143)* devote 11 pages to the archipelago. However it should be remembered that these publications are written with considerably larger vessels in mind.

The fifth edition of *The Atlantic Crossing Guide* devotes several pages to the archipelago in general and Funchal in particular, together with passage planning notes and other information. Finally Donald M Street Jr's *Street's Transatlantic Crossing Guide* (1989 with later supplements) has recently been reprinted in a facsimile edition, but though still highly readable should not be relied upon as, inevitably, much of the information given is now seriously out of date.

Caution and request

Any writer of pilot books takes a calculated risk in writing up 'intentions' as though they were already fact – particularly where marina developments are concerned. Whilst work on the new Porto de Recreio da Calheta and Marina do Lugar de Baixo at Ponta do Sol was proceeding apace in February 2004, and had been making steady progress over the preceding months, it cannot be guaranteed that either marina will open when planned, or indeed at all. Neither can it be guaranteed that their structure and layout will be exactly as depicted in this book. Yachtsmen intending to visit either marina are advised to make contact in advance by telephone, fax or email – or simply tap into the cruising grapevine on arrival in Porto Santo, Quinta do Lorde Marina or Funchal.

Where possible, progress on these two marinas together with any other changes relevant to visiting yachtsmen will be incorporated in the ongoing supplement to this book carried on Imray Norie Laurie & Wilson Ltd's website at www.imray.com. Feedback of all kinds is therefore very welcome, and should be sent either by email to ilnw@imray.com or to Imray Laurie Norie & Wilson Ltd, Wych House, The Broadway, St Ives, Cambs PE27 5BT. Thank you.

Porto Santo

Between 32°60'N-33°08'N and 16°17'W-16°25'W

Introduction

Although discovered the year before Madeira and the only other inhabited island in the archipelago, Porto Santo has always been something of a poor relation due to its much smaller size and arid climate. Like Madeira it is of volcanic origin, and though much of the lower land consists of sandstones several of the higher peaks are unmistakably volcanic cones. It is barely 5% of the size of its sister island, with dimensions of around 11km by 6km giving it a land area of only 41km² – apparently much of that sandy beach!

Porto Santo is totally different from Madeira in both appearance and character and is well worth exploring. A taxi tour of the island, visiting the viewpoints at Portela overlooking the harbour, Pico

Websites

As of early 2004 there appeared to be no website devoted to Porto Santo alone, though one was under construction at www.porto-santo.com. However it features in most of those devoted to the archipelago as a whole – see page 115 for a comprehensive listing.

do Castelo high in the centre, and Cabeco do Zimbralinho in the extreme southwest, plus the freshwater springs at Fonte de Areia (literally 'Fountain of Sand') perched halfway up the cliffs to the northwest, takes two hours or more. Alternatively, the energetic can walk and scramble over much of the island, with the views from the summits of Pico do Facho (506m) and Pico de Ana Ferreira (281m) said to be well worth the climb.

Vila Baleira is an attractive little town with a distinctly Mediterranean air of whitewash, palm trees and dust. Flower gardens lead from the old pier up to a tiny square overlooked by the venerable *Camara municipal* (town hall) and 15th-century church, with Columbus's reputed home on the island (now a small museum) up a narrow lane behind the latter.

However for many the biggest attraction of Porto Santo is its superb beach, the equal of anything the Caribbean has to offer except perhaps in the matter of water temperature. As Madeira itself has no beaches to speak of, and much cloudier weather due to its extra height, it is easy to see why so many Madeirans crowd off the ferry at weekends or build holiday homes on the island.

In previous years Porto Santo merely offered cruisers the chance of a few days' relaxation after the passage south, before continuing downwind to Funchal and the serious business of preparing the yacht for a transatlantic voyage. However more recently an increasing number of yachtsmen have chosen to leave their boats in the safety of Porto Santo harbour and take the ferry to Funchal for a few days of exploration and sightseeing. There is plenty of short-term, reasonably priced accommodation available on the larger island, particularly out of season, bookable (together with rental cars etc) through the Porto Santo tourist office on Rua Dr Vieira da Castro.

Telecommunications

Mobile (cell) phone reception throughout the island is good. The area code for Porto Santo is 291, and following changes to the dialling system a few years ago this must now be included even when dialling from within the island, whether using a landline or a mobile.

As of 2004 there were at least three places on the island where the internet could be accessed (see page 131).



Navigation

Magnetic variation

7°05'W (2004), decreasing by 7'E annually.

Tidal streams

Tidal streams run northeast on the flood and southwest on the ebb at 0.5 to 1.25 knots.

Charts

Admiralty 1831 (1:150,000)

Portuguese 36401 (50,000), [101 (1:150,000)

US 51261 (1:150,000)

Imray-lolaire E3 (1:170,000)

Lights

2756 Ilhéu de Cima 33°03' 2N 16°16'•7W

F1(3)15s123m21M 163°-vis-042°

White square tower and building, red lantern 15m

2762 Ilhéu de Ferro 33°02' 2N 16°24'.3W

LFl.15s129m13M 302°-vis-318°, 338°-vis-036°

Round tower and building, red lantern 14m

2763 Ponta da Cruz (Costa Norte)

33°05'•6N 16°20'.3W

FL(2)10s109m12M 064°-vis-243°

White tower with red bands 5m

Coast radio station

Porto Santo (24 hours) 33°05'N 16°19'W, remotely controlled from Lisbon

VHF Ch 16, 23, 24, 26, 27

Radionaval

Porto Santo (24 hours) 33°04'N 16°21'W

(This station does not accept public correspondence other than distress and safety traffic)

DSC - MF MMSI 002550200 (planned)

MF Transmits 2182, 2657kHz SSB

Receives 2182, 2484kHz SSB

VHF Ch 11, 16

Weather bulletins 2657kHz SSB at 0735, 1935 (storm, gale and poor visibility warnings, synopsis and 24 hour forecast in Portuguese, repeated in English, for Areas 8, 21, 22 - see plan page 7)

VHF Ch 11 at 1030, 1630 (storm, gale and poor visibility warnings, synopsis and 24 hour forecast in Portuguese, for waters within 20M of Madeira and Porto Santo)

Navigational warnings 2657kHz SSB at 0735, 1935 (for waters within 200M of Madeira, in Portuguese, repeated in English)

VHF Ch 11 at 1030, 1630 (local warnings for Madeira and Porto Santo, in Portuguese)

Navtex

A station is planned, using identification letters 'P' and 'M'. It is understood that transmissions in English (P) will be on the standard Navtex frequency of 518kHz at 0230, 0630, 1030, 1430, 1830, 2230, and those in Portuguese (M) will be on 490kHz at 0100, 0500, 0900, 1300, 1700, 2100. Further details will be included in the ongoing supplement to this book carried on the publishers' website - www.imray.com - as they become available.

Approach

Porto Santo and its off-lying islets lie just over 21M northeast of Madeira itself, and appear from a distance to consist of several steep and isolated hills. Unlike Madeira, Porto Santo is very arid and there is little vegetation to be seen, though attempts are being made at reforestation.

The northwest, northeast and east coasts mostly consist of steep cliffs fringed by rocks within 0.5M

of the shore, plus several small off-lying islands which are easily visible in daylight but are totally unlit and could be hazardous at night. In bad weather the Baixo do Noroeste which lies about 5.5M northwest of Ponta da Cruz breaks heavily and should also be avoided, but in fair weather its least depth of 9m will not concern a yacht. There is reputed to be good fishing over the bank.

If approaching from the northeast, as do the vast majority of yachts, Ilhéu de Cima with its powerful light may be rounded within 0.5M to bring the long sandy beach which forms the southeast coast of Porto Santo into view. When arriving from the northwest, Ilhéu de Ferro²⁷⁶² and Ilheu de Baixo (unlit) can be left close to port before rounding up into the bay.

Submarines occasionally exercise in the waters between Porto Santo and Madeira.

Harbours and anchorages

Baia de Porto Santo

33°03'N 16°20'W

Tides

Time difference on Casablanca: -0006, on Funchal: +0020

Mean spring range 2.2m

Mean neap range 1.0m

Plans

Admiralty 1689 (1:20,000 & 1:7,500)

Portuguese 36401 (plan)

Imray-lolaire E3 (1:28,500)

Lights

2757 South breakwater 33°03'•5N 16°18'.8W

Fl.G.4s16m6M

White column with green bands 4m

2757 2 West breakwater 33°03'•6N 16°18'.9W

Fl.R.4s12m7M White column with red bands 4m

2759 1 Vila Baleira 33°03'•6N 16°20'.2W

LFl.R.6s49m5M White post on hillside 2m

Ship's mooring buoys 33°03'-2N 16°18'.7W

2 buoys LFl.W.5s + 2 buoys Fl.W.2.5s

Four yellow and black steel buoys form a rough triangle between the above position and the south breakwater.

Reports over the past five years indicate that it is rare for the lights on all four buoys to be operational at any one time

Harbour communications

Port Authority ' 291 982252, Fax 291 982585, VHF Ch 11, 16 (call *Capimarsanto*) (0900-1200, 1400-1700)

Marina 291 982577, Fax 291 982585,

email 3316@mail.telepac.pt, VHF Ch 16, 62* (call

Marinaportosanto) (0800-1200, 1300-1700 daily)

Moorings office/Boatyard (33°/16° Assistência Náutica Lda),

tel 291 980080, Fax 291 983742,

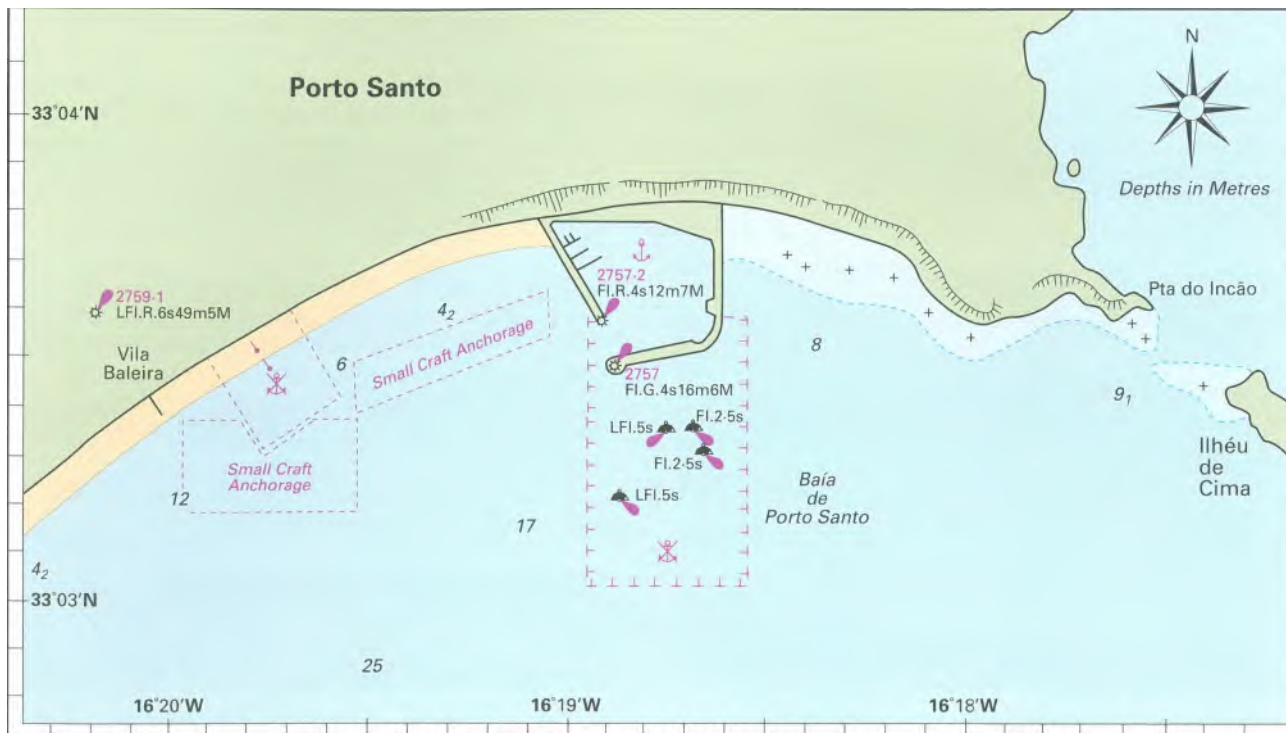
email 3316@mail.telepac.pt, VHF Ch 11*, 16, 71*

(0800-1200, 1400-1700 weekdays, 0800-1200 Saturday)

(The VHF channels marked * above are those listed in official publications. However in October 2003 it was reliably reported that both the marina and the boatyard could be called only on Ch 09 or 16, and used the former as their working channel.)

General

The entire southeast coast of Porto Santo comprises a shallow bay some 3.5M in length, backed by a



near-perfect golden sand beach and well sheltered from winds between west and northeast. In favourable weather this will be the preferred spot for many crews, but wind and swell from the southern quadrant set straight into the bay and can quickly make the anchorage untenable.

The alternative is to head straight for the harbour in the northeast corner of the bay in order to berth in Porto Santo Marina, lie to one of the fore-and-aft moorings, or simply anchor. The harbour entrance faces west and swell from that quarter sets up a roll inside the harbour.

The harbour is used by the ferry to Madeira as well as commercial vessels, all of which currently berth against the south breakwater. There is also a small fishing fleet which uses the southern half of the west wall. The northern section of the wall, which overlooks the marina, displays the names of many of the yachts to have visited Porto Santo in recent years.

Approach

By day Straightforward. Both Ilheu de Baixo and Ilheu de Cima may be rounded at 400m or less and the gently shelving beach closed anywhere along its length. The concrete breakwaters enclosing the harbour will be seen near the eastern end of the bay. The four large buoys detailed under Lights, above, mark the end of a pipeline running out from the, south breakwater and lie within one of several prohibited anchorage zones in the area. With due regard to any shipping activity there is no reason why a yacht should not, with care, sail between or inside these buoys.

By night The Ponte Cais or West Pier off the town of Vila Baleira is no longer lit, but with care an approach can be made with the old rear light 2759-1'

bearing between 295° and 330° to anchor in about 10m (see Anchorage off the beach, below). If approaching from the east, be sure to stay south of the four large buoys described above, not all of which are likely to be lit.

Entering the harbour in darkness should not present problems provided care is taken to avoid unlit yachts, some of which may have buoyed anchors.

The 61/2km beach at Baía de Porto Santo, seen from the northeast. It provides an excellent anchorage in north or west winds, but is open to the south and east.



Berthing

Porto Santo's small marina is situated in the northwest corner of the harbour behind a short concrete spur, at the end of which is the reception berth. The spur wall is high with bollards at least 20m apart, and could prove difficult for a yacht with low freeboard and/or non-athletic crew. Alternatively, call the office on approach, TEL 291 982577 or VHF Ch 09, to be allocated a berth. Office hours are 0800-1200 and 1300-1700 daily.

The marina contains some 125 berths in all, 35 of them reserved for visiting yachts. Yachts of up to 14m or so are normally berthed on individual fingers, with larger visitors on one of the two hammerheads or alongside the breakwater spur. Minimum depths on the outer pontoon are around 3m, with 2m on the inner pontoon.



Harbour moorings and anchorage

Both the above are administered by 'The Boatyard' (see below). There are no longer any swinging moorings — in order to save space all 15 are now fore-and-aft, with the yacht strung between four buoys to limit swinging. Four longish lines will be needed, and multihulls may be refused as 'too difficult'.

During working hours (0800-1200, 1400-1700 weekdays, 0800-1200 Saturday) a call on 291 980080 or VHF Ch 09 prior to arrival will bring someone out in a launch to assist, otherwise either anchor (holding is good over sand) or go to the marina reception berth. On no account attempt to pick up one of the fore-and-aft moorings unaided.

If choosing a spot to anchor, bear in mind that the 112m *Lobos Marinha* car ferry from Funchal calls daily (other than Tuesday) and turns inside the harbour on arrival.



The large harbour at Baia de Porto Santo, seen from the hills to the north. Most of the features mentioned in the text can be seen including the marina behind its concrete spur, the row of the fore-and-aft moorings, the travel-lift inside the boatyard compound and, in the distance, three of the four ship's mooring buoys.

Anchorage off the beach

In settled weather good anchorage in 8-10m will be found about 500m off the beach, with excellent holding in firm sand. An official Small Craft Anchorage has been established between the harbour and the west pier (see plan), though it is unlikely that yachts would be prevented from anchoring further to the west if they wished. Northerly and northwesterly winds tend to whistle down Porto Santo's central valley in heavy gusts and a second anchor, both for security and to limit sheering, would be a wise precaution at these times. Landing can be effected either at steps near the end of the recently renovated pier or directly on the beach — though there is usually enough swell to make the latter fairly exciting — or inside the harbour. There is no charge for anchoring off the beach, but neither is there access to any of the harbour facilities such as fresh water, showers etc. €1.50 per day is payable if leaving a dinghy inside the harbour.

All facilities for yachts within the harbour — ie. marina, moorings and anchorage — are administered by 33°/16° Assistência Náutica Lda, often referred to simply as 'The Boatyard'. However note that the marina office has different phone and fax numbers and working hours — 291 982577, Fax 291 982585, between 0800-1200 and 1300-1700 daily — to those of the moorings and boatyard office — 291 980080, Fax 291 983742, from 0800-1200 and 1400-1700 weekdays, 0800-1200 Saturday. They do **share a single email address** — 3316@mail.telepac.pt.

As of October 2003 the staff in both concerns were reported to be friendly and helpful. All spoke English, and some also spoke French and/or German. The daily charge for a marina berth for a yacht of 11-12m was just under €20, rising to €27 for yachts of 14-15m, which included water, electricity, showers and tax. The fee for a mooring or for anchoring were the same, at €10.75 and €14.34 for the two sizes, again including water, showers and tax.

The *Policia Maritima* have an office overlooking the harbour, with immigration and the *Guarda Nacional Republicana (GNR)* nearby. All three must be visited on arrival, even if the last port of call was also Portuguese territory. The usual documents will be needed (including proof of insurance) and ship's papers may be held until departure.

If planning to depart directly for the Ilhas Desertas or Ilhas Selvagens the skipper MUST obtain a permit from the National Parks Department in Funchal (see page 117). 33°/16° Assistência Náutica Lda can arrange for a permit to be faxed through – allow at least 48 hours for this.

Facilities

Boatyard 33°/16° Assistência Náutica Lda can handle repairs in GRP, wood and metal, with DIY work also permitted on their premises.

Travel-lift Fully insured, 35-tonne capacity lift at the boatyard (max beam 4.5m, max draught 3.2m), with supports and ladders provided. Slots in the compound are priced according to whether they are liveaboard' (with water and electricity laid on) or not. In late 2003 it cost just over €500 (about £330) for an 11m yacht to be ashore for two weeks in a 'liveaboard' slot, including lifting in and out.

Engineering, electronic & radio repairs Available around the harbour.

Chandlery Small chandlery at the boatyard. Items not held in stock will be ordered (five days from Lisbon, slightly longer from elsewhere).

Water From taps on the pontoons and the marina spur, as well as hoses to 'liveaboard' slots in the boatyard compound. The island has two desalination plants and water quality is good, but it may occasionally be turned off overnight.

Showers Between the café and the Galp office, near the root of the west breakwater, and also in the boatyard building. The former were reported to be in a poor state as of late 2003.

Launderette The laundry service provided by the boatyard is reported to be good but expensive – checking prices in advance. Surprisingly, this service is not available to yachts anchored off the beach.

Electricity On the pontoons and the marina spur, and at 'linea board' slots in the boatyard compound. 220 volts 50Hz is standard, but 380 volts is understood to be available at some larger berths. Yachts must normally provide their own cable and plug, plus adapter if necessary. After

ongoing problems with power surges and cuts, all pontoon sockets are now fitted with trip switches.

Diesel The fuel berth is on the southern section of the west breakwater, and is best visited near high tide. Arrange – and pay – beforehand at the Galp office near the root of the breakwater, open 0900-1200 and 1400-1800.

Petrol From the filling station on the road into town

Bottled gas Camping Gaz exchanges from the boatyard, but no refills on the island.

Ice Ice plant in the harbour, producing icebox rather than drinks-quality ice.

Clube náutico The *Clube Nautico de Porto Santo* occupies the newish building next to the boatyard, but reported to be uninterested in visiting yachts.

Weather forecast Posted daily in the window of the marina office.

Banks Several in the town, all with cash dispensers.

Shops/provisioning Three supermarkets in the town, including a well stocked Pingo Doce with a good cold counter next to the filling station (entrance down the slope at the back), plus chemist, hardware and souvenir shops.

Produce market Small market on the road linking town and harbour, with a fish market behind.

Cafés, restaurants and hotels Café at the harbour, plus a wide variety of bars, restaurants and hotels in the town and throughout the island.

Medical services Small hospital (reported in 2002 to be unwilling to treat visitors), though serious cases are normally flown to Funchal.

Communications

Post office In the town centre, open 0900-1730 Monday to Friday, closed Saturday.

Mailing address do 33°/16° Assistência Náutica Lda, 9400 Porto Santo, Madeira, Portugal.

Telephones Card phones in the port area, or booths at the post office (make the call and pay afterwards).

Fax service At 33°/16° Assistência Náutica Lda, Fax (351) 291 983742, but available only to yachts in the harbour, not those anchored outside.

Email There are two cybercafes in Porto Santo – at 4 Ilha Dourada (across the main road from the Banif Bank), open 0800-0200 daily; and at 44 S Teixeira (two doors from the Policia Maritima office in the town), open 0800-0000 Monday to Saturday. Internet access is also available at the Hotel Praia del Torre (the hotel behind the beach west of the town), mornings and evenings only.

Car hire In the town, or can be arranged through the boatyard. Scooters and bicycles are also available.

Taxis Available in the port area when the ferry is due, plus a taxi rank in the centre of the town.

Ferries Car ferry to Funchal, daily except Tuesday – see Ferries, page 114.

Air services Regular flights to Madeira – see Interisland flights, page 114.

Madeira

Between 32°38'N-32°53'N and 16°39'W-17°16'W

Introduction

By far the largest island in the archipelago, Madeira – correctly called Madeira Grande – has a maximum length of 57km and maximum width of 22km, giving it an area of about 741km², a great deal of that mountainous. The volcanic peaks which form the island rise sharply out of very deep water, with depths of 2000m less than 4M offshore, often continuing upwards from sea level as steep cliffs. However unlike in the Azores, Canaries and Cape Verde islands there have been no eruptions since its discovery in the 15th century, and although many of the mountain tops reach above 1500m there are no individual giants such as exist in the other groups. Its massive form largely dictates Madeira's climate, with generous rainfall on the north coast and in the highlands, while the south coast including Funchal lies in something of a rain shadow, protected from the northeasterly winds.

The natural forest vegetation was largely destroyed by the early settlers who burnt off the lower slopes for cultivation, but with its rich volcanic soil and mild climate an amazing variety of flowers, trees and shrubs thrive at different altitudes, with fruit, vines and sugar cane cultivated on laboriously constructed terraces. Over 200 species of birds have been identified on Madeira, about one-fifth of which breed locally, though land animals are less varied and almost entirely introduced by man. Even non-enthusiasts should make the effort to visit

at least one of the many lovely public gardens, of which the *Jardim Botânico* (which also houses a small museum) is undoubtedly the best known.

Madeira has long had a thriving tourist industry largely centred on Funchal, which continues almost year-round. In addition, a growing proportion of the permanent population of about 260,000 are 'incomers', mainly from northern Europe. Even so, for two decades following the completion of Funchal's small marina in the early 1980s facilities for visiting yachts showed no further signs of improvement – misleadingly, many of the ports marked on the chart are little more than rough, stony beaches up which a few local fishing craft are dragged each evening – and by the end of the millennium most yachtsmen who visited Madeira did so by ferry, having left their boats in the large harbour at Porto Santo.

As of early 2004 this situation was changing rapidly. Quinta do Lorde Marina near the eastern end of the island was into its second year of operation even though the surrounding 'marina village' development was still far from complete, while the construction of two new yacht harbours on the southwest coast – Porto de Recreio da Calheta and Marina do Lugar de Baixo at Ponta do Sol – was proceeding apace, with anticipated opening dates of autumn 2004 and mid 2005 respectively. Despite this, Funchal is likely to remain the centre in terms of facilities for both yachts and crews for many years to come and as such remains the first Madeiran harbour to be described, followed by the islands other harbours and anchorages in an east to west direction.



Websites

Nearly all websites relevant to Madeira cover the group as a whole – see page 115 for a comprehensive listing.

Telecommunications

Mobile (cell) phone reception throughout the island is good. The area code for Madeira is 291, and following changes to the dialling system a few years ago this must now be included even when dialling from within the island, whether using a landline or a mobile.

As of 2004 there were at least two places in Funchal from which the internet could be accessed (see page 131).

Navigation

Magnetic variation

7°25'W (2004), decreasing by 7'E annually.

Tidal streams

Tidal streams generally run northeast on the flood and southwest on the ebb at 0·5 knot to 1·25 knots. However they may occasionally attain 2 knots in the channel between Madeira and the Ilhas Desertas, raising steep seas in wind against tide conditions.

Charts

Admiralty 1831 (1:150,000)

Portuguese 36201 (1:100,000), [101 (1:150,000), 102 (1:80,000)]

US 51261 (1:150,000)

Imray-lolaire E3 (1:170,000)

Lights

2726 São Lourenço (Ilheu de Fora)

32°43'·7N 16°39'·4W

F1.5s102m20M 127°-vis-097°

White octagonal tower and building, red lantern 10m

2731 Santa Catarina Airport 32°41'·4N 16°46'·3W

AIFI.WR.10s Control tower

2752 Ponta do Pargo 32°48'·7

FL(3)20s311m26M 336°-vis-226°

White square tower and building, red lantern 14m

2754 Porto do Moniz (Ilheu Môle)

32°52'·1N 17°09'·8W FI.WR.5s64m10/8M

116°-R-127°-W-116° Hexagonal tower 3m

2755 Ponta de São Jorge 32°49'·9N 16°54'·4W

LFI.5s270m15M 085°-vis-300°

Round ribbed tower and building 14m

Coast radio stations

Madeira (24 hours) 32°38'N 16°51'W, remotely controlled from Lisbon

MF Transmits 2182, 2843kHz SSB, receives 2182kHz SSB

VHF Ch 16, 25, 26, 27, 28

Pico da Cruz (24 hours) 32°38'N 16°56'W, remotely controlled from Lisbon

VHF Ch 16, 25, 26, 27, 28

Ponta do Pargo (24 hours) 32°48'N 17°15'W, remotely controlled from Lisbon

VHF Ch 16, 24, 25, 26, 28

Maritime Rescue Coordination Sub-Centre

Madeira (Funchal) (24 hours) 32°38'N 16°54'W

DSC – MF and VHF MMSI 002040200 (planned)

291 221104, Fax 291 228232

(This station does not accept public correspondence other than distress and safety traffic)

MF Transmits 2182kHz SSB

Receives 2182kHz SSB

VHF Ch 16

Approach

Madeira lies just over 21M southwest of Porto Santo and 10M northwest of the Ilhas Desertas. When seen from the north, the mountain chain which runs the length of island gives the skyline a serrated and somewhat forbidding appearance. Pico Ruivo de Santana, the summit of the chain at 1861m and lying near the geographical centre of the island, can often be seen at up to 40M in clear weather. A great deal of the coast consists of high cliffs – those at Cabo Girão in the south drop almost sheer from 575m and are the second highest sea-cliffs in the world – with deep water generally to be found within 0·5M of the shore.

Exceptions to this are in the northwest of the island, where the Baixas do Moniz, a low group of unlit rocks, lie just under 1M offshore, and in the extreme east, when yachts rounding Ilheu de Fora should allow a least offing of 0·5M to avoid the dangerous Badajeira Rock, a breaking shoal which lies 800m southeast of the lighthouse and is supposedly marked by at least one unlit buoy (though this has frequently been reported as missing). A tunny net is sometimes laid up to 2M west of Ilheu de Fora.

Submarines occasionally exercise around the south and west coasts of Madeira, and between Madeira and Porto Santo.

Harbours and anchorages

Funchal

32°38'·6N 16°54'·4W

Tides

Portuguese tide tables are available for Funchal, alternatively the standard port is Casablanca – see Tides and tidal streams, page 118. MLWS is about 0·4m above datum and time difference on Casablanca: –0026.

Mean spring range 2·0m

Mean neap range 0·8m

Plans

Admiralty 1689 (1:15,000 & 1:7,500)

Portuguese 36402 (INT 1920) (1:30,000 & plan)

US 51263 (1:10,000 and 1:5,000)

Imray-lolaire E3 (1:7,500)

Lights

2738 Breakwater 32°38'·5N 16°54'·4W

FI.R.5s14m8M 275°-vis-075°

Red and white banded column 6m

2739 Marina south mole 32°38'·7N 16°54'·6W

F.G.9m2M White tower with two green bands 7m

2739·2 Marina west mole 32°38'·7N 16°54'·7W

F.R.10m3M White column with three red bands 8m

Naval radio station 32°39'·1N 16°55'·1W

F.R.137m Radio mast 20m

Pico da Silva 32°41'·9N 16°52'·4W

F.R.1183m TV mast

Harbour communications

Port Authority 291 225281, 225288, Fax 291 220196,
email apram@mail.telepac.pt, VHF Ch 11, 12, 13, 16 (call
Capimarfunchal or *Postradfunchal*) (24 hours)

Marina 291 232717, Fax 291 225524,
email marinafunchal@clix.pt, VHF Ch 16, 62 (0900-1800
daily)

Port limits

Extend from Ponta do Garajau in the east to Ribeira do Socorridos in the west, and 3M out to sea — see Port limits, page 116.

General

Funchal is a busy commercial harbour and a favourite with the cruise lines, often having three or four ships alongside the breakwater at any time. They tend to arrive in the early morning and leave at dusk, a point worth remembering on approach. The harbour is well protected from the north and west by the high ground on which the city is built, and to the south by the 1000m breakwater. However it is fully open eastwards, allowing wind and swell from southeast or east to work straight inside.

The small marina tucked in to the west of the old Cais de Cidade gives total protection but is nearly

always packed with both local and transient boats, the latter rafting up six or eight abreast against the western part of the protective wall, forcing latecomers to anchor outside. Like that at Porto Santo, the inside of the marina wall has become a favourite place for crews to leave their yachts' names or portraits.

There have long been rumours that a marina extension is to be built to the east of the *cais*, but as of August 2003 the marina manager said that, to the best of his knowledge, nothing was in the pipeline. With an established restaurant already in place there — centred around a large ketch firmly dug into the beach — it is hard to see how this project could ever be carried forward and the periodic reports that permission has finally been granted should probably be taken with a large element of salt. Of more





Funchal harbour from the northeast, seen over the city rooftops. The marina is tucked in at centre right.

practical benefit may be the planned move of all cargo handling facilities from Funchal to Caniçal, which will free up a good deal more space within the harbour for leisure activities.

Much of the city is old and picturesque, and though the centre is usually thick with tourists patronising shops full of dubious souvenirs, ten minutes' stroll in almost any direction will take one out of the commercial area and into the 'real' Funchal. One possibility is to ride up to Monte in the recently completed cable car – not cheap, but with an unsurpassed view – and then follow the narrow cobbled streets back down to the harbour. Take care though – a growing rumble means that one of the famous Funchal basket sledges is taking the same route, and they move at surprising speed.

Funchal is an excellent base from which to explore the rest of the island by bus, coach or hire car. To discover and fully enjoy the many interesting buildings, museums and gardens in the city and beyond, anyone with more than a few days in Madeira would do well to buy a guidebook to supplement the free literature available from the tourist office on Avenida Arriaga.

Approach and entrance

By day Totally straightforward from all directions. Ponta do Garajau 3-5M to the east is extremely conspicuous, being topped by a huge statue of Christ with outstretched arms. The coast around the headland is a marine reserve, extending from Ponta da Oliveira (16°49'•8W) to Ponta do Lazareto (16°53'•3W) and out to the 50m depth contour or 600m offshore, whichever is further. Three unlit yellow buoys marked PNM (*Parque Natural da Madeira*) lie to the west of Ponta do Garajau. In theory vessels (other than fishing boats launched off the beach) are not supposed to pass through the area, but it is doubtful whether this would be

enforced in the case of a yacht on passage. All forms of fishing, scuba diving, and the collection of shells, plants or geological specimens are forbidden within this area. A ship lies stranded beneath the cliffs about 1M east of the harbour entrance.

Fewer yachts approach Funchal from the west, but this is also without hazards so long as the oil terminal at Praia Formosa (which is close inshore) is given reasonable clearance. Light and buoyage details for Praia Formosa are listed together with those for Camara de Lobos on page 136. A tunny net is sometimes laid close southwest of the root of the main breakwater.

The breakwater should not be rounded too closely in case of large vessels leaving at speed. The marina entrance faces west – ie. into the harbour – and is distinctly narrow. There is a reception pontoon on the starboard hand just inside the entrance, under the windows of a small blue and white building.

By night The statue on Ponta do Garajau is floodlit and is quite unmistakable within a mile or two, whilst the city lights of Funchal are far brighter than any others on the island and most attractive from offshore. The breakwater is lit at its eastern end' (though this can be difficult to pick out against the shore lights), plus there are tall floodlights at intervals along its length, but the inner *cais* is unlit other than by street lamps. The east-facing entrance to the marina is lit on either side 2739'2739-2.

If continuing further into the harbour for any reason, take care to avoid three unlit ships' mooring buoys which lie southwest of the marina entrance.

Anchorage

The only yacht anchorage lies southeast of the *cais* in a somewhat exposed and rolly position, and is untenable in strong onshore winds when the only adequate shelter is inside the marina. Anchoring is

not permitted south of the 10m line, squeezing yachts into a narrow area increasingly colonised by local smallcraft moorings as well as a swimming platform. The beach itself has crept southwards, having been built up with many thousands of tonnes of imported black sand.

Holding is patchy with areas of hard mud, soft mud and large stones. Once an anchor is well dug into the former it is unlikely to shift, but as the wind frequently blows onshore during the day it is essential to set it carefully. If laying a second anchor one should allow for several 180° wind shifts during each 24 hour period, taking care not to impede the swinging of those lying to a single anchor.

A First World War wreck lies in 10-12m directly off the easternmost of the two small river mouths some 400m east of the *cais*, and about the same distance offshore as the end of the *cais* itself. Although no longer marked on charts it still fouls yacht anchors with some regularity.

Although it is possible to land on the beach, a dinghy will be safer left inside the marina itself – one of several benefits available without charge. Others include free use of showers and toilets, and a mail-holding service.

Berthing

Four jetties with finger pontoons provide permanent berths for around 150 local craft, with more berthed stern-to inside the eastern part of the south wall. Visiting yachts lie against the western part of the south wall, sometimes up to eight abreast and often with the smallest trapped on the inside. At times a 'waiting list' system is said to operate with a 'queue' at anchor outside, and any skipper not willing to wait should contact the marina before arrival to ascertain the current situation.

The marina used to have a reputation for particularly dirty water, often with a thick layer of

scum transferring oil to warps, fenders and topsides. However the harbour has now achieved EU 'Blue Flag' status and major efforts are being made to keep both it and the marina clean – disposal bins are provided for used engine oil and a repeated plea is made not to use marine toilets whilst berthed alongside. Even so, an occasional oil problem may be inevitable when the wrong combination of wind direction and vessels bunkering in the head of the harbour occurs.

Formalities

As of late 2003 the small marina, TEL 291 232717, Fax 291 225524, email marinafunchal@clix.pt, was efficiently run with good facilities and helpful staff, most of whom spoke English. Office hours are 0900-1230 and 1430-1800 weekdays, 0900-1200 Saturday, closed Sunday, though a radio watch is kept from 0900-1800 daily on VHF Ch 16 and 62, working on the latter. In late 2003 the daily charge for a visiting yacht of 10-12m was just under €17, rising to over €28 for yachts of 12-15m, which included water, electricity, showers and tax. Multihulls – for which there is in any case very little room – paid double these amounts.

Immigration, the *Policia Maritima* and the *Guarda Nacional Republicana (GNR)* share a small, blue and white office at the west end of the south wall directly overlooking the marina reception berth. Clearance – which is necessary even if only arriving from Porto Santo – averages less than ten minutes, though slightly longer for a yacht not registered in the EU.

The marina office is some distance away, in the centre of the range of buildings backing onto the road, and should be visited after inward clearance has been obtained and again before leaving the marina, particularly if planning to remain at anchor outside. The other three officials should also be revisited before final departure. If intending to call at either the Ilhas Desertas or the Ilhas Selvagens a permit must first be obtained – see page 117.

Facilities

Facilities for yachts in Funchal are reasonably good by cruising standards, doubtless partly due to the increasing number of local pleasure craft. A relatively high percentage of people speak English and/or French, and all the larger companies are likely to have someone who can speak at least one of these languages.

Boatyard The Varadouro São Lázaro lies close west of the marina, with its own basin and wide slipway. Fabrication and repairs in GRP, metal and timber can be undertaken, and DIY work is also allowed. As in the marina there is no real security.

Travel-lift 25-tonne capacity lift in the boatyard west of the marina. It is seldom necessary to wait more than a few days to use the lift itself, but hardstanding is limited and a non-emergency stay ashore of more than a day or two may well entail joining the queue. Towage is available if required.

Funchal marina and yacht anchorage, backed by the coast running east towards Ponta do Garajau. The Ilhas Desertas can just be picked out on the skyline. In the foreground is the São Lázaro boatyard with its yellow travel-lift.



Engineers, electronics & radio repairs Can be arranged via the marina office. Michel & Freitas Lda (see under Chandlery, below) are agents for Yanmar diesels and Yamaha outboards. They have a mobile service van which can attend yachts in the marina, and several of the staff speak English.

Sail repairs Can be arranged via the marina office.

Chandleries Imersão, whose main premises is on Avenida das Comunidades Madeirenses, 291 234815, has two small shops in the marina complex stocking mainly sport-fishing equipment plus rope and some stainless steel fastenings and fittings. Michel & Freitas Lda, also known as Tecnomar Serviços, tel/Fax 291 222917, have a shop at 24 Rue Fontes (a small road on the other side of the Avenida do Mar opposite the marina) and will order items not in stock.

Faria & Afonso Lda, trading as Mare, tel 291 236858, at 26 Rue Fontes (see above), stock electronics, yacht paints, and general chandlery including hardware, pump spares and bottled gas fittings. They also hold a good range of catalogues from which to order.

Charts Imersão (see above), and Centro Treino Mar, on São Lázaro, 291 236337, Fax 291 230825, both sell Portuguese charts. However stocks are generally limited to Madeiran waters and are not supplied corrected to date. The former also stocks Imray charts and publications.

Water There is a block of five hose points on the marina wall, some of which are normally fitted with long hoses. Yachts at anchor can fill unlimited cans, but there is a small charge for coming alongside the reception pontoon to fill tanks. Madeira water comes straight off the mountains, tastes good, and keeps well.

Showers Well-kept showers in the marina complex, and also available (free) to those at anchor. The key is available from the marina office, or from night security outside office hours.

Launderette Supervised launderette next to the ladies' showers. Reported to be somewhat expensive – check prices in advance if on a budget, as there are several other options in the city.

Electricity Numerous 220 volts 50Hz power points along the marina wall – provided one is within reach. Yachts must provide their own cable and plug, plus adapter if necessary.

Fuel Diesel and petrol are available 0900-1530 daily on the reception pontoon, but must be paid for on the spot in cash.

Bottled gas Many shops, including the Mare chandlery (see above), exchange Camping Gaz cylinders and can arrange to get other bottles refilled. Allow at least two working days.

Clube naval The *Clube Naval do Funchal* has premises on the waterfront about 3km west of the city at Quinta Calaça – but giving onto a beach without access by yacht. However it does have a pleasant swimming pool (open to all on payment of a small fee), plus bar and restaurant.

Weather forecast Displayed daily outside the marina office, with copies available on request.

Banks Many in Funchal, nearly all with cash dispensers.

Shops/provisioning Several well stocked and reasonably priced supermarkets within walking distance of the marina, including a mini-mercado in the marina complex and a larger supermarket in the 'Marina Shopping Centre' opposite. If stocking for a longer period, unsurpassed variety will be found at the enormous Pingo Doce hypermarket west of Funchal on the road down to the lido (open long hours, including Sundays). A taxi will be necessary, at least for the return.

Almost all general shopping needs can be met, as might be expected in a large and thriving city catering for thousands of tourists each year.

Produce market An excellent fruit, vegetable and fish market is situated in the eastern part of the city – see Shopping, page 113. Flower-sellers in traditional Madeiran costume add to the colour, making it a must for photographers.

Cafés, restaurants & hotels A vast number of all standards, prices and styles. Rua Santa Maria, near the market in the older part of the city, contains some excellent, reasonably priced, restaurants serving local specialities. Others will be found near the seafront east of the cable car terminal.

Medical services Several hospitals, including at least two with 24 hour emergency departments, plus numerous clinics, health centres, dentists and opticians.

Communications

Post office The main post office, on Avenida Zarco, is open 0830-2000 weekdays, 0900-1300 Saturday. Stamps can also be bought from vending machines (in the tourist office on Avenida Arriaga amongst other places) which list current rates but do not give change. International mail should always be sent by 'Blue Post' – see page 114.

Mailing address C/o Marina Funchal, 9000-055 Funchal, Madeira, Portugal. Mail will be held for yachts at anchor as well as those berthed in the marina itself.

Telephones Phone boxes in the marina complex, with cards available at the post office and elsewhere.

Email INconnect, in Room 214 of the Centro Comercial Europa at 8-10 Rua do Bom Jesus, open 1000-2000 weekdays and 1000-1400 weekends; Lidonet Internet, 291 765538, in the same building; Global Net Cafe, at 25 Rua do Hospital Velho (near the main market), open 0900-1900 weekdays, 0900-1300 Saturday, closed Sunday; and others.

Fax service At the marina office, Fax 291 225524.

Car hire At least a dozen agencies in the city, or via the marina office. Many of Madeira's older roads are exciting to put it mildly, though new dual carriageways – the *rapida* system, apparently

consisting largely of bridges and tunnels – now connect Funchal with the airport and the larger towns.

Taxis Taxi ranks on Avenida Arriaga and elsewhere, or order via the marina office.

Buses Cheap and reliable, though slightly complicated for out-of-town routes. A timetable is available from the tourist office.

Ferries Regular service to Porto Santo – see page 114.

Air services Santa Catarina Airport, with frequent international flights as well as interisland hops to Porto Santo, is situated some 18km east of Funchal on the road to Machico.



Looking southeast past the entrance to the Baía da Abra (note the floating structures referred to in the text) towards Ilheu de Fora.

Harbours and anchorages on the southeast coast of Madeira

Baía de Abra

32°44'•5" N 16°41'•6" W

Plans

Portuguese 36402 (I NT 1920) (1:30,000)

Lights

2726 São Lourenço (Ilheu de Fora)

32°43'7" N 16°39'4" W

F1.5s102m20M 127°-vis-097°

White octagonal tower and building, red lantern 10m

General

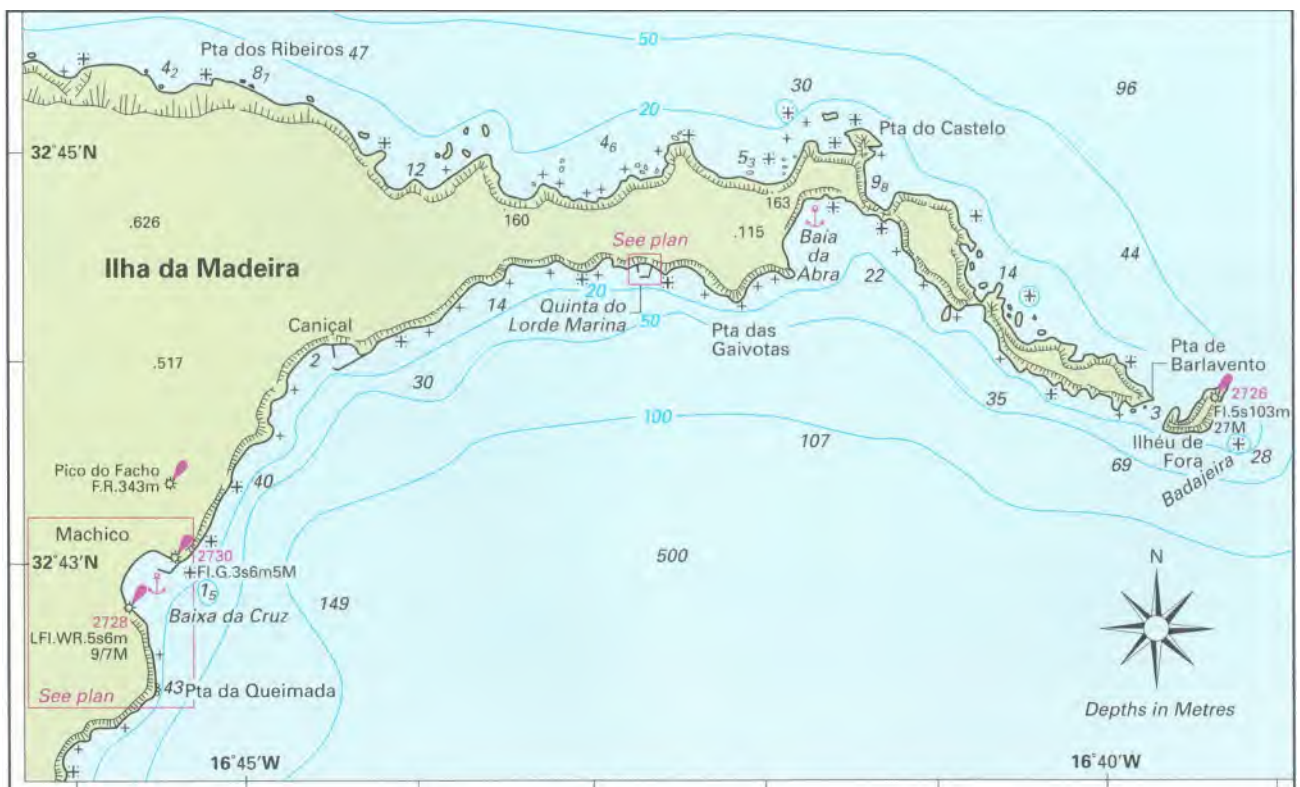
Lying about 10M northeast of Machico and 2.5M northwest of Ponta da Barlavento in the extreme east of Madeira, Baía da Abra offers a remote and peaceful anchorage under high cliffs with only one

deserted building in sight ashore. The narrow neck of land running eastwards toward Ilheu de Fora gives protection so long as the wind stays in the northerly quadrant, but the prevailing northeasterly whistles through a saddle in the ridge and may sometimes produce enough chop to make landing on the stony beach difficult, even by inflatable.

It is well worth walking over the ridge to admire the contrasting views to north and south. The water is generally quite clear and the swimming and snorkelling good. The rocks and headlands to the east, including a spectacular natural archway, make for interesting exploration by dinghy.

Approach

By day Quite straightforward, though reasonable clearance should be given to Ponta das Gaivotas to





The peaceful and attractive Baia da Abra seen from the west. The horizontal strata of the cliffs beyond makes a distinctive landmark from offshore.

the west, close to the new Quinta do Lorde Marina. If approaching from the east, a large natural arch will be seen before reaching the anchorage.

Various structures are moored in the outer part of the bay, apparently connected with fish-farming research. The outermost is a strange, white, multi-legged creature marked by three yellow buoys, with four circular fish cages marked by four more yellow buoys further in. Fortunately the Baia da Abra is large and there is plenty of room to anchor inside these, but it would obviously be prudent to allow a generous berth on entry.

By night Not recommended, in view of both the moored structures and the total absence of any lights.

Anchorage

The best spot is in the western part of the bay, off the small stony beach in 10m or more. Holding is variable with patches of sand and small stones. Further east there are larger stones and rock, and a tripline would be advisable.

Quinta do Lorde Marina

32°44' 5N 16°42' 7W

Plans

Portuguese 36402 (INT 1920) (1:30,000)

Lights

2727 South breakwater 32°44'4N 16°42'9W

FL(2)G.5s8m6M

Green and white banded column 6m

2727 5 West mole 32°44'5N 16°42'8W

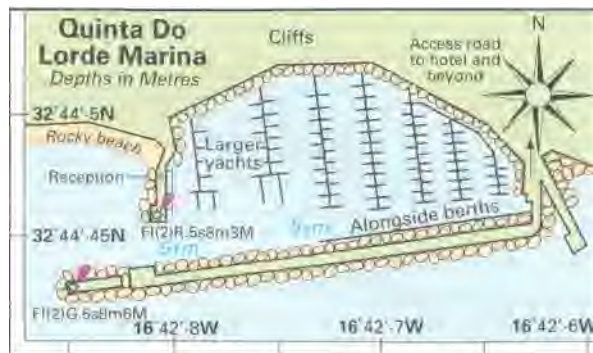
FL(2)R.5s8m3M

Red and white banded column 6m

Harbour communications

Marina tel 291 960200, Fax 291 9602002,

email info@quintadolorde.com, VHF Ch 09, 1E
(0900-1800 daily)



General

The 267 berth Quinta do Lorde Marina is the first stage of an ambitious project to transform the long-established Quinta do Lorde hotel and restaurant into a full scale marina village. The marina was structurally finished by late 2002 with all pontoons in place, and yachts had been allowed to berth there since mid August. However progress then appeared to slow markedly and more than a year later work on the 'village' aspect had yet to commence, although some basic marina facilities were in place. Such is the scale of the planned development that building work – when it eventually starts – is likely to continue for several years. This will inevitably produce considerable dust and dirt, a problem exacerbated in blowy weather by volcanic grit from the nearby cliffs.

The marina is somewhat cut off from the rest of the island, on the narrow neck of land which culminates in Ilheu de Fora. It is about 13M from Funchal by sea but nearer 30km (about 45 minutes) by road.

Approach and entry

By day The marina lies in the bay immediately west of Punta das Gaivotas. Its pale concrete breakwater is 6m or more in height and is conspicuous against the dark volcanic cliffs behind. The approach from offshore is straightforward in reasonable weather, though there are various rocks and shoals fringing the coast on either side. A low, 50m extension was added to the south breakwater during the winter of 2003/2004 (note that the photograph was taken prior to this) but the light²⁷²⁷ has already been moved to mark its end.

The entrance, which faces west, is narrow and requires a sharp turn to starboard not far from the cliff face. It would clearly be hazardous in strong onshore conditions – and even in light winds if a heavy southerly or southwesterly swell is running. Exact depths in the entrance are not known, but are understood to be at least 5m. There is a 2 knot speed limit throughout the marina.

By night Although the marina entrance is lit, there is limited space to manoeuvre once inside and approach for the first time after dark would be best avoided other than in very calm conditions. The small church on the cliff directly above the marina is floodlit.



The new Quinta do Lorde Marina seen from Punta das Gaivotas to the southeast, before the short mole running out from the root of the breakwater was completed.

Michael Grubb

The view across Quinta do Lorde Marina shortly after it opened for business.

Michael Grubb

10-12m was approaching €23, including tax but not including water or electricity, rising to €34 for yachts of 12-15m. Multihulls paid a 50% surcharge.

Quinta do Lorde is scheduled to become an official port of entry to Madeira, hopefully by September 2004. In the meantime it is necessary for yachts to call first at Funchal to clear into the island, even if only arriving from Porto Santo.

Facilities

Boatyard/travel-lift No boatyard or hauling facilities and no plans for any. The nearest, along with engineers and other services, is at Caniçal.

Water Available on the pontoons via a card system.

Showers Portacabin toilets and showers, with plenty of hot and cold water.

Launderette Planned.

Electricity Available on the pontoons via a punch card system.

Fuel Diesel and petrol pumps on the west mole.

Weather forecast Displayed at the marina office.

Bank In Caniçal, about 4km down the coast.

Shops/provisioning In Caniçal, or beyond that in Machico (where there is a large Pingo Doce supermarket). Shops are, of course, envisaged as part of the village development.

Berthing

On arrival secure to the long reception pontoon which parallels the west mole, unless directed to a berth by VHF or mobile phone. Yachts of up to 25m are normally berthed alongside finger pontoons, with the possibility of accommodating vessels of up to 40m on the pontoon which parallels the inner part of the 315m south breakwater.

Formalities

The marina office is currently situated in the restaurant building a little way up the hill, but should be established on the west mole by autumn 2004. Office hours are 0900-1800 daily. 291 960200, **Fax** 291 960202, **email** info@quintadolorde.com, www.quintadolorde.com. In late 2003 the daily charge for a visiting yacht of

Cafés, restaurants & hotels A cafe is due to open near the root of the mole by summer 2004. The hotel's very pleasant (and fairly tidy) restaurant is also remaining open, even though the hotel itself is to be demolished and rebuilt as part of the 'village' development. Otherwise it is necessary to go into Caniçal or Machico.

Medical services At Machico.

Communications

Post office In Caniçal.

Mailing address C/o Quinta do Lorde Marina, Sítio da Piedade, Apartado 530, 9200-043 Caniçal, Machico, Madeira, Portugal.

Telephones Public telephones are due to be installed by late 2004.

Fax service At the marina office, *Fax* (+351) 291 960202.

Email It should be possible to send and receive emails at the marina office after it moves to the reception pontoon. In the meantime it may be necessary to go into Funchal.

Car hire Best arranged with one of the companies based at the airport, most of which will deliver to the marina.

Taxis Order by phone from Caniçal or Machico.

Buses Four buses per day service the area from Funchal, but the current schedule does not allow one to remain in the city for any length of time.

Air services The airport is about 12km westward down the coast – half an hour or so by road.

Caniçal

32°44'N 16°44'5W

Plans

Portuguese 36402 (INT 1920) (1:30,000 & plan)

Lights

No lights are mentioned in any of the Light Lists consulted (British, Portuguese and Spanish), although supporting structures have been in place on the ends of both breakwaters for at least two years.

General

Until 1981 the centre of Madeiran whaling, Caniçal is now being developed as a port within its own *Zona Franca* (Free Trade Zone). The town is obviously thriving if not very scenic, while from offshore the harbour is dominated by a block of enormous concrete silos with a small wind farm on the skyline to the west.

The harbour works which have been in progress for more than a decade appear to be largely complete, with a long, slightly curved, southeast breakwater running out to meet the old west quay, which has itself been extended. The harbour is entirely commercial with no provision for yachts, but it might be possible to berth for a short period, perhaps to visit the town's whaling museum or whilst waiting to be lifted ashore.

Undoubtedly a visit to the whaling museum – just off the harbour square and open 1000-1200 and 1300-1800 daily except Monday – is the most likely reason for visiting Caniçal by either land or water.

Captioned engravings, models, an audio-visual display and a retired whale-boat (another sits under wraps in the boatyard) combine to tell the story first of killing and now of conservation. There is a nominal entry fee.

Approach

Straightforward in daylight if approached from offshore, though there are various off-lying rocks and shoals along the coast on either side. Night approach is not recommended.

Anchorage

The best – indeed the only – anchorage is off the small beach to the west of the western breakwater, the spot also favoured by local fishermen to moor their boats. There is a small and slightly dilapidated curved quay at its eastern end where it would be possible to land dry-shod by dinghy.

Formalities

Not a port of entry, even coming from Porto Santo, though a short stop would probably pass without comment.

Facilities

Boatyard Large boatyard used by both the fishermen's co-operative and Madeira Engineering Lda, 291 220191, *Fax* 291 227186, (based in Funchal). Plenty of hardstanding but no security.

Travel-lift 300-tonne capacity hoist with three sets of slings – certainly the largest travel-lift in Madeira and very probably in all the Atlantic islands – owned by the fishermen's co-operative. Contact via APRAM (the Madeira Ports Administration), 291 208600/225281, *Fax* 291 208196, *email* portosdemadeira@apram.pt, or visit the boatyard. Madeira Engineering have a slipway and Syncrolift capable of handling vessels of up to 100m. Both the above are reported to be willing to handle yachts and to do so with great care – at a price.

Engineers Consult Madeira Engineering or the

The large commercial harbour at Caniçal seen from the southwest.



fishermen's co-operative.

Fuel By can from the filling station on the main road, some distance from the harbour.

Water No tap in evidence, even in the boatyard, though one of the cafés would probably oblige.

Bank On the main road, with cash dispenser.

Shops/provisioning Basic shops, though unusually well camouflaged.

Cafés, restaurants & hotels No shortage of the former, with several overlooking the harbour square, but only basic accommodation.

Medical services In Machico.

Communications

Post office On the main road.

Telephones In the town.

Taxis Surprisingly prolific.

Buses Occasional buses to Machico and beyond.

Air services The airport is some 6km to the southwest.

Machico

32°42' 9N 16°45'.6W

Plans

Portuguese 36402 (INT 1920) (1:30,000), 37501 (7,500), 1154 (1:5,000)

Lights

2728 Machico (São Roque) 32°42'7N 16°45'7W

LFI.WR.5s6m9/7M 230°-R-265°-W-230°

Red column with two white bands on red hut 4m

Note Not on the headland (Ponta da Queimada) but tucked well into the bay, hence the limited arc of visibility

2730 North mole 32°43'N 16°45'4W

FL.G.3s6m5M

White column with green band 3m (Obscured 333°-010°)

Note Not on the mole end but some distance from its root

Pico do Facho 33°43' 4N 16°45'5W

F.R 343m TV mast 22m

General

Machico lies about 6M northeast of Funchal, and offers good protection from southwest through west to northeast. Winds are usually offshore, the prevailing northeasterlies being deflected down the broad valley in which the town lies and across the anchorage from the northwest. Even so, an easterly swell often works around the end of Madeira and sets into the bay, making it uncomfortably roly.

Until relatively recently Machico was a small, somewhat remote community dependent largely on agriculture and fishing, but the opening of the massive and unlovely Hotel Dom Pedro Baia has brought tourism to the area with a vengeance. A very old town, it was the landing place of João Gonçalves Zarco in 1419 and for a while the capital of the eastern part of Madeira under Tristão Vaz Teixeira, his fellow captain. Its 15th century parish church is certainly the oldest in Madeira, and the tiny, triangular, whitewashed fort facing the beach and dated 1706 probably the smallest (it now houses the tourist office). Machico's other old fort, on the slopes above the little quay and dated 1708, appears to house a local family.

In August 2003 there were rumours that a small



marina was planned for the inside of the newly extended mole, with work 'due to start soon', but these appear to be unfounded.

Approach

By day Ponta da Queimada to the south may be rounded in deep water with 200m clearance. However if coming from the east generous allowance must be made for the outlying rocks which run at least 400m southeast from the northern headland. The outermost (Baixa da Cruz) is particularly treacherous, having 1.5m clearance and therefore no telltale breakers unless a considerable swell is running. Entry on a bearing of at least 240° on the São Roque light structure's in the southern part of the bay, near the very conspicuous Hotel Dom Pedro Baia, ensures adequate clearance.

By night Not advisable due to unlit boats and mooring buoys. By keeping in the white sector of the São Roque light the Baixa da Cruz is avoided, but the light may be difficult to identify against the many bright shore lights.

Berthing and anchorage

Work to extend the mole was completed late in 2002, a small area also being infilled near its root. While this is clearly intended to benefit local fishing boats, smallcraft and tourist ferries, it may well be possible for a yacht to lie alongside for a short period in settled weather.

Alternatively depths of 7-10m in good holding over sand and gravel will be found in the northern part of the bay, though the most sheltered area in the extreme north is occupied by local craft. In winds from west or southwest a more protected anchorage



The wide bay at Machico seen from a viewpoint to the northeast, with airport the runway visible in the distance.

would be found further south towards the São Roque light, while in very light conditions a stern anchor laid out to the southeast will cut down rolling by keeping the yacht's stern into any swell. The mole has several sets of steps at which to land by dinghy, though if arriving by inflatable it would be wise to carry it ashore to avoid possible damage.

Formalities

Not an official port of entry, even coming from Porto Santo, though a short stop would probably be tolerated.

Facilities

Other than the boatyard, almost everything in Machico happens on the south side of the river. At high tide this must be crossed by a bridge several hundred metres inland — or by wading!

Boatyard A slightly ramshackle boatyard, still working almost entirely in wood, has long been established near the east end of the beach. In late 2002 Fibro Gil', a concern manufacturing small items in GRP, was to be found some distance inland near the entrance to the Machico/Canical tunnel.

Water From a tap about halfway along the road between quay and beach.

Showers Beach showers at the restaurant at the southwest end of the beach.

Fuel By can from a filling station near the Hotel Dom Pedro Baia. Quite a long trek if the dinghy has been left at the mole.

Bottled gas Camping Gaz exchanges at several shops, but no refills.

Banks In the town, with cash dispensers.

Shops/provisioning Large Pingu Doce supermarket near the river about 0.5km inland.

Produce market Reported to be back in operation after several years out of commission. There is also a fish market just behind the beach.

Cafés, restaurants & hotels Plenty of the former, but relatively few hotels other than the large Dom Pedro Baia at the southwest end of the beach.

Medical services Small health centre on the airport road. Serious medical emergencies are normally taken to Funchal.

Communications

Post office In the town, open 0900-1230, 1430-1830 Monday to Friday, closed Saturday.

Telephones Near the beach, at the post office and elsewhere.

Car hire At the airport.

Taxis No shortage.

Buses Regular service to Funchal etc.

Air services Santa Catarina Airport lies just over 3km to the southwest.

Porto Novo

32°39'8"N 16°48'7W

Plans

Portuguese 36402 (INT 1920) (1:30,000)

General

A port in name only, with a stony beach flanked by two small quays and a rough boatyard building fishing craft. The quays are used by dredgers and small motor-barges associated with the nearly cement factory, the whole overflowed — literally — by a vast concrete bridge, part of the *rapida* system. All in all no place for a yacht.

Harbours and anchorages on the southwest coast of Madeira

Camara de Lobos

32°38'8"N 16°58'4W

Plans

Admiralty 1689 (1:15,000)

Portuguese 36402 (INT 1920) (1:30,000)

US 51263 (1:10,000)

Lights

2742 Praia Formosa oil terminal

32°38'2N 16°57'W

F.18m2M (occas) Green column 4m

2743 Praia de Vitória 32°38'4N 16°57'9W

Q(6)+LFL.15s12m9M White tower on jetty 10m

2744 Câmara de Lobos 32°38' N 16°58'5W

Oc.R.6s22m9M 304°-vis-099°

Red and white truncated column on white block 2m

Cabo Girão 32°39'4N 17°00'.6W

F.R.691m TV mast 42m

Note There are many other lights in the vicinity of the Praia Formosa/Praia de Vitória oil terminal

General

A very small and busy fishing harbour which lies 4M west of Funchal and 1M west of the oil terminal and prohibited anchorage off Praia Formosa, Camara de Lobos is extremely scenic and well worth visiting — by land. The narrow bay is far too crowded with moored local boats to allow a yacht swinging room, with dozens of smaller craft hauled up on the stony beach to be launched as needed. It might be possible to lie briefly alongside the stone quay on the western side of the bay, but this too is in constant use by



Looking east along the coast past Câmara de Lobos from Cabo Girão, the second highest sea-cliffs in the world.

fishermen and it would be far better to leave the yacht elsewhere and enjoy the scenic coastal road.

All Madeiran fishing boats seem to be brightly painted, but none more so than in Camara de Lobos where the crowded foreshore is a mass of primary colour, interspersed with the more muted tones of traditional wooden vessels under construction. Unlike many picturesque villages there is also plenty going on – a catch being landed, boats built or painted and nets repaired, whilst up the steep streets above the harbour the older women sit chatting on their doorsteps as they work on the intricate embroidery to be seen in the shops of Funchal. Sir Winston Churchill returned here several times to paint – the modern visitor probably uses a month's ration of film (or fills their digital memory card). Don't miss the little fishermen's chapel right beside the harbour, complete with 1587 gravestone and scenes from the life of St Francis which depict him apparently preaching to some *espada*!

Very much a working village and remarkably untouristy, there are nevertheless several cafes, restaurants and ice-cream shops on the road above.

Ribeira Brava

32°40'N 17°03'8W

Lights

2746 Ribeira Brava 32°40'N 17°03'8W
FL.R.5s33m9M
Square red building 3m

General

Ribeira Brava lies just under 9M west of Funchal, where the mountain road reaches the coast down a steep and narrow valley. It is fronted by a long stony beach with a few areas of black sand and appears popular with tourists. All the usual shops, a market, banks, hotels and restaurants will be found across the road from the beach.

Ribeira Brava's tiny harbour is reached via a

tunnel through the headland to the east, but is too small to provide any real shelter from the usual afternoon onshore winds. The southern arm is sometimes used by a tourist ferry from Funchal, making it an unsafe spot to leave a dinghy, and the outer section has a low concrete overhang. There is reported to be good if deep holding over sand in the bay to the west, but rolling would be inevitable.

Ponta do Sol

(Marina do Lugar de Baixo)

32°40'5 N 17°05'3W

Lights

South breakwater 32°40'7N 17°05'5W
FL(3)R.8s9m6M Red and white tower 7m
East mole 32°40'7N 17°05'6W
FL.G.4s5m3M Green and white tower 4m

General

Mentioned in the third edition of this book as a 'possible anchorage. . . with dinghy landing on the stone quay' as of February 2004 Ponta do Sol is well on its way to having its own 349 berth marina. At one stage it was hoped that this would be up and running by late 2004, but mid 2005 now looks more likely as the 40-odd foundation blocks for the main breakwater have to 'bed in' for several months before the wall on top of them can be built (see photograph).

The marina's interior layout has yet to be decided, but it appears that the majority of berths will be for local smallcraft, with around 50 able to take yachts of more than 12m. How many of these will be reserved for visitors remains to be seen. Depths appear to be generous throughout much of the marina, with between 3.5m and 5m at the reception berth just inside the short east mole. The marina office and service blocks are likely to be positioned on the mole, but work on them had not started by early 2004. Judging by an 'artist's impression' available at that time the marina is to be surrounded by low-rise (presumably residential) buildings, with some facilities on site and others in the existing village to the northeast.

Ponta do Sol lies only 11M west of Funchal by water, making the marina less remote than it at first appears. The village of Ponta do Sol already boasts a bank, shops, restaurants and hotel, medical





First evidence of the new Marina do Lugar de Baixo taking shape at Ponta do Sol, 11 M west of Funchal. Work has already progressed since this photograph was taken in November 2003. *Dick Denning*

services, post office and public telephones, with greater choice in Ribeira Brava about 5km away by road. Dating back to 1425, Ponta do Sol is one of the oldest settlements on Madeira and is also reputed to be one of the sunniest.

Details of progress, including interior layout, facilities and price structure, will be included in the ongoing supplement to this book carried on the publishers' website – www.imray.com – as they become available. Feedback from cruising yachtsmen who visit Ponta do Sol by road prior to the marina's inauguration would be particularly welcome, and should be emailed to the publishers at ilnw@imray.com or mailed to Imray Laurie Norie & Wilson Ltd, Wych House, The Broadway, St Ives, Cambs PE27 5BT.

Madelina do Mar

32°42'1N 17°08'2W

General

A fair weather anchorage over sand and stones, with a small quay at the west end of the beach where it would be possible to land by dinghy. The village, which has basic facilities, is reached via a tunnel.

Porto de Recreio da Calheta

32°42'8N 17°10'1W

Lights

Outer spur (Quebra-Mar) 32°43'N 17°10'3W
FL(2)G.5s5m3M Green and white tower 4m

West breakwater 32°43'N 17°10'3W
FI(2)R.5s9m9M Red and white tower 7m

East inner mole 32°43'N 17°10'3W
FL.G.5s5m2M On wall

General

The new harbour at Calheta appears to be winning the race to become Madeira's third marina by a

short head, and if all goes well should open for business late in 2004.

Lying beneath spectacular cliffs and planned to contain some 320 berths, the dog-legged entrance appears to be well designed to prevent swell entering while the west breakwater in particular is clearly substantial. A reception berth is planned for the inside of the east mole, implying that the marina office and services blocks will be in this area. Surprisingly, fewer than 40 berths are expected to be able to take yachts of more than 12m, most of these situated in the western part of the basin. It is possible that draught has something to do with this as, unless dredging takes place, a considerable part of the marina will carry less than 2m.

A second problem for visitors to the marina is its distance from Funchal – 16M by sea and considerably more by road. However reasonable facilities already exist locally – the Calheta Beach Hotel and restaurant fronts onto the marina, and there is a supermarket almost opposite. A bank, more shops, medical services, a post office and public telephones will be found in the old town of



The new Porto de Recreio da Calheta, scheduled to open in late 2004. This photograph was taken in November 2003, at which time work was advancing with impressive speed.

Dick Denning



Calheta about 2km away. It is anticipated that the marina will offer all the usual services including water, electricity and fuel and possibly a chandlery in due course.

Details of progress, including interior layout, facilities and price structure, will be included in the ongoing supplement to this book carried on the publishers' website — www.imray.com — as they become available. Feedback from cruising yachtsmen who visit Calheta by either road or water would be particularly welcome, and should be emailed to the publishers at ilnw@imray.com or mailed to Imray Laurie Norie & Wilson Ltd, Wych House, The Broadway, St Ives, Cambs PE27 5BT.

Jardim do Mar

32°44'•4N 17°13'W

General

A stony beach backed by a high promenade with a slipway at its eastern end, Jardim do Mar has been suggested as a potential anchorage in settled weather. Most of the time, however, it would appear to have more appeal to surfers than to yachts.

Paul do Mar

32°45' 2N 17°13'5W

Lights

2750 Paul do Mar 32°45'1N 17°13'4W
Oc.R.3s16m6M White post with red bands 13m

General

The most westerly of the possible anchorages along Madeira's southwest coast, Paul! do Mar is an old fishing village with a paved slipway protected by a short mole. The small town has cafes and restaurants as well as basic shops.

Anchorage on the north coast of Madeira

Porto Moniz

32°51' 9N 17°19'.9W

Plans

Portuguese 37501 (1:7,500), [152 (1:5,000)]

Lights

2754 Porto do Moniz (Ilheu Mole)
32°52'1N 17°09'8W F.I.WR.5s64m 10/8M
116°-R-127°-W-116° Hexagonal tower 3m

General

Porto Moniz lies in the extreme northwest of Madeira, and is a favourite tourist attraction due to the bathing pools created by concreting some of the western rocks together. The tiny slipway lies on the eastern side of the headland, and though lethal in the prevailing northeasterlies it might be possible to anchor off during periods of calm or settled southerlies. The village has a bank with cash

dispenser, a small supermarket, several restaurants and numerous tourist shops.

Porto Moniz is well worth visiting by bus from Funchal, when the single-lane road excavated from the sheer cliff face will provide excitement enough without having to worry about the yacht.

Seixal

32°49'N 17°05'.8W

General

In late 2002 a short concrete breakwater and quay was under construction in the bay east of Seixal. Orientated approximately east/west, the quay appeared relatively sheltered along its southern (inner) face, where there was a slipway and several sets of steps. Nothing is known about the approach, depths alongside etc. The nearby village has basic facilities only.

Porto da Cruz

32°46'•6N 16°49'•7N

Plans

Portuguese 37501 (1:7,500)

General

A port in name only, the tiny harbour and miniature slipway at Porto da Cruz are tucked in behind a high curved wall, opening onto a bay fully exposed to the northeast trades.

The village, with its ultra-modern church (unusual in Madeira) is quite unmistakeable, dominated by the sheer cliffs of massive Penha de Aguiã (590m) to the west and with a square, rocky islet offshore. Running out towards this islet is a lower tongue of land, with a black sand beach to the northwest and an equally black stony beach and several rock-edged swimming pools to the southeast. In calm or light southerly conditions it would doubtless be possible to anchor off either of these beaches, but the yacht should not be left unattended.

The town has cafés, a few shops and a post office.

Ilhas Desertas

Between 32°24'N-32°36'N and 16°28'W-16°33'W

Introduction

The three islands which together comprise the Ilhas Desertas — Ilhéu Chão, Ilha Deserta Grande and Ilhéu Bugio — lie 10M south-southeast of the easterly tip of Madeira and form a low broken ridge nearly 12M long but less than 1M wide. Maximum elevation is 478m near the centre of Ilha Deserta Grande. All three islands are fringed by rocky cliffs and are largely steep-to, an offing of 0-5M being ample.

In 1990 a Protected Area was established comprising the Ilhas Desertas and their off-lying rocks and islands, plus their surrounding waters to the 100m contour. Before departing Madeira or Porto Santo for the Ilhas Desertas the skipper **MUST** obtain a permit to land — see page 117. A warden is stationed permanently on the islands to protect the endangered monk seals (*Monachus monachus*) and will normally meet the crew of a yacht as they come ashore. No permit — no access!

All forms of fishing, scuba diving, and the collection of shells, plants or geological specimens are forbidden within the protected area. So are

Websites

As of early 2004 a single page devoted to photographs of the islands could be found at www.cm-funchal.pt/actividades/ciencia/portugues/mm08112.html. They are also mentioned briefly in some of the sites devoted to the archipelago as a whole - see page 115 for a comprehensive listing.

shooting and lighting fires, and wildlife — particularly birds — must not be disturbed. Rubbish must not be dumped (which of course applies to the marine environment generally).

Navigation

Magnetic variation

7°15'W (2004), decreasing by 7'E annually.

Tidal streams

Tidal streams around the Ilhas Desertas set northeast on the flood and southwest on the ebb at up to 2 knots at springs and 1 knot at neaps.

Charts

Admiralty 1831 (1:150,000)

Portuguese 36201 (100,000), [101 (1:150,000), 104 (1:50,000)]

US 51261 (1:150,000)

Imray-lolaire E3 (1:170,000)

Lights

2720 Ilhéu Chão (Farilhão) 32°35'·4N 16°32'·8W

FL(2)15511m13M 031°-vis-321°

Round tower and building 14m

2722 Ilhéu Bugio (Ponta da Agulha)

32°24'·2N 16°27'·9W FL.4s71m13M

163°-vis-100° Hexagonal tower 8m



The anchorage at Carga da Lapa on Deserta Grande from the east. Chão da Docca and its rocky isthmus give protection from the prevailing northerly seas.

Michael Pocock



Carga da Lapa, Ilha Deserta Grande

32°30'8N 16°30'6W

Tides

Time difference on Casablanca: -0015, on Funchal: +0011

Mean spring range 2.0m

Mean neap range 0-8m

General

Carga da Lapa lies 21·5M from Funchal on a course of 112°, slightly north of the centre of the chain. The tiny bay is protected from north and east by Ilha Deserta Grande, and from northwest by Chão da Doca, a rocky islet and narrow spit of boulders, awash at high water, extending from a rock fall at the base of steep cliffs. On Admiralty chart 1831 this is shown as a small detached island. With no shelter from between southeast and west it is strictly a fair weather spot for daylight hours only, and could rapidly become uncomfortable and possibly dangerous in the wrong conditions.

Rough steps cut into the cliffs above the beach give the fit and energetic access to the plateau almost 400m above without resorting to ropes and crampons. Seals are occasionally to be seen – they breed in the caves just south of the anchorage – and there is reported to be good snorkelling around the islet and reef with many fish (though note the restrictions listed previously). Strictly a one-yacht-at-a-time anchorage, with long periods of total untenability, the Ilhas Desertas live up to their name and are one of those places which many yachtsmen will want to visit simply because so few actually do.

Approach

Chão da Doca is surrounded by off-lying rocks, including a group immediately to the south of the islet which are covered at high water and should be given a wide berth. The prevailing northeasterly wind may back to blow parallel to the coast in heavy gusts and no shelter will be found from the resultant swell until very close in. Entry should be made from the south, where there is deep water close to the cliffs. The water is very clear.

Mooring and anchorage

A mooring has been laid in the centre of the bay. Though this is nominally reserved for the warden's boat, visitors who secured their 13m cutter to it in October 2002 were assured that this was fine so long as no official or tourist vessel was due – a pleasant and helpful attitude which clearly should not be abused.

If the mooring is in use, best anchorage will be found by approaching the stone and black sand beach as close to the rock face as one's nerve will allow, whilst leaving adequate room to swing. Alternatively, it may be possible to drop a bow anchor and take one or more stern lines ashore to the beach. Although the bottom is of large stones holding is reported to be better than one might expect, but even so it would be wise to leave someone aboard in all but the calmest weather.

Ilhas Selvagens

Between 30°08'N-30°09'N and 15°51'W15°52'W

Introduction

The Ilhas Selvagens consist of three small islands in two main groups nearly 10M apart, lying approximately 155M south of Madeira near the direct course between Funchal and Tenerife. They have been a nature reserve and bird sanctuary since the early 1970s, and the surrounding waters inside the 200m contour have more recently been declared a marine reserve. In 2003 a proposal was put forward that the islands should be declared a UNESCO Natural World Heritage Site, but a decision on this has yet to be reached and it is not known whether it will affect visiting yachtsmen.

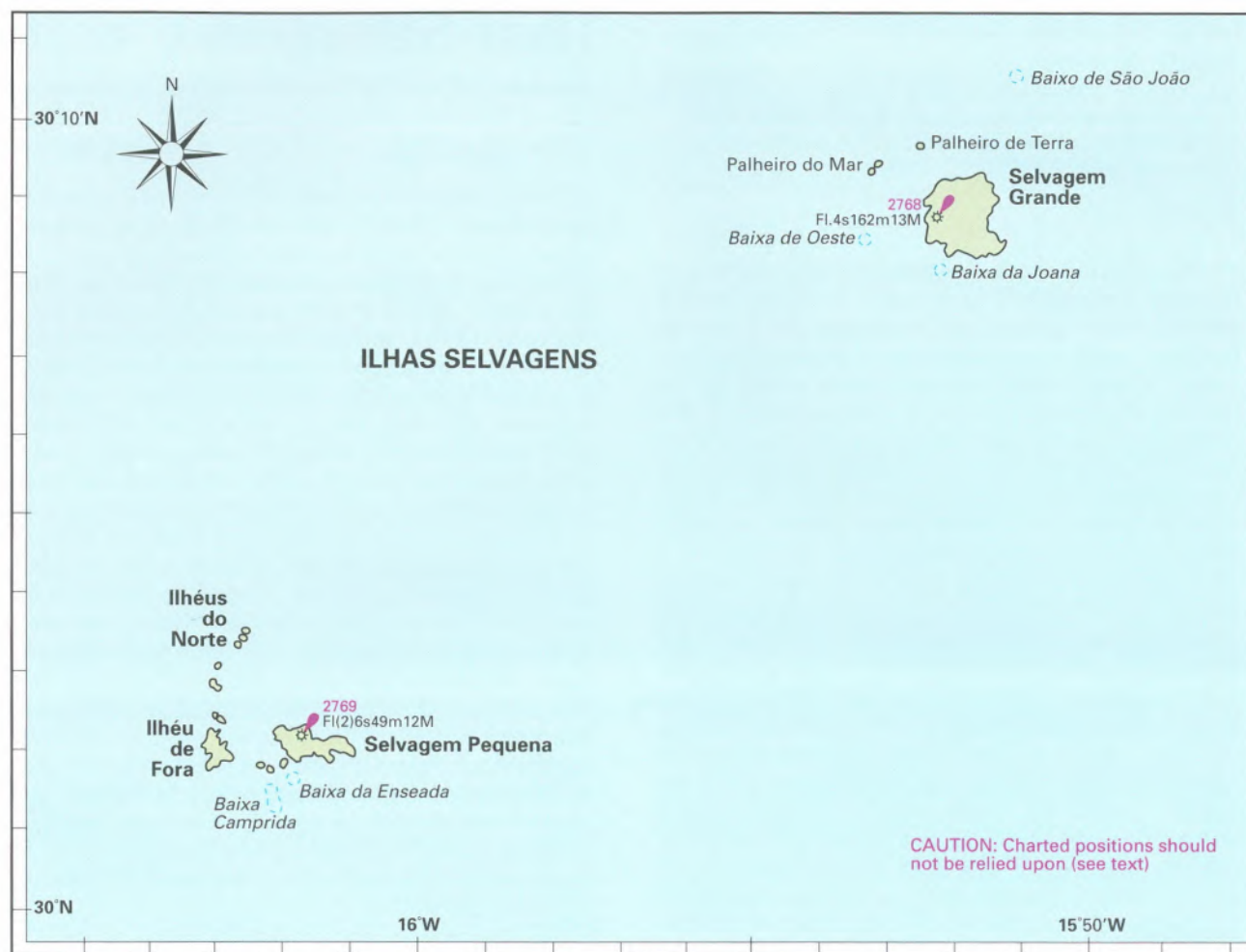
Selvagem Grande is the largest at about 2.5km². Steep cliffs rise to a small plateau with a saddle between two hills, Pico da Atalaia at 153m in the west and Pico dos Tornozeiros at 135m further east. Although it looks barren and dry from a distance there is in fact some vegetation, largely eaten down by rabbits, and there are large breeding colonies of Madeiran petrels (*Pterodroma madeira*) known locally as Frieria, and Cory's shearwaters (*Calonectris diomedea*) – see page 17. Without any natural predators these appear remarkably unafraid of people, and in the past many eggs fell victim to fishermen who would sail down from Madeira to collect them.

Two wardens are permanently stationed on Selvagem Grande, and before departing Madeira or Porto Santo for the Ilhas Selvagens the skipper MUST obtain a permit – see page 117. Anchoring is forbidden other than in authorised areas (which include the three anchorages indicated on pages 143-145), and although there is reported to be good snorkelling in the very clear waters of Enseada das Cagarras all forms of fishing, scuba diving, and the collection of shells, plants or geological specimens are forbidden. So are shooting and lighting fires, and wildlife must not be disturbed or injured. Plants and animals must not be landed from visiting yachts, and prior authorisation must be obtained from the Regional Government before undertaking photography, filming or sound recording for commercial use. In addition to the wardens, two lighthouse keepers make up the permanent population.

Selvagem Pequena and Ilhéu de Fora lie about 10M southwest of Selvagem Grande, separated from it by a deep, safe channel. Selvagem Pequena has an

Websites

As of early 2004 the islands were barely mentioned on the internet, other than two articles (in Portuguese) on the Funchal Town Hall site at www.cm-funchal.pt, and a couple of photographs at www.travel-images.com. For sites devoted to the archipelago as a whole see page 115.



area of less than 0.25km² centred around 30°01'·9N 16°01'·5W, and is generally sandy and low-lying. Its most prominent feature is Pico do Veado in the extreme north – a single conical hill rising to 49m and topped by strange volcanic shapes. The rusting hulk of a French supertanker has lain close northwest of Pico do Veado since 1974, her back broken and bows on the reef.

Since 1998 Selvagem Pequena has also had two permanent wardens to watch over the wildlife and check the permits of visiting yachtsmen. The island is a main breeding area for white-faced storm petrels (*Pelagodroma marina*) – see page 17 – with an estimated population of some 250,000. Rather than build nests they excavate burrows into the sand, and for that reason visitors should stick to the shoreline or marked paths, one of which leads up to the wardens' hut, and NOT walk over the sandhills.

Even with the wardens' presence – and despite their radio link with their colleagues on Selvagem Grande – Selvagem Pequena is still about as far away from assistance as it is possible to get whilst still near land. The island has been variously described as 'desolate', 'spooky' and 'very lovely', doubtless depending as much upon the observer as on the island itself, and few places can be so totally at the mercy of changing weather conditions and free from the influence of man.

Ilhéu de Fora, about 1M west of Selvagem Pequena, is the southernmost and, at 17m, the highest of a long bank of small islets, rocks and breaking shoals extending about 2M on a north-south axis between 30°01'·6N and 30°03'·6N, and either side of 16°02'·8W. A prominent wreck lies about midway up the chain on the western side, but there are no outliers beyond 0.5M in any direction.

An interesting account of a visit to the islands by yacht in 1889 will be found in E F Knight's *The Cruise of the Alerce*.

Navigation

Magnetic variation

7°W (2004), decreasing by 7'E annually.

Tidal streams

Tidal streams set northeast on the flood and southwest on the ebb at 0.5 to 1.5 knots.

Charts

Admiralty 3133 (1:1,250,000 & 1:100,000)
Portuguese 36403 (1:100,000 & plans), [105 (1:50,000)]
US 51342 (1:103,640, 1:20,625 & 1:20,700)

Approach

Numerous shoals, many both steep-to and unmarked, litter the area. Selvagem Grande's most dangerous outliers are the Baixa de São João, lying 1·3M off to the north-northeast with a charted depth of 2·6m that may be significantly lessened by an ocean swell without breaking; Baixa da Joana, 400m south of Selvagem Grande with less than 1·8m; and Baixa do Oeste, awash, 0·8M west of Ponta da Atalaia.

Selvagem Pequena is also fringed by rocks, reefs and islets, particularly to the west and east. Its most dangerous shoal is undoubtedly the Baixa Comprida, a long bank reaching more than 0·75M offshore to the southwest, with a breaking rock at its seaward end. Baixa da Enseada, also awash, lies about halfway between Baixa Comprida and Selvagem Pequena.

Selvagem Grande

Enseada das Cagarras

30°08·3N 15°52·2W

Tides

Time difference on Casablanca: -0044, on Funchal: -018

Mean spring range 2·2m

Mean neap range 1·0m

Plans

Portuguese 36403 (plan), [156 (1:20,000)]

US 51342 (1:20,625)

General

A small cove in the extreme southwest, sheltered from east through northeast to north but open from south to west and untenable in any swell. No more than four or five yachts can anchor at any one time.

The rocky anchorage and clear water at Enseada das Cagarras, Selvagem Grande, looking westwards. The concrete dinghy landing and wardens' house can be seen at bottom right.

Peter Haden



Approach

Definitely a case for 'eyeball navigation' in good overhead light. From Madeira approach Ponta de Leste (the southeast headland) on a least bearing of 200° to clear Baixa de São João, keeping 0·5M offshore around the east and south coasts. Turn in towards the anchorage when the wardens' house becomes visible at the foot of the cliffs. Depart on a southwesterly course to clear Baixa da Joana.

Anchorage and mooring

Early arrivals can anchor in the centre of the cove in around 10m, latecomers being forced to stay in greater depths. The bottom is sand and rock, making a tripping line necessary, and the water extremely clear. Landing by dinghy at the rough slipway in the northeast corner of the bay is easiest at low tide when the uncovered rocks provide some shelter.

A few years ago a large spherical ship's mooring buoy was laid for the use of the regular supply boat, to which yachts can otherwise moor. A small riding sail may be useful to keep the yacht clear of the metal buoy.

Formalities

Immediately on landing at Selvagem Grande yachtsmen are likely to be met by the wardens who will wish to check their permit. Provided this is in order permission to walk around the island is usually forthcoming, probably in the company of a warden – no hardship, as their knowledge of the wildlife is extensive and they are generally delighted to share it. Although in theory photography is not permitted, no yachtsman has yet reported this rule being enforced.

Enseada das Pedreiras

30°08·6N 15°51·4W

General

Reported to be a possible alternative anchorage in westerly winds, provided no swell is running. Anchor near the centre of the bay in 12-14m over sand and rock.

Selvagem Pequena

Enseada do Selvagem Pequena

30°01·7N 16°01·4W

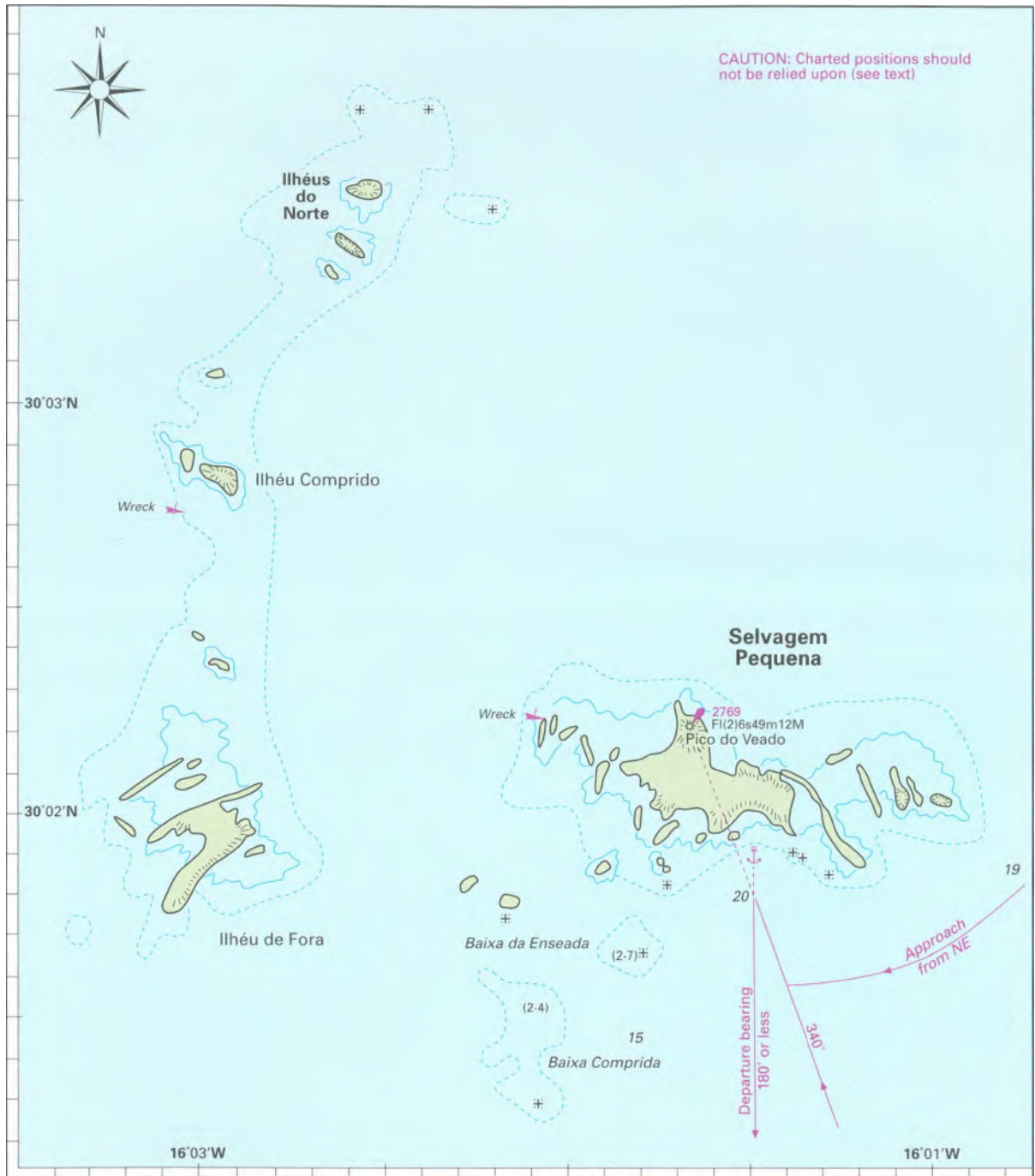
Plans

Portuguese 36403 (plan), [157 (1:20,000)]

US 51342 (1:20,700)

General

A somewhat open anchorage off the southern shore of Selvagem Pequena, sheltered by reefs, rocks and the island itself from west through north to northeast. There is a drying rock in the northeast corner. Northeasterly swells tend to run around both ends of the island, making the anchorage and landing unusable except in near calms. It is occasionally used as an overnight stop by Madeiran



fishermen working the banks around Ilhéu de Fora (which itself has no possible anchorages).

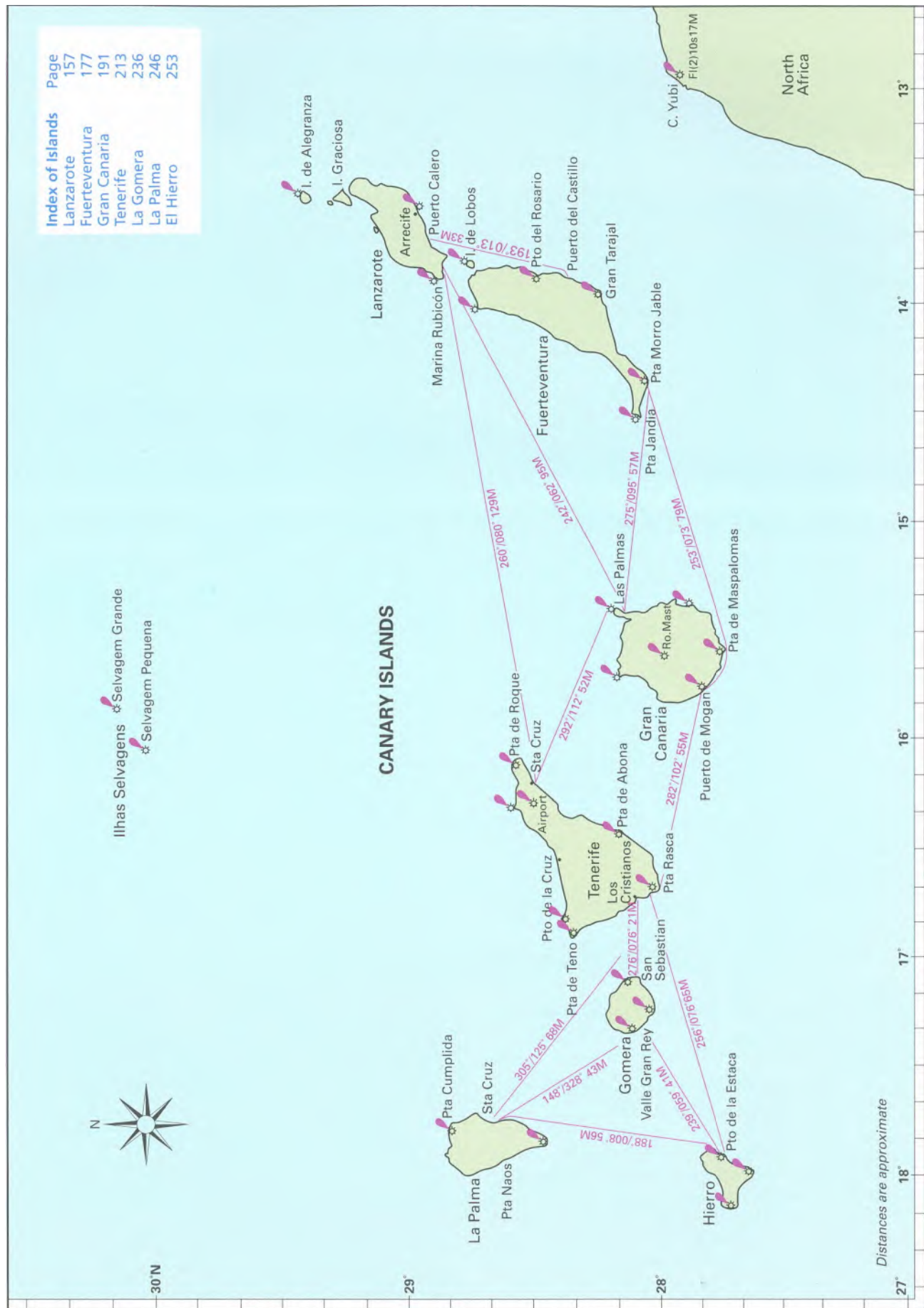
Approach

Selvagem Pequena can safely be approached from the northeast with no more than 500m offing until Pico do Veadó bears 340°, and the anchorage approached on this bearing. On leaving, the course should not veer west of south for the first mile, in order to clear Baixa da Enseada and Baixa Comprida. Again, only to be tackled in good overhead light which, combined with the very clear water, should allow impending hazards to be seen.

Anchorage and landing

Anchor in about 12m over rock – a tripping line will be needed – in very clear water. Landing can be difficult, and is usually easiest at low water on the eastern end of the island. There are many submerged rocks close inshore and use of an outboard motor would be unwise.

Few yachts will arrive without a prior visit to Selvagem Grande, where the wardens may offer to radio their colleagues on the smaller island to say that visitors are on their way. In this case a ride ashore may be forthcoming. Once ashore, note the point on page 142 regarding the breeding habits of the white-faced petrels and the need to avoid disturbing them or causing damage to their burrows.



III. The Canary Islands



The archipelago

The Canarian archipelago contains seven major islands together with many small islands and rocks, and lies off the North African coast between 27°39'N to 29°24'N and 13°25'W to 18°10'W. It has a total land area of around 7300sq km. Fuerteventura is about 70M off Cabo Yubi in southern Morocco and the northern islands are some 250-270M from Madeira. The ancient sedimentary geological formations show that the islands were once part of the African continent, but their major features derive from more recent volcanic activity resulting in steep-sided shorelines with cliffs and water-eroded gorges – the last manifestation was an eruption in 1971 and the formation of a new crater, Volcán de Teneguía, at the southern tip of La Palma. Despite the evidence of water erosion there are few permanent surface streams, most of those being diverted to reservoirs and agriculture, and in the eastern islands water is scarce. These islands are largely dependent on irrigation for agriculture, with parts of Gran Canaria and Tenerife semi-desert and areas of Lanzarote and Fuerteventura totally barren. Temperatures in Santa Cruz de Tenerife range from the mid 30°s Celsius in August to the mid 20°s Celsius in January, though it is much colder at greater heights and El Teide is frequently capped with snow. The northeast trades predominate between April and October, tending to shift further south during the winter, and least rain falls between June and September.

The flora is a mix of southern European and African, and about a third of the flowering plants are indigenous. Coffee, dates, bananas, sugar, avocados, tobacco, grapes and other fruits and vegetables are grown and exported. For many the chief interest in the fauna lies in the birds, of which there are more than 200 species, many breeding in the archipelago and some unique to it – including the Canary (named for the islands, rather than *vice versa*). Cattle and sheep are bred, goats roam the rougher areas, and closer to the ground there are lizards and the occasional hazard such as the scorpion.

Some revenue is generated from a small industry centred on silk, embroidery and linen work, but far more important is the tourist trade which, since the 1960s, has grown from tens of thousands into millions. In addition, between the archipelago and the African coast is – or was – one of the better fishing grounds of the world. The business of drying

and salting *corbina*, canning tuna, processing cod, bream, mullet and other species is of considerable value to the islands, and the industry has been greatly assisted by the construction of massive breakwaters at many harbours.

The ever-increasing number of yachts, many of them based permanently in the islands, has led in many places to the construction of marinas and yacht harbours. These generally offer secure berths in bad weather as well as travel-lifts, repair facilities and a safe place in which to leave a yacht should the owner need to return home for a month or two. However, the increase in the popularity of the Canaries amongst yachtsmen – as well as the fact that many marina berths are sold together with the holiday apartments which surround them – has led to an inevitable shortage of berths, particularly in the busy autumn season. There is often still room for a few yachts in the fishing harbours, at anchor, stern-to or taking their chance with the surge against a rough stone quay, but inevitably some fishermen now look unfavourably on strangers following thoughtless behaviour by yachtsmen. Those fishing harbours where cruising yachts are still made welcome should not be abused.

History

The early inhabitants of all the islands have come to be called Guanches, although originally this was the name of the people of Tenerife only. Their origins appear to be Cro-Magnon, Berber and Semite though their practice of mummifying their dead, and the roots of their language, suggest an early Egyptian connection.

The islands were named 'Fortunate' by early visitors from Europe. Phoenician traders collected the purple dye *orchil* from the Canaries and Pliny the Elder (circa AD 60) reported an expedition sent by King Juba II of Mauritania (Morocco) to the Fortunate Islands in 60 BC. The troops discovered large dogs roaming the islands and brought two of them back to the king. The typical Canary dog is now much smaller but the name *Insulae Canium*

Canarias.

Arabs landed on Gran Canaria in 999 AD to trade, and French, Genoese and Portuguese navigators were well received by the inhabitants when they landed in the 13th and 14th centuries. They found that the local people existed comfortably, well

supplied with the necessities of life. They had no knowledge of navigation and, with no boats, there was apparently no interisland communication – though presumably this had not always been the case. They were primarily cave dwellers, using tools and weapons of wood and bone with obsidian cutting edges. Cooking utensils were of unfired clay, while clothing was made from goatskin and vegetable fibres. In the western islands long smooth poles were used for vaulting from rock to rock and over gullies when travelling on the mountainsides. Instead of yodelling, the Gomerans communicated across the valleys with a whistling language, and whistlers and pole vaulters can still occasionally be found in La Palma and La Gomera.

It is recorded that a Genoese nobleman, Lancelotto Malocello, gave his name to Lanzarote (originally called Titerougatra) early in the 14th century when making a chart. Others say that a Norman Baron, Juan de Bethencourt, in the service of the Spanish Crown, after finally subduing the inhabitants in 1402 broke his lance and threw the pieces in the air crying the Norman equivalent of 'Lance Broken!'

De Bethencourt and his lieutenant, Gadafier de la Salle, went on to conquer Fuerteventura in 1405 and later El Hierro. They made an attempt on La Gomera but met with stiff resistance from some of the chiefs and the island was not fully subdued for another eighty years. Gran Canaria, Tenerife and La Palma were even more difficult to conquer, in spite of the invaders' superior weapons, and the Spaniards suffered heavy losses before Fernandez de Lugo finally crushed the Guanche resistance at the battle of Acentejo on Tenerife on 25 December 1495. An early attempt was made to ship Canarians back to

Spain as slaves, but Isabel la Catolica, Queen of Castile, took steps to see that they were returned to their islands and it appears that there has, over the years, been successful integration between Europeans and the original inhabitants.

In 1492 Christopher Columbus put into Las Palmas de Gran Canaria for repairs and, before setting off for the New World, attended Mass at San Sebastián de la Gomera in a church which still stands (albeit much modified). On future voyages he returned several times to the islands, particularly to San Sebastián de la Gomera, home of the beautiful widow Beatriz de Bobadilla whom he had met previously at the Spanish court.

The Canaries became a useful staging post for the Spaniards on their voyages between Europe and the Americas, though Lanzarote and Fuerteventura were frequently subject to attack by Arab pirates and slavers. Dutch and English ships also raided the islands and Drake lost his flagship in one attack. Two centuries later, in 1797, Nelson led an attack on Santa Cruz de Tenerife but was repulsed with 350 casualties and the loss of his arm.

In 1823 the archipelago was united to become a province of Spain, with Santa Cruz de Tenerife as the capital – much to the annoyance of the inhabitants of Gran Canaria. Thirty years later they were declared a free trade area, greatly increasing their prosperity. In 1927 the seven islands were split into two provinces – Tenerife, La Palma, El Hierro and La Gomera now comprise the western province, with Santa Cruz de Tenerife the capital and seat of local government; Gran Canaria, Fuerteventura and Lanzarote, together with the smaller islands such as Graciosa, form the eastern province, of which Las Palmas is the capital.

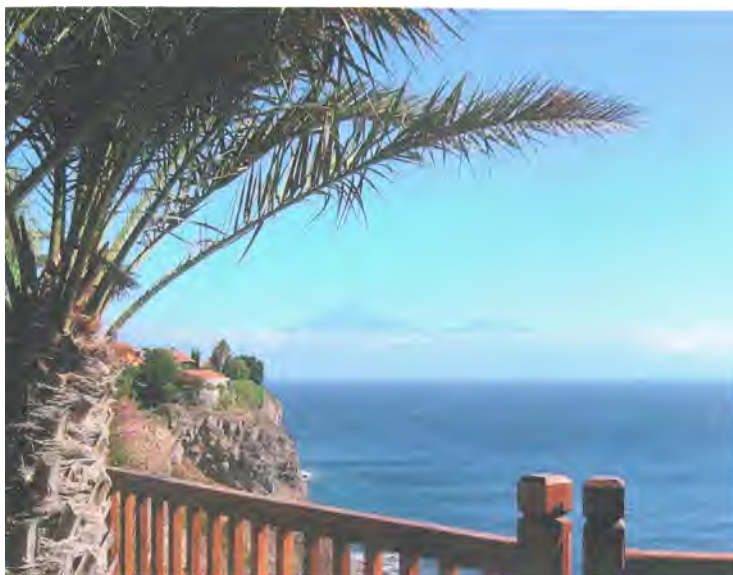
General Franco was military governor of the islands in 1936, at the time he planned and then led the nationalist revolt which sparked off the Spanish Civil War. In Tenerife, black bows were to be seen adorning the national flag following his death in 1975.

Deforestation and over-cultivation has altered the climate of the archipelago to such an extent that Fuerteventura has become a virtual desert, while the annual rainfall on Lanzarote is so low that farmers have to make cunning use of the dew for the cultivation of vines and fruit. It seldom rains in the southern parts of Tenerife and Gran Canaria, which accounts at least in part for the explosion of holiday developments in these areas. North of the mountains the climate is humid and well suited to the cultivation of bananas, vegetables and soft fruit.

'Canary-sack' or 'malmsey wine', first produced in Elizabethan times, was much sought after by British sailors and from that time onwards trade in wine and sugar developed between the UK and the Canaries, with several British companies involved in production and distribution. In the 19th century a fleet of fast schooners plied between Puerto de la Cruz on the north coast of Tenerife to Salcombe in south Devon carrying soft fruit, while other British

Bananas growing in La Palma. Visitors to the hot, dry eastern islands are often surprised at the range of plants grown in the wetter western islands.





Tenerife's spectacular El Teide — in this case seen from La Gomera — must be one of the most photogenic mountains in the world.

firms began a trade in bananas which still continues — though in Britain the small but tasty Canarian banana is losing out badly in sales to the large and somewhat pithy products of Central and South America. In an effort to diversify agriculture the production of exotic vegetables, cut flowers and pineapples are being encouraged.

The fishing industry, though aided by widespread harbour improvements, has suffered from reduced quotas and changing consumer tastes — most holidaymakers are likely to prefer fish and chips to locally caught tuna or other less familiar species.

Since the 1960s tourism has played an important part in the economy in both the construction and service sectors. After a slight decrease in the early 1990s it is now estimated that around 7 million people visit the islands each year, the majority from Britain, Germany and peninsular Spain. Tenerife attracts the highest numbers, closely followed by Gran Canaria. The percentage of GNP derived from tourism is estimated at 60-65% and growing.

General information

Nationality and language

In constitutional terms the archipelago is an autonomous region of Spain, with its own parliament, consisting of the two provinces of Gran Canaria and Tenerife. Gran Canaria includes Lanzarote and Fuerteventura as well as its namesake; Tenerife constitutes the islands of Tenerife, La Gomera, La Palma and El Hierro. Mainland Spain is referred to as 'The Peninsula'. However, although Spanish territory the Canaries are not a part of the EU, sharing the somewhat anomalous status of the Channel Islands, Gibraltar etc. The principal language is Spanish, with many

younger Canarians and those around the ports and tourist resorts also speaking German, French or English.

Some care needs to be exercised to distinguish between La Palma the island and Las Palmas the capital of Gran Canaria, between Santa Cruz the capital of La Palma and Santa Cruz the capital of Tenerife, and regarding the use of the names Gran Canaria and Tenerife to describe the islands, the provinces or both. (In this book they can be assumed to refer only to the island, unless stated otherwise.)

Spanish representation abroad

Spanish embassies and consulates

London (Embassy): 39 Chesham Place, London SW1X 8SB, tel 0207 235 5555, Fax 0207 259 5392

Consulate — 20 Draycott Place, London SW3 2RZ, tel 0207 589 8989, Fax 0207 581 7888

Manchester (Consulate): Suite 1A, Brook House, 70 Spring Gardens, Manchester M22 2BQ, 0161 236 1262, Fax 0161 228 7467

Edinburgh (Consulate): 63 North Castle Street, Edinburgh EH2 3LJ, Te¹ 0131 220 1843, Fax 0131 226 4568

Washington DC (Embassy): 2375 Pennsylvania Avenue NW, Washington DC 20037, USA, Te¹ 202 265 0100, Fax 202 833 56 70

New York (Consulate): 150 East 58th Street, 30th Floor, New York, NY 10155, USA, Tel 212 355 4080, Fax 212 644 3751

Other Spanish embassies and consulates can be located via www.asinah.net/spainembassies.html.

Spanish national tourist offices

London: 22-23 Manchester Square, London W1M 5AP, tel 0207 486 8077, Fax 0207 486 8034, email londres@tourspain.es www.uk.tourspain.es

New York: 666 Fifth Avenue, New York, NY 10103, tel 212 759 8822, Fax 212 265 8864, email fdbksp@eclipse.here-i.com

Other Spanish national tourist offices can be located via www.spaintour.com/offices.htm.

Diplomatic representation in the Canary Islands

The following are consulates — all embassies are located in Madrid.

UK (Gran Canaria): Edificio Cataluña, Calle Luis Morote 6, 35007 Las Palmas de Gran Canaria (PO Box 2020, 35080 Las Palmas de Gran Canaria), tel 928 262508/262658, Fax 928 267774,

email laspalmasconsulate@ukinspain.com, (open 0800-1300)

UK (Tenerife): Plaza Weyler 8, Santa Cruz de Tenerife, 922 286863, Fax 922 289903, email tenerife.enquiries@fco.gov.uk, (open 0830-1400 winter, 0800-1300 summer)

USA: Edificio Arca, Calle Los Martinez de Escobar 3, Oficina 7, Las Palmas de Gran Canaria, ' 928 222552, Fax 928 225863, (open 1000-1300);

Other consulates in the Canary Islands be located via www.canariasfacil.com.

Personal documentation

The same rules apply as in mainland Spain. Nationals of most EU countries can travel using nothing more than a national identity card, though British citizens still require a full (not visitor) passport. Visitors from elsewhere in the world also require full passports and some – principally those from outside Europe, North America and Australasia – also need visas.

If wishing to stay in Spanish territory for more than 90 days it is necessary to apply for a *Tarjeta de Residencia* (resident's card) within a month of arrival. This is a lengthy process requiring yet more documentation, and it would be wise to apply to a Spanish Consulate before departure to find out what is involved.

It is a legal requirement to carry identity of some kind at all times whilst on Spanish territory, though this is seldom enforced.

Time

The Canaries use UT (as do the British Isles), with local daylight saving (+1 hour) from late March until late September.

Money

As part of Spain, the Canaries embraced the euro on 1 January 2002 at an exchange rate of 1:166.286 pesetas.

Cash and travellers' cheques are readily exchangeable in banks, though the preferred method for most foreign visitors must be debit or credit card. Nearly every town has at least one bank with a cash dispensing machine outside, usually giving instructions in several languages (including English) and accepting all the major credit and direct debit cards. Banks are normally open 0830-1400 weekdays only, though a few also open on Saturday morning.

Many marinas, restaurants, shops, car rental companies and other concerns welcome payment by credit card – principally VISA, MasterCard and American Express – but it is as well to confirm this in advance, particularly where fuel (for both yachts and vehicles) is concerned.

Shopping

A good range of food is easily obtainable at mainland European prices, while locally grown fruit and vegetables are often excellent in terms of both quality and value. *Supermercados* can be found close to almost every harbour. In some places the local fishermen sell a part of their catch straight from their boats at very reasonable prices. Wines and spirits are duty free and readily available – vines are cultivated on several islands and the local wines repay investigation.

The quality of fresh water varies from island to island, sometimes having an unpleasant chemical aroma though perfectly safe to drink. As a general rule the quality improves as one sails west. Pretty well every marina supplies water to all berths, but this cannot be said of fishing harbour quays when a

few 5 or 10 litre carriers may be useful. Bottled mineral water can be obtained from *supermercados*.

Regarding other items – clothes, toiletries etc – the range available generally reflects the size and antecedents of the place in question, be it a major city, a tourist resort or a modest fishing village. However it is rare to find a bookshop stocking English-language paperbacks (and few marinas yet include book swaps amongst their facilities), so dedicated readers may wish to put a few aside for the coming passage.

Some notes regarding ships' stores – principally fuel, bottled gas and chandlery – will be found on page 153.

Communications

Mail

Most of the larger – and certainly the more organised – marinas are happy to receive mail (and faxes) for yachts either already with them or with berths pre-hooked. They are naturally less keen to act as mail drops for yachts anchored off or of which they have never heard. If spending some time in one of the smaller harbours a cafe or restaurant may be willing to oblige. Use of the *poste restante* system should be avoided if possible as long delays can occur and mail will seldom be redirected.

Letters to the Canaries from the UK may take up to a fortnight, those back to the UK anything from five days to several weeks (making fax or e-mail much more reliable means of communication). Note also that private mail companies, licensed to print their own stamps, operate in some areas. Though often slightly cheaper, they have a poor reputation for reliability and should be avoided. Buy stamps from a post office to be certain of obtaining the real thing.

There is sometimes a choice of post boxes – those labelled *Buzones* are for local mail, *Peninsula* is for mainland Spain while international post should go in the one marked *Extranjero*.

Incoming packages

If ordering parts from outside the islands – or anticipating any other parcel – ensure that the package is clearly marked 'BOAT IN TRANSIT' and that a contact telephone number (possibly of a marina office) is prominently displayed. Where possible, passport details of the addressee should also be included in the paperwork. Failure to observe these precautions may result in the package being held up by Customs on arrival, sometimes without the addressee even being informed that it has reached the islands.

Any parcel with a contents value of over €180 will need to be inspected by Customs and the employment of an Agent is recommended. Surprisingly, use of a courier company tends to exacerbate these problems, since such parcels almost always attract the attention of Customs, making regular post sometimes the faster option.

Telephones

Nearly all public telephone boxes are connected to the international system, and while some take either

coins or cards many are dual operated. Cards are normally available from post offices, supermarkets and tobacco kiosks, and are stocked by many marina offices. American Express and Diners Club cards can also be used in some phone boxes, though oddly enough not VISA or Access.

Mobile (cell) phones appear to work in all the major harbours and around much of the coastline, though there may be holes in some of the more mountainous areas.

Calls to the United Kingdom begin with the prefix 0044, followed by the area code (without the initial zero) and number. Calls to the United States and Canada begin with the prefix 001 and the area code plus number. The US access code for AT&T, www.att.com, is 900 99 011.

The international dialling code for the Canaries is 349, as it is for mainland Spain. If telephoning within the islands the area code — 928 for the three eastern islands, 922 further west — forms an integral part of the phone number (nine digits in all) even when calling from within the same island.

Many telephone numbers are given in the text, otherwise Spanish Yellow Pages (*Paginas Amarillas*) can be consulted at www.paginasamarillas.es, in Spanish only.

Fax

Most marina offices will send and receive faxes for yachts, as will some chandleries and other companies — see individual harbours. Many companies advertising photocopying also have a fax machine, as do most hotels.

Email and the internet

Email has rapidly become the communication method of choice for the majority of cruising sailors, and cybercafés and other public access points are now available in almost every town, as well as in some marina offices. Details will be found under individual harbours.

Electricity

Mains electricity is 220 volts 50Hz, as is standard throughout mainland Europe, and yachts from elsewhere should beware a probable difference in both volts and cycles. A few marinas, including Puerto Calero and Marina Rubicón on Lanzarote, and Puerto de las Palmas and Puerto Rico on Gran Canaria, also provide 380 volts to some berths.

Transportation and travel

International flights

Arrecife (Lanzarote), Rosario (Fuerteventura), Las Palmas (Gran Canaria), Reina Sophia (Tenerife South) and Santa Cruz de la Palma handle flights to and from Europe with a number of scheduled and charter airlines. Reina Sophia also handles New York flights.

Interisland flights

Binter Canarias flights connect all seven islands, and though it is not always possible to travel direct any journey can be made within a single day. On Tenerife most interisland flights use Los Rodeos (Tenerife

North), worth remembering if transferring to/from an international flight. Allow an hour if travelling between Los Rodeos and Reina Sophia by road.

Current timetables and fares will be found on Binter Canarias' user-friendly website (in Spanish, English and German) at www.bintercanarias.es.

Car ferry services

Frequent car ferries, provided by three major companies, link the larger islands. Schedules and fares vary according to the time of year and are best checked via the Internet:

Lineas Fred Ohison SA, www.fredolsen.es (in Spanish and English), run conventional ferries and fast catamarans to all seven islands

Trasmediterranea, www.trasmediterranea.es (in Spanish, English and French), operate car ferries and cargo ships from mainland Spain to the Canaries and throughout the islands

Naviera Armas, www.navieraarmas.com (in Spanish and English), operate within the Canaries, but currently have no services to La Gomera or El Hierro.

Foot passenger services

Two smaller ferry companies link Tenerife and La Gomera, and Lanzarote and Isla Graciosa, respectively:

Garajonay Expres, www.garajonayexpres.com (currently in Spanish only, though English and German versions are anticipated), operate two 40m hydrofoils between Los Cristianos and the three harbours on La Gomera (see page 241)

Lineas Maritimas Romero, T^l 928 842055/928 842070, run a regular service from Orzola at the northern tip of Lanzarote to Caleta del Sebo on La Graciosa (see page 164).

Road transport

There are bus services on all the islands and fares are generally cheap. Taxis are also reasonable by mainland European standards.

Car hire is readily available and reasonably priced, and a car is undoubtedly the best way to explore inland. Either national or international drivers licences are normally acceptable, provided the former has been held for at least one year. Major roads in all the islands are of a very high standard, though the same cannot be said of some minor roads, which occasionally turn into dirt tracks without warning. It is as well not to get caught in rough terrain after dark — and night falls swiftly just outside the tropics.

It should be noted that some filling stations still do not accept payment by credit card.

Medical

The only immunisation required is against yellow fever if coming from certain Central American and African countries, though many people will also chose to keep vaccinations against tetanus and polio up-to-date. Other inoculations to consider — particularly for keen surfers and swimmers — are typhoid and hepatitis A and B.

Further information

There are many tourist guides dealing with the Canaries, a selection of which are listed under Further Reading, page 322. Colourful leaflets about each island, as well as the group as a whole, are also available either from the tourist offices in the larger cities or direct from the Spanish National Tourist Office (see Spanish representation abroad, above).

The Canary Islands are very well represented on the internet and the following sites (listed alphabetically) contain general information, some of which may be useful to the visiting yachtsman. Websites relating to each island are listed in the introduction to the relevant island, those to specific harbours throughout the text.

Note that most addresses use the Spanish form of the name (Canarias) rather than the English (Canaries).

- www.abcanarias.com – a brief overview of each of the islands, with photos, phone numbers and links. In Spanish, English and German
- www.atlanticocanarias.com – digital newspaper with links to all seven islands, in Spanish only
- www.canariasfacil.com – a very useful portal and search engine providing factual information on all aspects of the Canary Islands, in a dozen languages including Russian, Chinese and Japanese...
- www.canariasonline.com – a tourist site in Spanish, English and German, featuring more than 500 beaches along with weather reports and emergency phone numbers
- www.canaryforum.com – a private site covering all the islands in varying detail
- www.canary-isles.com – a commercial tourist site with links and photos
- www.canaryphoto.com – a private site in five languages including English, created by Tenerife resident Peter Smola and featuring a carefully categorised selection of his stunning photos. (Also opens under www.canariasfotos.com)
- www.ecoturismocanarias.com – website of the Canarian Association for Rural Tourism, with information on all seven islands in Spanish, English, French and German
- www.iac.es – homepage of the Instituto de Astrofísica de Canarias, in Spanish and English. Particularly interesting pages cover the astrophysical observatories of El Teide on Tenerife and La Caldera de Taburiente on La Palma. In Spanish and English
- www.iac.es/weather – clearly an offshoot of the above site, but with no obvious link from it. Weather data gathered from the two observatories, plus satellite images, interpretation etc, but tending toward the theoretical rather than the practical
- www.inm.es – homepage of the Spanish Instituto Nacional de Meteorología (meteorological office), in Spanish only
- www.powerfmradio.com – website of Power FM, the English language radio station serving all the Canary Islands. Clear coverage and frequency map accessed directly from the home page
- www.puertosedcanarias.com – maintained by the Government of the Canary Islands' Department of Public Works, Housing and Water Works. Practical information and aerial photos (some a little out of date) relevant to the twelve harbours administered by the Department, plus a link to the 'Sports Port Association'. Most pages with English translation
- www.red2000.com – yet another tourist site in Spanish, English and German, a small part of the 'All about Spain' site. Unusually fast to download
- www.spaintour.com/canarias.htm – general information on all the islands with the apparent exception of Lanzarote, including a useful list of tourist office locations and telephone numbers. Almost no graphics, so quick to download and print.

There are reasonable medical facilities in the major towns and a clinic or lone doctor in all but the smallest, and many of those with medical training speak some English. Pharmacies abound, and usually appear to have good stocks of both non-prescription medicines and general items such as suntan creams and shampoo, often under familiar brand names. There are dentists and opticians in the larger towns, and wearers of glasses would be wise to carry a copy of their prescription (in addition to at least one reserve pair).

Consider taking out medical insurance and, if an EU citizen, obtain and complete an *E111* before leaving home. In the UK this is included in the Department of Health's very useful leaflet *Health Advice for Travellers*, available without charge in post offices where the *E111* must also be validated, or can be downloaded from the Department of Health's website at www.dh.gov.uk/Home/fs/en. This document entitles the holder, his or her spouse and dependant children to free emergency medical treatment by the Spanish Health Service (but not private treatment or prescriptions) under a reciprocal agreement with the National Health Service. Carry several photocopies in addition to the original.

Needless to say, anyone with a chronic or recurring condition should take a good supply of medication with them, and may also wish to ask their doctor whether they are eligible for an *E112* (the *E111* does not cover pre-existing conditions). Every cruising yacht should carry a comprehensive first aid kit with instructions for its use.

National' and regional' holidays

- | | |
|--------------|--|
| 1 January' | <i>Año Nuevo</i> (New Year's Day) |
| 6 January' | <i>Epifanía/Día de los Reyes Magos</i>
(Twelfth Night/Three King's Day) |
| 19 March' | <i>Día de San Juan</i> (St John's Day) |
| March/April' | <i>Jueves Santo</i> (Maundy Thursday) |
| March/April' | <i>Viernes Santo</i> (Good Friday) |
| 1 May' | <i>Fiesta del Trabajo</i> (Labour Day) |
| 30 May' | <i>Día de las Islas Canarias</i>
(Canary Islands Day) |
| June' | Corpus Christi |
| 25 July' | <i>Día de Santiago Apóstol</i>
(St James's Day) |
| 15 August' | <i>La Asunción de la Virgen</i>
(Feast of the Assumption) |
| 8 September' | <i>Día del Pino</i> (Pine Tree Day) |
| 12 October' | <i>Día de la Hispanidad</i>
(National Day) |
| 1 November' | <i>Todos los Santos</i> (All Saints' Day) |
| 6 December' | <i>Día de la Constitución</i>
(Constitution Day) |
| 8 December' | <i>La Inmaculada Concepción</i>
(Feast of the Immaculate Conception) |
| 25 December' | <i>Navidad</i> (Christmas Day) |

In addition to the above, each town is also allowed two *fiesta* days of their own choosing – often the feast of a patron saint or commemorating a historical event.

Sailing and navigation

Practicalities

Entry and regulations

On arrival from abroad (other than from mainland Spain), clearance must be obtained from the immigration and port authorities – if berthed in a marina the staff will normally give guidance. Once this has been done it is should not be necessary to clear when moving between harbours or islands, marina authorities will usually wish to see the ship's papers and may also ask for evidence of insurance.

Outward clearance is not compulsory – and in a few harbours is very difficult to obtain – but it is worth some effort to get papers stamped before finally departing the Canaries since they are likely to be required at the port of arrival, be it in the Cape Verdes, Brazil or the Caribbean.

Spanish 'Wealth Tax'

So far applied only in the Balearics, it appears that if a foreign – including EU – yacht remains in a Spanish harbour for more than 183 days (i.e. six months) with her owner aboard, the latter may be classified as 'resident' and become subject to local taxes and other legislation. Should this occur the boat will be assessed at 11% of her value and her registration must be changed to Spanish. She will then, by law, be required to carry certain items of safety equipment whilst her skipper will need to pass various competency exams, possibly in Spanish.

It appears that the legal ways to avoid this are either to move the yacht from time to time, thus preserving the 'right of innocent passage' or, if the boat is to be laid up while the owner returns home, to be certain to retain evidence of leaving and re-entering the country (aeroplane boarding cards should be acceptable).

It must be stressed that this so-called 'wealth tax' has yet to be levied on any privately-owned yacht visiting the Canaries, so while it should be borne in mind if laying up (see below) it is clearly not of major concern to most cruising yachts. The law regarding commercial – including charter – vessels, while different, is outside the scope of this book.

Laying up

The number of harbours where a yacht might be laid up ashore, at least for a limited period, has increased dramatically over the past few years. The most obvious choices are probably Puerto Calero or Marina Rubicón, Lanzarote; Puerto del Castillo, Fuerteventura; Puerto de las Palmas, Pasito Blanco, Puerto Rico or Puerto de Mogán, Gran Canaria; and Santa Cruz (Varaderos Anaga), Puerto Radazul or Los Cristianos, Tenerife.

Amongst the less obvious, but nevertheless possible, are Caleta del Sebo, Lanzarote; Gran Tarrajal or Morro Jable, Fuerteventura; Puerto de Arguineguin or Puerto de las Nieves, Gran Canaria; Puerto Colon or Puerto de los Gigantes, Tenerife;

Puerto de Santiago, La Gomera; Puerto de Tazacorte or Santa Cruz (in the fishermen's harbour), La Palma; and finally Puerto de la Restinga, El Hierro.

Needless to say the above harbours vary greatly in the level of facilities and security available – and in cost. Refer to the text for further information.

As regards laying up afloat, nearly every marina offers secure berthing in all but the most extreme weather, and the greatest problem would almost certainly be in finding space. Again, refer to the text on relevant harbours.

Problems with corrosion have occasionally been reported in the eastern islands. One yachtsman noticed that 316 stainless steel began rusting whilst berthed in Fuerteventura, and local people told him that this was due to open quarry mining of phosphor in Morocco. Dust enters the atmosphere, combines with moisture, and falls on the eastern Canaries as phosphoric acid. However it can be removed by gentle rubbing, or more severe patches with oxalic acid.

Although Spanish territory the Canaries are not a part of the EU, and VAT is not payable however long the yacht remains. It should therefore be possible for a non-EU registered yacht to lay up almost indefinitely without penalty, though the local authorities should be informed and may wish to seal the boat by means of a *Precintado* – generally a lead seal wired round the tiller or wheel. Consult the intended marina or boatyard. See also the section regarding the so-called 'Wealth Tax', above.

Ships' stores

Fuel can be obtained at nearly all marinas – see individual harbour details. Occasionally a pump will be found on a fishing harbour wall but yachts cannot always buy diesel from supplies ear-marked for fishermen, which is taxed at a lower rate. Diesel is *gasoil*, petrol *gasolina* and paraffin/kerosene *parafina* (though for some reason a paraffin lamp is known as a *lámpara de petróleo*, which sounds exciting).

Bottled gas (generally butane, though propane is sometimes available) is available throughout the islands in the form of Camping Gaz exchanges, and yachtsmen with other types of cylinder may wish to carry a Camping Gaz adapter. Given time, a wide variety of other cylinders can be refilled on every island apart from El Hierro – see individual harbours for details. Where refilling can be organised by officials, either from the marina office or the fuel dock, this is generally the best option since many taxi drivers will not carry gas cylinders in their vehicles.

After many years with a shortage of good chandleries, there has been a dramatic improvement over the past few years. The widest range will be found in Las Palmas de Gran Canaria or Santa Cruz de Tenerife, closely followed by Puerto de Mogán and Puerto Rico in Gran Canaria and Puerto Naos in Lanzarote, though many other harbours now have smaller outlets. Nearly all the larger chandleries have at least one English-speaking

employee, and most are willing to order from abroad if an item is not held in stock. As of November 2003 neither San Sebastián de la Gomera nor Santa Cruz de la Palma boasted proper chandleries, though in both cases some items (including paint) were available from *ferreterías* (hardware stores).

Engine spares are unlikely to be available off the shelf even though many major manufacturers have agents in the islands, and skippers should check their spares kit before leaving home.

Anchoring and berthing

The nature of the bottom varies, but usually consists of sand and/or round volcanic stones and boulders. Serious ground tackle should be carried, preferably with a variety of anchors including a traditional fisherman with a tripline to the crown. The main bower needs to be on the heavy side and equipped with at least 100m of chain. Additionally, three 50m lines should be available for running ashore to rocks or wall, plus a 10m length of chain for use when rocks or stones are particularly sharp. Chafing gear will also be necessary from time to time and a leadline useful when anchoring, to test the bottom by feel.

Surge from the Atlantic swell works its way inside many harbours, making mooring to a wall an art to be acquired by practice. Chafe of warps and fenders can be severe and in some cases it is necessary to lay out a kedge amidships to haul clear of the wall. In addition, many harbour walls have an overhang which can cause damage to rigging and stanchions. Climbing the wall can be difficult at low water and, if a kedge is used to haul clear, it is often easier to get ashore by dinghy.

Shelter from heavy weather

There is a legal requirement throughout the Canaries for all harbours and marinas to provide shelter for a boat at risk from the weather, however full they may already be. This obligation generally appears to be honoured, though the vessel may be requested to leave as soon as conditions have moderated. However there appears to be no formal definition of 'heavy weather', presumably leaving a decision to the discretion of harbour staff who may themselves not be sailors – or be willing to take the size and crew strength of an individual yacht into consideration.

Cruising

General

Since Columbus first crossed the Atlantic, leaving from San Sebastián de Gomera, the islands have been a favourite jumping-off point. With the prevailing northeast trade winds it used to be said that the easiest route back to Europe from the Canaries was via the Caribbean, and most would still agree. However the number of yachts visiting the Canaries and returning to Spain either direct or via Madeira is steadily increasing and many European charter firms now operate in the area. The archipelago has become a cruising ground in its own right and, unlike the Mediterranean, it is possible to cruise there all year round. Situated as they are around 28°N, washed by the Canaries Current and lying in the northeast trades, the average monthly temperature seldom varies more than 5° either side of 25° Celsius. Water temperatures throughout the year range from about 19° to 22° Celcius.

The seven major islands are spread over a distance of 240M in an east-west line. When sailing between islands it is generally possible to leave and to arrive in daylight – advisable when visiting for the first time, as harbour lights are often inconspicuous against the many hotels and apartment blocks.

The coastline is generally steep-to and, with a few exceptions, dangers do not extend for more than 0.5M offshore. Extra care must, however, be exercised when entering some harbours, particularly Puerto de Arrecife on Lanzarote and Puerto del Castillo on Fuerteventura where offlying reefs have claimed several yachts.

Barometric pressure and winds

The northeast trades predominate throughout the Canaries and are associated with high pressure established over the Azores. The height and distribution of the islands causes the wind to funnel between them, which in turn produces zones in which the wind strength can increase from 5 knots to 25 knots in a distance of 200m. The acceleration zones off both the northwest and southwest coasts of Gran Canaria are amongst the worst.

The plan showing these acceleration zones should be studied carefully. It is best to reef and reduce to a small headsail area before entering a zone, as warning is minimal. That said, in an acceleration zone the seas are moderate so that, if prepared, an exhilarating sail can be expected.

On a few occasions, usually in the winter months, an Atlantic low pressure system may move southwards to cross close north of the Canaries, replacing the Azores high pressure. When this occurs the barometer will fall rapidly from the normal 1025mb. A fall of 10 or more millibars heralds a gale of 35 knots or more, which can blow from south through southwest to northwest. Before the breakwaters were built, fishing boats were hauled out and yachts were advised to seek shelter in bays on the north sides of the islands. Although the

situation has now improved greatly, a high proportion of harbours and marinas are open to the south and others have had breakwaters and walls breached in storm conditions – generally the swell is far more destructive than the wind. Local opinion holds that southerly gales have increased in both frequency and severity over the past decade, causing increased damage to property both ashore and afloat.

A barometer rising to 1030mb or more indicates high pressure over the Sahara and a strong easterly can be expected. Seas are then steep and uncomfortable, and a *sirocco* should be anticipated.

Visibility

Visibility is normally good throughout the Canaries and once landfall has been made at least one island will nearly always be in sight. However visibility can be reduced to 0.5M when a strong easterly or *sirocco* brings a reddish haze of fine sand from the Sahara, and in these conditions navigators will be glad to rely on GPS, radar or both. Although the islands are believed to be accurately charted, if making landfall in conditions of poor visibility the paragraph regarding Chart datum and satellite derived positions on page 157 should be noted.

Sources of further information

Further statistics are available from a number of sources – the British Admiralty *Routeing Charts (North Atlantic Ocean) (5124)*, the US National Geospatial-Intelligence Agency *Pilot Charts of the North Atlantic Ocean (Pilot 16)*, James Clarke's *Atlantic Pilot Atlas* (see Further Reading, page 322)

and Imray Laurie Norie & Wilson's new *Chart 100, North Atlantic Ocean Passage Chart*.

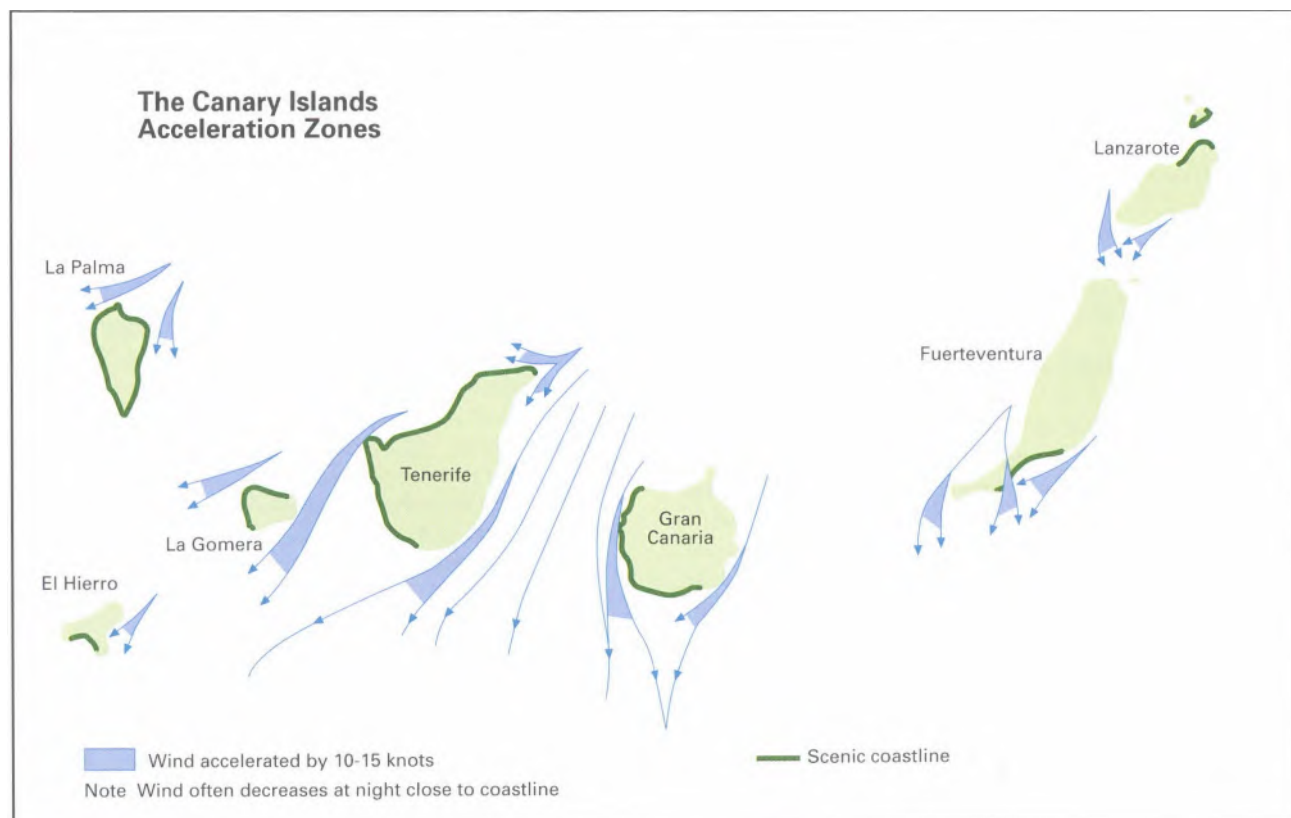
Weather forecasts

The Canaries are covered by WEATHERFAX transmissions from several sources, NAVTEX from Las Palmas de Gran Canaria – see page 193 – and a daily *Radio France International* broadcast. In addition, a number of websites provide excellent, and sometimes longer-term, predictions. See International weather forecasts, page 7, for details of all of these. If within VHF range of Tenerife, *Tenerife (MRCC)* broadcasts a weather bulletin four-hourly on Ch 74 in Spanish and English – see page 214.

Nearly all marinas and some harbour offices display a daily weather forecast and synoptic chart, and Spanish speakers may be able to obtain a forecast by telephone from the major port of the island. Pre-recorded weather information, compiled by the *Instituto Nacional de Meteorological*, is obtainable by telephoning 906 365 373 – the Coastal Waters Bulletin includes the Canaries. Finally, VHF chat can be useful, especially before the onset of a southerly gale, and local fishermen, if approached with some knowledge of Spanish, are generally most helpful.

Magnetic variation

Variation throughout the Canary Islands decreases by about 1°45' west to east, in 2004 averaging 7°W and decreasing by about 7'E annually. Admiralty charts 1869 and 1870 mention local magnetic anomalies near La Palma and between Lanzarote and Fuerteventura.



Courses and distances within the Canaries

Harbour	Course/Reciprocal	Distance
Arrecife, Lanzarote - Puerto de Rosaria, Fuerteventura	209°/029°	33M
Playa Blanca, Lanzarote - Santa Cruz de Tenerife	2600°/080°	129M
Playa Blanca, Lanzarote - Puerto de las Palmas, Gran Canaria	242°/062°	95M
Morro Jable, Fuerteventura - Puerto de las Palmas, Gran Canaria	275°/095°	57M
Morro Jable, Fuerteventura - Puerto de Mogán, Gran Canaria	2530°/073° & by eye	79M
Puerto de las Palmas, Gran Canaria - Santa Cruz de Tenerife	292°/112° & by eye	52M
Puerto de Mogán, Gran Canaria - Los Cristianos, Tenerife	282°/102° & by eye	55M
Los Cristianos, Tenerife - Santa Cruz de la Palma	305°/125°	68M
Los Cristianos, Tenerife - San Sebastián de Gomera	276°/096°	21 M
Los Cristianos, Tenerife - Puerto de la Estaca, Hierro	256°/076°	65M
Valle Gran Rey, Gomera - Santa Cruz de la Palma	328°/148° & by eye	43M
Valle Gran Rey, Gomera - Puerto de la Estaca, Hierro	239°/059°	41 M
Santa Cruz de la Palma - Puerto de la Estaca, Hierro	188°/008° & by eye	56M

Tides and tidal streams

Volume 2 of the Admiralty *Tide Tables: The Atlantic and Indian Oceans including tidal stream predictions (NP 202)*, published annually, covers the Canaries with Casablanca as standard port. Much the same information is available on the internet using the UK Hydrographic Office's excellent *EasyTide* programme at www.ukho.gov.uk – see page 9 – which gives daily tidal data for the major harbour on each island.

Maximum mean spring range in the islands is around 2m and, while there is variation, high water can be reckoned to occur some minutes either side of 2.5 hours after high water Dover, with a maximum difference at neaps and a minimum at springs. Tidal streams are slight and can in general be ignored. However it has been reported that the southwest-going stream may occasionally set down the east coast of La Gomera at up to 4 knots – see island information.

Currents

The Canary Current is associated with the northeast trades and sets through the islands in a southwesterly direction at around 0.5 knots, increasing to 2 knots at times in the summer. A strong southerly gale can cancel or even reverse this current.

Navigational aids

Radio communications

Details of radio information available to yachtsmen, including weather bulletins, navigational warnings and harbour communications, is available from a number of sources. By far the most convenient for the yacht without unlimited bookshelf space is *Maritime Communications – Caribbean (NP290)* published biannually in the Admiralty Leisure series, which also covers Madeira and the Cape Verde Islands in addition to the Caribbean, parts of Central America and the southern part of the US East Coast. Its companion volume, *Maritime Communications – United Kingdom and the Mediterranean (NP289)* includes the Azores.

Buoys and lights

Buoys and lights in the Canaries follow the IALA A system, based on the direction of the flood tide, as used throughout mainland Europe.

Several powerful new lighthouses were built during the 1990s and all major lights have good operational records (though the same cannot be said of all harbour lights). However news of alterations to lights and other navigational marks, whether planned or arising from defects, can take months to percolate through the reporting system and the navigator should be aware that marks may not appear as described – or at all.

Note that not every light listed in the text can be shown on the plans, in particular on the small-scale 'island' plans. Refer instead to the relevant – and preferably corrected – chart.

Charts

By far the most detailed charts of the Canary Islands are the 36 sheets produced by the Spanish *Instituto Hidrografico de la Marina* based in Cadiz, www.armada.mde.es/ihm, comprising eight small-scale and island charts and 33 larger-scale plans. There are four agents in the Canaries who hold reasonable stocks – JL Gandara y Cia SA and La Casa del Mapa in Las Palmas de Gran Canaria, and JL Gandara y Cia SA and the Delegacion del Instituto Geografico Nacional in Santa Cruz de Tenerife (see relevant harbour for contact details) – plus several more who will order in as necessary. Alternatively, Spanish charts can be obtained through Imray Laurie Norie & Wilson Ltd, Wych House, The Broadway, St Ives, Cambs PE27 5BT, 01480 462114, *Fax* 01480 496109, *email* ilnw@imray.com, www.imray.com but a month or more should be allowed for the process. Spanish charts are not normally supplied corrected.

British Admiralty charts, www.ukho.gov.uk, cover the archipelago on six sheets, with two small-scale plans and 12 approach and harbour plans. Suisca SL hold the official agency throughout the islands, with shops in Gran Canaria and Tenerife. In addition, Sunshine Maritime in Puerto de Mogán hold stocks

covering the North Atlantic and the Caribbean, and several chandleries will order as necessary. Imray Laurie Norie & Wilson Ltd are also official agents and will mail Admiralty charts worldwide. Note that while Admiralty charts obtained from an official agent should be supplied corrected to the date of despatch, those bought from other sources may not be.

The US National Imagery & Mapping Agency (NIMA), website erg.usgs.gov/nimamaps, which has recently become part of the US National Geospatial-Intelligence Agency (NGA), website www.nga.mil, devotes five sheets to the islands, comprising two small-scale plans and seven approach and harbour plans, while Imray Laurie & Wilson Ltd's *Imray-Iolaire* series covers the archipelago on a single chart, E2, with seven inset harbour plans. The latter, together with a range of *Imray-Iolaire* Caribbean charts, are stocked by Rolnautic and Sunshine Maritime in Gran Canaria, and ECC Yacht Charter and Náutica Nordest in Tenerife.

See Appendix I, page 322, for chart lists.

Chart datum and satellite derived positions

None of the six British Admiralty charts covering the Canaries are yet based on WGS84 Datum — eg. positions taken from Admiralty 1870 — *Lanzarote to Gran Canaria* must be moved 0.09 minutes north and 0.1 minutes west to comply with both WGS84 and the plans in this book. For a fuller explanation see Horizontal chart datum in the Passages section, page 10.

Due to the greater number of purpose-built marinas and yacht harbours in the Canaries than in the other islands groups, many of which have not been formally charted, greater reliance than elsewhere has had to be placed on sketch plans. Where possible these have been related to WGS84 Datum and an accurate scale drawn, but in some cases both can be little more than approximations and allowance should be made for this.

Guides, pilots etc

The archipelago is covered in the British Admiralty *Africa Pilot (NP 1)* and in the US Defense Mapping Agency's *Sailing Directions for the West Coast of Europe and North West Africa (Pub 143)*, both of which are of course written with very much larger vessels in mind. In addition the fifth edition of *The Atlantic Crossing Guide* covers the islands briefly, with additional harbour details for Puerto Calero (Lanzarote), Puerto de las Palmas (Gran Canaria), Marina del Atlantico (Santa Cruz de Tenerife) and San Sebastián de la Gomera. Finally Donald M Street Jr's *Street's Transatlantic Crossing Guide* (1989 with later supplements) has recently been reprinted by Imray Laurie Norie & Wilson Ltd in a facsimile edition, but though still highly readable should not be relied upon as, inevitably, much of the information given is now seriously out of date.

Caution and request

Facilities for the tourist trade, marine and shore-based, are being developed quickly. New tourist complexes, new high-rise hotels, new lights, new breakwaters — even new marinas — spring up within months. The rate at which these changes are reported is often slow and even a brand new chart, fully corrected, should not be assumed to be fully up-to-date in all respects.

Where changes come to the notice of the author and/or publisher they will be incorporated in the ongoing supplement to this book carried on Imray Laurie & Wilson Ltd's website at www.imray.com. Feedback of all kinds is therefore very welcome, and should be sent either by *Email* to ilnw@imray.com or to Imray Laurie Norie & Wilson Ltd, Wych House, The Broadway, St Ives, Cambs PE27 5BT. Thank you.

Lanzarote

Between 28°50'N-29°14'N and 13°25'W-13°53'W

Introduction

Low-lying compared with the other Canary islands, with a multitude of smooth volcanic cones and a large area of dramatic black lava plains, Lanzarote has a charm all its own. It is about 50km long and 16km wide, and rainfall is so low that it cannot provide even for the 85,000 permanent population. New desalination plants are continuously being installed to cater for the booming tourist trade. Even so serious efforts are made at cultivation, with carefully tended fields of cactus, tomatoes, onions and other vegetables. Vines are also proving successful, mainly in the centre of the island, and a range of highly drinkable wines — from dry to very sweet — is available.

Lanzarote itself is probably best explored by car with the boat securely moored in Puerto de Naos, Puerto Calero or Marina Rubicon. Montaña del Fuego (Fire Mountain) in Lanzarote's extraordinary *Parque Nacional Timanfaya* can be ascended on camel-back as well as by more conventional methods, with the last vehicles permitted to depart up the mountain at about 1600. From the summit there is a unique view of volcanic cones and craters with an enormous sea of multicoloured and grotesquely shaped lava. The eruptions that produced these craters, covering the most fertile farming region and pushing the coastline 8km to the west, started in 1730 and continued for six years. In the Islote de Hilario restaurant, on the side of the mountain meat is roasted over a fumarole and twigs burst into flame when dropped into one of the smaller vent holes.

On the northeast coast is Cueva de los Verdes, a lava pipe seven kilometres long with dramatic concealed lighting, while the nearby Jameos del Agua, a short section of pipe open at both ends, was a refuge for the inhabitants from Arab slavers and during the later volcanic eruptions. A unique species



of blind crab exists in a shallow pool in the cave, the rest of which has been converted into a spectacular night club and concert hall. A newer phenomenon in Lanzarote is hang-gliding, with a dozen or more 'birds' suspended over the ridge northwest of Puerto del Carmen on a clear evening.

A ferry from Orzola takes visitors across to the peaceful island of Graciosa. Alternatively one can view the island, together with uninhabited Isla de Aalegranza and Isla de Montaña Clara, from César Manrique's spectacular lookout, Mirador del Rio.

Telecommunications

Mobile (cell) phone reception is good in most parts of Lanzarote, including the southern part of Isla Graciosa. The area code of 928 is shared with Fuerteventura and Gran Canaria, and forms an integral part of the phone number (nine digits in all) even when calling from within the island.

Internet cafes exist in the major tourist resorts – see under individual harbours for details.

Websites

The following sites contain general information about Lanzarote, some of which may be useful to the visiting yachtsman. Websites relating to specific harbours are listed in the relevant Formalities sections, those covering all or most of the Canary Islands on page 152 of the introduction.

- www.lanzaroteisland.com - an attractive site containing a smattering of history and culture, plus some nice photographs. In English only
- www.cabildodelanzarote.com - the official site of the island council, carrying local news and current affairs, in Spanish only
- www.lanzarotedigital.com - similar to the above but with an English version. Practical information includes emergency telephone numbers, ferry timetables etc
- www.turismolanzarote.com - the official website of the Lanzarote Tourist Board but, inexplicably, in Spanish only. Contains some excellent photographs and maps
- www.lanzarote.com and www.lanzarote-virtual.com - two general tourist sites containing photos, video clips and links. Both come in Spanish, English and German
- www.discoverlanzarote.com - an English language guide to the island. Easy to navigate and with some potentially useful information, if slightly superficial
- www.lanzarote-web.com - a site describing itself as the 'Lanzarote Business Services and Island Information Directory'. Carefully-constructed and particularly user-friendly, with many useful links. English and German
- www.cesarmanrique.com - all about the artist and sculptor whose benign influence can be seen throughout the island
- www.denominacionorigenlanzarote.com - learn about Lanzarote's flourishing wine industry, with links to individual producers. In Spanish, English and German

Navigation

Magnetic variation

6°W (2004), decreasing by 7'E annually. Local magnetic anomalies have been reported south of Lanzarote - see Admiralty chart 1870.

Tidal streams

Generally insignificant -see Tides and tidal streams, page 156. Details of range etc will be found under the combined information preceding Puertos de los Marmoles, Naos and Arrecife.

Charts

Admiralty 1870 (1:300,000)
Spanish 50A (1:175,000), 206 (1:100,000)
US 51380 (1:263,900)
Imray-lolaire E2 (1:598,000)

Lights

2772 Punta Delgada (Isla Aalegranza)
29°24'2N 13°29'3W
FL.3s16m12M 135°-vis-045° Dark grey conical tower and building, white lantern 15m
Punta Fariones 29°14' 5 N 13°28'.2W
Q. North cardinal tower
Arrieta 29°07'6N 13°27'4W
FL(2+1)R.6s3m5M White tower, blue bands
2780 Puerto de Arrecife molehead
28°57' 2 N 13°33'W Q(6)+LFL.15s10m8M
Round green tower 6m
2780 5 La Tiñosa (Puerto del Carmen)
28°55' 2 N 13°40'.4W
F1(3)G.9s4m8M Green tower
2781 Puerto Calero 28°54' 9 N 13°42'.4W
FI(3)G.14s9m6M Octagonal stainless steel tower 4m
Marina Rubicón 28°51' 4 N 13°49'.1W
FL(4)G.15s3m5M Black post 3m
2782 Punta Pechiguera 28°51' 3N 13°52'.3W
FL(3)30s54m17M Round white tower 50m

Coast radio station

Arrecife (24 hours) DSC - MF MMSI 002241026, VHF MMSI 002241025
MF 29°08'N 13°31'W, remotely controlled from Las Palmas
Transmits 1644, 2182kHz SSB, receives 2069, 2182kHz SSB
Weather bulletins 1644kHz SSB at 0703, 1233, 1803, 1903 (gale warnings, synopsis and forecast in Spanish for North Atlantic)
Navigational warnings 1644kHz SSB at 0703, 1233, 1903 (in Spanish for Canary Islands)
VHF 29°08'N 13°31'W, remotely controlled from Tenerife
Ch 16, 25, 03'
Weather bulletins Ch 25 at 0833, 1333, 2033 (gale warnings, synopsis and forecast in Spanish for coastal waters)
Navigational warnings Ch 25 at 0833, 2033 (in Spanish for Canary Islands)
1. Reserved for Autolink

Approach and navigation

If coming from the north, a yacht will sail down the coasts of both Lanzarote and Fuerteventura in the most practical direction – from north to south. To sail northwards is to go against the prevailing wind, the swell and the Canaries Current, a much tougher proposition. The northerly winds, which may reach 15-20 knots at midday (and sometimes more than that in August) are accelerated around the southern



point of the island – see the chart of acceleration zones on page 155. Whitecaps will be visible; reef before entering the zone. These winds generally decrease at night.

The *sirocco* – a strong, hot wind, gusting easterly from the African coast – can blow when the barometer is high, and creates steep seas and poor visibility due to the fine Sahara sand it carries. If the barometer falls rapidly a southerly gale is imminent, and unless berthed in Caleta del Sebo, Puerto de Naos, Puerto Calero or Marina Rubicon it would be best to put to sea. While there are several fair-

weather anchorages on the south and west coasts of the island, none are to be recommended along the east coast and only the four harbours already mentioned can be considered comparatively secure in bad weather.

Coming from the north, Caleta del Sebo on Isla Graciosa is a most pleasant landfall. At night, the light at Punta Delgada²⁷⁷² Isla Alegranza may be raised first (though note that it is obscured from southeast through the entire westerly quadrant and right around to northeast). Roque del Este, 6M northeast of Lanzarote, is unlit and presents a

hazard for night approach, though in daylight it becomes a useful landmark and navigation down the coast is a simple matter. When visiting Lanzarote from the west or south Marina Rubicón may well be the first port of call, though if the northeast trades are blowing the passage up the coast may be unpleasant.

Although much of the eastern shore of Lanzarote descends almost vertically to 100m or more, there are several shallow banks — generally lava flows — which extend up to 0.5M offshore and are easily missed if relying on Admiralty chart 1870. Off Orzola in the northeast depths of 3m have been reported, south of Arrecife a large shallow area extends off the old port, and off Punta Papagayo in the southeast a breaking reef extends some 500m beyond the headland.

Three large, unlit mooring buoys have been laid southeast of the airport and about 0.5M offshore at approximate 28°56'N 13°36'W. In addition there are two obstructed areas off the southeast coast of Lanzarote which should be avoided. One is centred around 28°55'4N 13°37'7W, between Punta Lima and Punta Tiñosa, and the other around 28°51'4N 13°45'7W, between Punta Gorda and Punta Papagayo, just off the small bay of Caleta Larga.

Harbours and anchorages

Isla Alegranza

Between 29°23'N-29°25'N and 13°29'W-13°32'W

Plans

Spanish 502 (1:55,000), 502 A (1:25,000)

Lights

2772 Punta Delgada 29°24'2N 13°29'3W
Fl.3s16m12M 135°-vis-045° Dark grey conical
tower and building, white lantern 15m

General

There are reported to be several settled weather anchorages around Isla Alegranza, though probably the best is in a shallow bay on the south coast in

15m or less. There is a cave to the west of the bay which can be explored by dinghy.

The island is normally uninhabited, though a derelict house is visible together with some old stone buildings. There are no facilities of any kind.

Isla Graciosa

Between 29°13'N-29°17'5N and 13°27'W-13°33'W

Plans

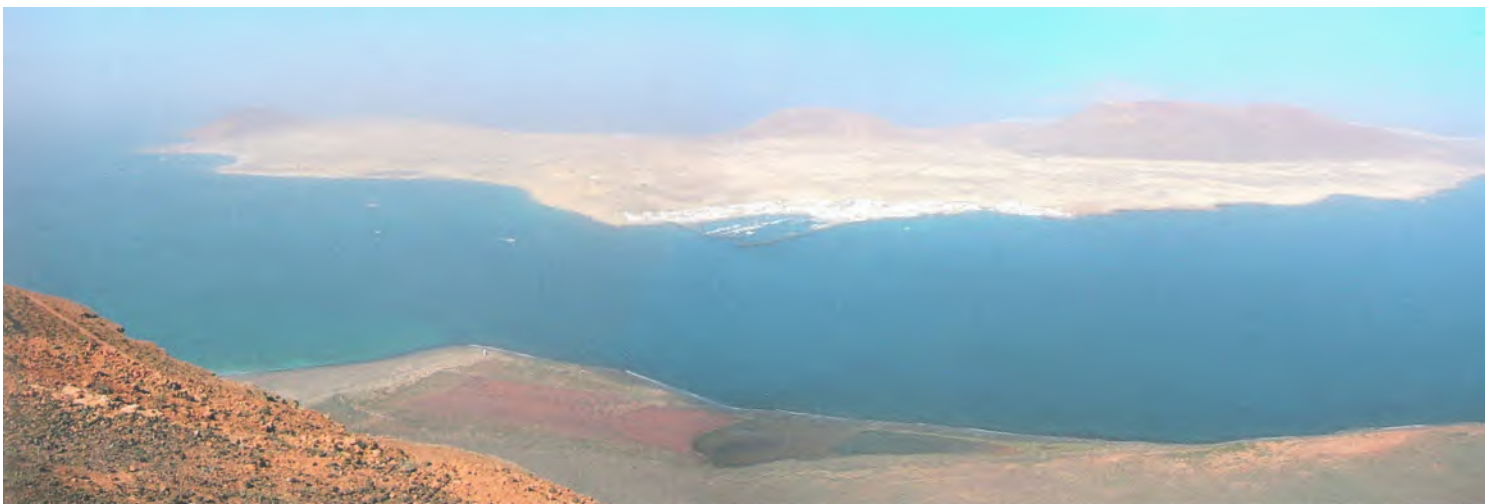
Spanish 502 A (1:25,000)

General

Isla Graciosa is about 6.5km long and 3km wide. It is flat and sandy with four low volcanic cones, the largest 265m high, no made-up roads, and a small population living in Caleta del Sebo and Pedro Barba. So long as development can pass it by, Isla Graciosa will remain one of the most appealing spots in the entire Canaries. 'When you land' a Lanzarotean said, 'you can take off your shoes and forget the world.' Landing, however, was until recently at the dictate of the weather and in unsuitable conditions the island may best be admired from the spectacular Mirador del Rio, designed by much respected local artist and sculptor Cesar Manrique, who until his death in 1992 exercised a benevolent and effective control over the design of buildings on Lanzarote as artistic adviser to the island council. From a viewpoint on the edge of a vertical precipice at the northern point of Lanzarote you can look down from nearly 500m across the narrow Estrecho del Rio, a passage favoured by migrating pilot whales.

The northeast trade winds funnel through the strait, but in these conditions shelter will be found in the harbour at Caleta del Sebo (La Sociedad on most charts), or in one of the three anchorages further west. Most secure of these is the attractive bay of Playa Francesa, protected by an extensive reef to the

Looking northwest from near the Mirador del Rio on Lanzarote, across the Estrecho del Rio towards Ilha Graciosa.



east and Punta Marrajos to the west. Best holding is to be found in the western or central part of the bay – to the east are stones covered by a thin layer of sand. It is large enough for at least two dozen yachts and the water is very clear, but take care on landing, particularly near low water, as there are submerged rocks off the beach.

Another possibility is Bahía del Salado close west of Caleta del Sebo, though the reef to the east must be identified and avoided on entry and holding is poor in places. In winds west of north there is some protection off the quay at Pedro Barba. However none of the above offer shelter from southerly winds and in these conditions it would be wise to either move into Caleta del Sebo or to leave the strait (though see under Orzola, below).

A marine reserve surrounds much of Isla Alegranza, Isla de Montaña Clara, Isla Graciosa and the northern part of Lanzarote, but though fishing and scuba diving are either restricted or prohibited entirely there is, as yet, no objection to yachts anchoring.

Caleta del Sebo (La Sociedad)

29°13' 8N 13°30'2W

Lights

Punta Fariones 29°14'5N 13°28'2W

Q North cardinal tower

2773 East breakwater 29°13' 7N 13°30'2W

FL.G.5s3M Metal sculpture 2-5m

2773 5 South breakwater 29°13' 6N 13°30'3W

FL.R.5s3M Metal sculpture 2.5m

Harbour communications

Port Captain TEL /Fax 928 842104 (0800-1500 or 0800-1300 & 1500-1700 weekdays only)

Although officially referred to either as La Sociedad or Puerto de La Graciosa, the village and its small harbour are known locally as Caleta del Sebo. It lies in the narrowest part of the strait, opposite a headland on which is a square grey tower, clearly visible for several miles and from which the island's power supply is routed.

Caleta del Sebo on Ilha Graciosa, seen from near the Mirador del Rio on Lanzarote.



In spite of recent improvements to the breakwaters and the addition of several new pontoons – see Berthing, below – Caleta del Sebo has retained its slightly detached 'holiday' atmosphere (not dissimilar to that of Porto Santo, Isles des Saintes or even the Scillies), and would be hard to improve upon as a landfall, assuming that no urgent repairs or services are required. It is particularly enjoyed by boat children, who can amuse themselves unhampered by either restrictions or significant traffic.

A stroll ashore should take in the tiny town square surrounded by well-tended gardens, and the delightful little church with its nautically themed carvings and furniture.

Entrance

Both breakwaters at La Sociedad have been extended in recent years, and good water is to be found off their ends. The entrance may be difficult to pick out if approaching from the east – the dark rubble breakwaters merge, with a spit of rocks (Punta Corrales) running out beyond. Look for the angular, rusty sculptures, one vaguely reminiscent of a child's swing, on the ends of both breakwaters. Though relatively narrow the entrance, once identified, presents no particular problems in daylight – other than the possibility of a fishing boat or the Orzola ferry leaving at speed.

Entry in darkness should be avoided if at all possible, as various semi-submerged fish floats lie between the entrance and the yacht pontoons. If forced to do so, it would probably be best to lie alongside the root of the breakwater until daylight.

Berthing

Caleta del Sebo's single, short pontoon has recently been augmented by several others, and now visiting yachts can use the majority of the 122 berths on the two pontoons in the southwest part of the harbour (around 30 are occupied long-term). The two northern pontoons are occupied by fishing boats and other local craft.

All berths have substantial finger pontoons, the majority of those to the east capable of taking yachts of up to 15m LOA and draught to 2.5m. It might be possible to berth an even larger yacht against the hammerhead of the western pontoon, but unfortunately the eastern one has a 1m protrusion in its centre. Manoeuvring space between the two pontoons is limited. There is no security, presumably because none is necessary.

A stack of brand new pontoons seen ashore in November 2003 were intended to line the east breakwater, where ferries and tourist boats unload their passengers.

Formalities

Visit the port captain in his office, "TELFax 928 842104, at the root of the east (main) breakwater bearing the usual ship's papers and passports. Office hours are somewhat irregular, being either 0800-1500 or 0800-1300 and 1500-1700 weekdays, closed weekends. As of November 2003 the gentleman in charge – and Caleta del Sebo is very much a one-man show – was notably friendly and helpful. Charges were low at a little over €6 per night including tax for a 12m x 3-5m yacht.

Facilities

Travel-lift 64-tonne hoist operated by the Confradia de Pescadores (fishermen's confederation). Although not really tuned to handling yachts, help would undoubtedly be forthcoming in an emergency.

Yachts lying to the two pontoons inside Caleta del Sebo, with the northern cliffs of Lanzarote in the background.



The entrance to Caleta del Sebo on Isla Graciosa with its two distinctive welded sculptures.

Water Good water is available from an outlet close to the port captain's office – via a hose long enough to reach a yacht brought alongside for the purpose. A small charge is made. Although the yacht pontoons have all the necessary plumbing, no water supply is attached.

Electricity Not available, despite wiring and sockets on the pontoons. Possibly next year..

Fuel A pair of diesel pumps next to the crane on the east breakwater serve the needs of the whole island, as well as visiting yachts. The pumps are not permanently manned – enquire at the port captain's office regarding timing and payment.

Rubbish bins At the root of the south breakwater, with recycling bins dotted around the village.

Bank Open 1100-1300, with a cash dispenser outside.

Shops/provisioning Three small supermarkets, plus bakery, butcher etc.

Restaurants & hotel Several restaurants and cafés, mostly around the harbour.

Medical services Limited – any serious problems are transferred to the mainland. A small pharmacy, open 1000-4400 Monday to Saturday, meets day-to-day needs.





The charming interior of Caleta's del Sebo's tiny church, with its nautically themed carvings.

Communications

Post office In the village. Hours are irregular and posted on the door — 1730-1930 when visited on a Wednesday!

Telephones Many throughout the village, with phone cards available at supermarkets and bars.

Email No public access point as of November 2003, though one had been reported the previous May. Hopefully it will be reinstated.

Fax No public fax, though the port captain might be willing to send or receive in an emergency.

Bicycles Available for hire — no car hire.

Ferries Three or four times daily to/from Orzola (about 20 minutes), where a bus makes the connection to Arrecife (see page 151 for contact details).

Punta Fariones, which forms the northeast 'corner' of Lanza rote.



Orzola

29°13' 5N 13°26'8W

Plans

Spanish 502 A (1:25,000)

General

This tiny fishing harbour, from which the ferry runs over to Caleta del Sebo on Isla Graciosa, is fully open to the prevailing northeast trades. The entrance is through scattered reefs and the courage of the fishermen who use it cannot be contested.

In calm conditions a visit by sea could be interesting, though it would have to be brief and timed to coincide with the absence of the Isla Graciosa ferry. It might also be wise to recce by land or dinghy first. Having negotiated the dangerous reefs off the approach — best passage appears to be from the northeast and close to the mainland shore, where the rocks can at least be seen — the bay affords reasonable protection from the south and west though some surge should be expected, particularly around high water. Much of its inner part is taken up with local smallcraft, moored to face into the seas by means of long lines attached to the shore. The diving is reported to be excellent. On no account should the area be approached at night or in less than very settled weather.



Local smallcraft in the tiny, rock-fringed harbour at Orzola.

In 1998 plans were reported to have been drawn up for a major new harbour at Orzola, to accommodate both yachts and fishing vessels. However nothing had happened five years later and it is very difficult to see how anything will be achieved, since not only the harbour itself but also its outer approaches are fraught with hazards. In November 2003 a crane and a pile of concrete blocks occupied the end of the mole, but this appeared to be associated with the construction of a small inner quay.

A highly experienced cruising couple (who doubtless carry serious ground tackle) report finding good protection from strong southwesterlies in the small bay to the northwest of the village (29°13'7N 13°27'7W) in good holding over sand. However they add that as soon as the wind moderated a heavy swell set in from the northeast, necessitating a hurried departure.

Arrieta

29°08'N 13°27'W

Plans

Admiralty 886 (1:75,000)

Spanish 502 (1:55,000)

Light

Arrieta 29°07' 6N 13°27'4W

FL(2+1)R.6s3m5M White tower, blue bands

General

A pleasant little fishing village with a limited amount of tourist development, Arrieta is nevertheless developing a reputation with visitors. Situated at the north end of the Rada de Arrieta, a bay some 2M across with no outlying dangers on approach, it is worth a visit in daylight in calm conditions. In a strong northeast or east wind the swell breaks along the length of the bay and a visit by road is preferable.

Anchorage

On entering the bay the town can be seen to the north. A very small stone quay lies near the north end of the town, with a somewhat larger version near its centre. At its southern end is a sand and stone beach, with a wooden jetty terminating in a strange, lop-sided stone quay close north – apparently a swimming platform, with underwater projections. Anchor either between the two northern moles or off the beach to the south in 5m or so over sand and stones.

Costa Tegui

28°59' 7N 13°29'W

Plans

Admiralty 886 (1:75,000)

Spanish 502 (1:55,000)

General

Costa Tegui is a massive tourist development, the network of holiday villas a maze from which escape is difficult. If the trades are from northwest or north, the bay with its very solid breakwater appears a sheltered haven compared with the waves breaking on the reef off Orzola. However when the wind comes east of north, sailboarders flip in rollers that break right across the entrance.

Approach and entrance

The low white buildings of Costa Tegui are visible from well offshore. On closer approach the reef off the north head of the bay extends up to 500m offshore and must be given a generous berth – the northern of the two rough, lava block breakwaters curves southeast from near its root. The hotels and major buildings are on the southern arm of the bay, from which the main breakwater extends to the northeast. Two pillars, conspicuous on the breakwater head, are the artistic work of Cesar Manrique, totem poles of rusty artefacts welded one on the other. A course of 310° for the breakwater should find sufficient water for an approach but do so with caution, a lookout and an eye to the echo sounder. Do not be misled by the very shallow harbour to the north – make certain you are heading for the totem poles.

Anchorage and berthing

Though obviously built primarily to provide shelter for a long and crowded bathing beach, the breakwater is more substantial than many of its ilk, with a solid top and sheer inner wall with bollards and ladders. It might well be possible to lie alongside – check first by dinghy. Otherwise anchor in 3m or so near the head of the breakwater. Many local smallcraft lie on running moorings in its angle, and the rest of the bay is shallow.

Facilities

The usual tourist facilities of restaurants, cafés, shops and ice creams will be found in abundance ashore.

Cesar Manrique's columns at the entrance to the lagoon at Costa Tegui, seen from the south. The water is clear but relatively shallow.





Puertos de los Marmoles , Naos and Arrecife

Combined harbour information

Lanzarote's three primary harbours - each with its separate entrance - occupy some 3km of coastline with no obvious demarcation ashore. Much of the more general information is therefore common to all.

Tides

Standard port for the Canary Islands is Casablanca, with Arrecife a secondary port. MLWS is about 0.4m above datum and time difference on Casablanca: -0053. It is among those ports for which tidal data is available via *EasyTide* - see page 9.

Mean spring range 2.2m

Mean neap range 1.1m

Plans

Admiralty 886 (1:75,000 and 1:12,500)

Spanish 502, 504 (1:55,000), 6010 (1:10,000)

Imray-lolaire E4 (1:17,800)

Lights

2775 Puerto de los Marmoles breakwater

28°57'2N 13°31'.7W

Fl.G.5s11m6M Round green tower 6m

2777 Puerto de Naos breakwater

28°58'1 N 13°32'W

Fl.R.10s11m4M Round red tower 4m

2780 Puerto de Arrecife breakwater

28°57'2N 13°33'W Q(6)+LFl.15s10m8M

Round green tower 6m

Harbour communications

Port Captain TEL 928 598300, Fax 928 598303,

email arrecife@palmasport.es, VHF Ch 14, 16

General

The three harbours are very different. None normally offers the chance to berth rather than anchor, but whichever is chosen it is worth visiting the Castillo de San José, opposite the end of Puerto de Naos breakwater, for its panoramic views.

- Puerto de los Mármoles is a busy commercial harbour serving container and cruise ships, with no place for yachts other than a possible anchorage in the bay to the northeast.
- Puerto de Naos offers shelter in all conditions but is best entered for the first time in daylight. Once inside it is extremely secure, if somewhat unprepossessing and increasingly crowded.
- Puerto de Arrecife is the most convenient and pleasant of the three in settled trade wind weather, although again the entrance can be difficult and the harbour is open to wind or swell from the southwest — see plan page 170.

Approach

The surrounding coastline is low-lying with rounded volcanic cones inland. The airport 5km west of Arrecife is busy with traffic from Europe and the other Canary islands, and white and green hotels and holiday villas, limited to four storeys by the influence of the island's late artist and adviser César Manrique, are mushrooming along the coast. The high-rise **Arrecife Gran Hotel** (28°57'.4N 13°33'2W, marked on Admiralty chart 886), built before the planning regulations came into force, has been a conspicuous and increasingly derelict landmark for some years but in November 2003 was undergoing much-needed renovation. It is to be hoped that, if and when it reopens, it will be possible for non-residents to access the upper floors to enjoy what must be stunning views – and an outstanding photographic vantage point.

Formalities

Clearance is handled by the *Policia Nacional* in their office in the *Edificio Autoridad Portuaria* (Port Authority Building) building near the root of the Los Marmoles breakwater (a long, hot walk if anchored in Arrecife or even Naos, but lacking any convenient dinghy landing point). Skippers should report with ship's papers and, if this is the port of entry to the Canaries, attempt to get passports stamped (particularly important in the case of non-EU crew members or those who will be flying home).

Facilities

Boatyards A large boatyard with three slipways has long been established on Isla de las Cruces, halfway along the Puerto de Naos breakwater, but is not really tuned to yachts.

Engineering Several workshops on Calle Augustin de la Hoz Betancort (which parallels Puerto de Naos), including a well-stocked Volvo Penta agent who speaks good English. The Rio Centre (see below) is a service agent for Mariner, Mercury and Yanmar.

Electronic & radio repairs Sol-lar, on the road behind Puerto de Naos, specialises in solar energy equipment but also stocks other electrical and electronic necessities. For serious problems contact MAST, *VIFax* 928 516110, *Email* info@marine-technology.com, who are based at Puerto Calero but are willing to travel.

Sail repairs Aquatex Sails, *'Fax* 928 592351, in Costa Teguisse (see page 165) about 7km northeast along the coast.

Chandlery Efectos Navales Duarte, tel 928 811117/800346, *Fax* 928 802108, on the road behind Puerto de Naos (open 0800-1330, 1530-1930 weekdays, 0830-1330 Saturday) carries a wide stock of serious chandlery including rope, paint, stainless steel shackles etc, plus general hardware. Duque Hnos SL next door carries generators, outboards, hardware, tools etc. Opposite is the Rio Centre, also part of the Duarte operation, selling smallcraft (including inflatables) and outboards.

On Avenida Gobernador Garcia Hernandez (leading inland from the roundabout) will be found Hogar y Nautica, *tel* 928 807400, *Fax* 928 807328, another large chandlery and fishing tackle shop. Opening hours are 0900-1300 and 1630-1930 Monday to Saturday.

Charts Libreria el Puente at Calle Luis Martin 11 (near the root of the Arrecife breakwater), *'Fax* 928 815107, is local agent for the Spanish Hydrographic Office, but holds small stocks even of local charts so orders may take several weeks to fill. Efectos Navales Duarte can supply Admiralty charts, again to order.

Water On the pontoons in Puerto de Naos.

Electricity On the pontoons in Puerto de Naos.

Diesel No alongside fuel available to yachts, though small amounts could be collected by can from a filling station.

Bottled gas From the Disa plant at the north end of the town – the office is just inside the main gate and is open 0730-1630 weekdays only. Any type of cylinder can be filled, with either butane or propane, generally while one waits. Apparently the staff are quite used to yachtsmen arriving from the beach, having transported their empty bottles round by dinghy. It would even be possible to anchor off while waiting, though the yacht should not be left unattended.

Club náutico The *Casino Club náutico de Arrecife* at Avenida Rafael González 1 combines a social programme with sailing activities.

Banks Throughout the town, nearly all with cash dispensers.

Shops/provisioning Good choice of supermarkets and other shops, as might be expected of the island's capital.

Produce market Vegetable market just west of the large church marked on Admiralty chart 886.

Cafés, restaurants & hotels Wide choice around the harbour and town.

Medical services Hospital in the city, and clinic (where English is spoken) at Puerto del Carmen.

Communications

Post office Overlooking Puerto de Arrecife.

Telephones At all three harbours.

Fax service The Kopy Center, *'* 928 802160, *Fax* 928 807369, overlooking Puerto de Arrecife, which also has large-sized photocopiers – though note that most printed material (including this book) is subject to copyright. US-published charts are generally an exception.

Email Redes Servicios Informática at Calle Coronel Bens 17 (open 0900-1400 and 1700-2000 weekdays, 0900-1400 Saturday), another 200m up the street opposite the *club náutico* (open 1000-1400 and 1700 onwards).

Car hire, taxis and buses In the town. There is a taxi rank opposite the root of Puerto de Arrecife breakwater.

Ferries To Fuerteventura and Gran Canaria.

Air services European and interisland flights from the airport 5km west of the city.

Puerto de los Marmoles

28°58'•1N 13°31'•7W

Lights

2775 Breakwater 28°57'.9N 13°31'•7W

FL.G.5s11m6M Round green tower 6m

2776 Container wharf, southeast corner

28°58'•1N 13°31'•8W FL(2+1)R.20s5m3M

Red post with green band 3m

2776-2 Container wharf, southwest corner

28°58]'N 13°31'8W

F1(2)G.7s5m3M Green post 3m

General

Puerto de los Mármoles is the easternmost harbour of the complex and shares its outer entrance with that of Puerto de Naos. It is the commercial port for the island and therefore unsuitable for yachts, though the upper parts might provide temporary overnight shelter — see below.

Approach

See under combined harbour information. If approaching from the southwest or south, steer for the town and then, keeping more than half a mile offshore to avoid the reefs off Arrecife, steer northeast for Mármoles breakwater head 2775. If approaching from the northeast, again keep half a mile offshore until the breakwater is identified. A

group of tanks for the Disa and desalination plants will be seen on a point to the northeast.

Anchorage

The area between the main breakwater and the container wharf is heavily used by commercial traffic which berths along the inner sides of both walls. Temporary anchorage — perhaps while awaiting daylight to enter Puerto de Naos — might be found in 3m or more over sand between the container wharf and the shore to its west. Work in carefully, watching the depth.

Alternatively, anchorage could be found in the small bay to the northeast of the main breakwater. A pair of rails runs into the water at a shallow angle from a small mole at the head of the bay, so care should be taken if intending to anchor. Chose a spot south or southwest of the stranded and broken hulk of the steamer *Telemon* (of which only the stern now breaks surface) in 5m over sand and stones. As mentioned above, this spot is very convenient to the Disa plant if gas cylinders need refilling.

Formalities and facilities

See under combined harbour information.

Looking into Puerto de Naos from the Castillo San Jose to the northeast. Entrance buoys Nos. 3, 4 and 6 can be seen on the right, with the yacht anchorage behind the Isla de las Cruces mole halfway up the harbour. *Tom Hammon*



Puerto de Naos

28°57' 8N 13°32'.4W

Lights

2775 Puerto de los Mármoles breakwater 28°57'.9N
13°31'.7W

Fl.G.5s11m6M Round green tower 6m
2776-2 Container wharf, southwest corner
28°58'.1N 13°31'.8W

F1(2)G.7s5m3M Green column 3m

2777 Puerto de Naos breakwater

28°58'.1N 13°32'W

Fl.R.10s11m4M Round red tower 4m

Entrance channel

buoy Q.R.2M Red pillar buoy

buoy No 2 FL(2)R.15s3m3M Red pillar buoy

buoy No 1 Fl.G.5s3m3M Green pillar buoy

buoy No 3 FL(2)G.15s3M Green pillar buoy

buoy No 4 F1(3)R.20s3M Red pillar buoy

buoy No 6 F1(4)R.25s3M Red pillar buoy

2778 Fishermen's wharf, northeast corner

28°58'.1N 13°31'.2W

F1(3)G.10s8m3M Round green tower 4m

2778 2 Fishermen's wharf, angle

28°58'. N 13°31'.2W

F1(4)G.15s8m3M Round green tower 4m

27784 Fishermen's wharf, south corner

28°57'.9N 13°32'.4W

Fl.G.6s8m3M Round green tower 4m

27786 Repairs wharf, north corner

28°57'.8N 13°32'.3W

F1(2)R.10s8m3M Round red tower 4m

General

Puerto de Naos is a secure harbour in all weathers and the home of the local fishing fleet with all its attendant noise and smells — one well-travelled skipper aptly summed it up as 'very safe but grotty'. If arriving for the first time after dark it may be better to anchor outside, as described under Puerto de los Mármoles, and continue into Puerto de Naos in daylight.

Approach

See under combined harbour information. Approaching from the southwest or south, steer for the town and then, keeping more than half a mile offshore to avoid the reefs off Arrecife, steer northeast for the entrance between Mármoles' and Naos²⁷⁷⁷ breakwaters. From the northeast, again keeping half a mile offshore, Mármoles breakwater can be identified by the tanks of the Disa plant to the northeast.

Entrance

A dangerous spit of rocks runs north from Puerto de Naos breakwater head and it is essential to keep in the channel. Steer for the southwest corner of the container wharf until the first pair of channel buoys (Nos 1 and 2) can be identified — they are close together and appear below Castillo San José. Passing between the two buoys, steer 275° for buoy No 3 to clear the spit. When No 4 buoy is abeam to port, round it and steer 225°, keeping close to the fishermen's wharf to avoid the shallow patch close north of the end of the unlit Isla de las Cruces mole. The wharf is masked by a mass of colourful fishing trawlers, often rafted four or five abreast.

Anchorage

The holding is good north of the Isla de las Cruces mole, which is home to a thriving boatyard, but poor south of a line between the southwest corner of the mole and the mast of the School of Fishing on the opposite side of the harbour. Despite this the whole southern end of the harbour may be occupied by anchored yachts, though it should be possible to find a space. Much of the bottom is foul with old chains etc — a problem recently compounded by a number of moorings laid for local boats — and a tripline is recommended. A small daily fee is, in theory payable, but this was not being collected in late 2003.

Dinghies can usually be left at the southern end of the fishermen's wharf, where there is a substantial ladder. This area is sometimes used to berth pilot boats, however, and care must be taken not to impede them. Alternatively there is a slipway near the small marina. In either place both dinghy and outboard should be securely padlocked as several thefts have been reported in recent years.

Berthing

There are two short pontoons in the southern corner of the harbour though there is most unlikely to be space for a visiting yacht, particularly in the autumn. Access is via locked gates, making them unsuitable as dinghy landings even if this was not expressly forbidden by prominent notices. The berthing master's office is nearby, open 1000-1400 Monday to Saturday, but he can be contacted on ' 928 845690 outside office hours. Berthing is bow or stern-to, with buoys and lazy lines provided, the latter making a careful watch for submerged lines necessary if approaching the area.

Formalities and facilities

See under combined harbour information.

Puerto de Arrecife

28°57'.3N 13°33'W

Lights

2780 Breakwater 28°57'.2N 13°33'W

Q(6)+LFl.15s10m8M

Round green tower 6m

General

With Puerto de los Mármoles the commercial and Puerto de Naos the fishing port for the island, the old Puerto de Arrecife has become almost redundant. However with the trade wind blowing the harbour is attractive and secure, and the water clear.

Approach

See under combined harbour information. From any direction, keeping one mile offshore, steer a course until the western end of the town bears due north. The most dangerous trap is the Arrecife de Miendaembraso, which stretches about 500m east from the curve of the breakwater. To the west of the inner mole lies Islote del Amor, itself surrounded by



a reef which extends 0.25M westward as the Arrecife del Quebrado. There is an anchorage area for laid up fishing vessels south of the Arrecife de Miendaembraso, its southern edge marked by two unlit yellow buoys, though in recent years it has had few tenants.

Arrecife literally means 'reef' and it would be most unwise to attempt entry for the first time at night.

Entrance and anchorage

From the south, close the land until the molehead is abeam to starboard. Then make a sharp turn to approach the mole if intending to moor alongside the wall (a favourite spot with local fishermen).

If coming to anchor, an arc of radius 200m from the north to the northeast of the mole head defines the anchorage, in 3m over stones. Many yachts have had problems when anchoring in Puerto de Arrecife — a fisherman's anchor with tripline to the crown is best. A number of moorings attached to concrete blocks have been laid over the past few years, but their condition and holding power is doubtful and they cannot be recommended other than for a short (and attended) stopover in settled weather. Should the weather deteriorate or if the yacht is to be left unattended it would be wise to move into Puerto de Naos.

As of November 2003 the breakwater had been closed for the best part of two years, even to foot traffic, while restoration of the Castillo de San Gabriel took place. Although the work was scheduled to be completed by the end of the year this

The large but shallow Puerto de Arrecife, looking southwest. The yacht anchorage is between the car park and the further breakwater — only a dinghy could pass between the two posts (just visible on the right) into the inner harbour.



looked extremely doubtful. In the meantime it is necessary to take a dinghy in through the pass to the shallow inner harbour, a very wet experience when the trade winds are blowing. At half tide or above it is possible to continue as far as El Charco, a small lake in the centre of the city convenient to a large supermarket.

Formalities and facilities

See under combined harbour information.

Puerto del Carmen

28°55'1N 13°41' 1W

Plans

Admiralty 886 (1:75,000)

Spanish 504 (1:55,000)

Lights

2780.5 La Tiñosa (breakwater) 28°55'•2N 13°40'.4W

F1(3)G.9s4m8M Green tower

General

A small but attractive harbour backed by low-rise development at the southern end of Lanzarote's largest tourist development, and a popular spot for an evening stroll. The inevitable cafés, bars and restaurants abound.

The harbour is packed with excursion boats, ferries and moored smallcraft and there is no space for visiting yachts, though it would be possible to anchor off in settled weather. The approach from the south is straightforward, with depths shoaling rapidly as the land is closed.

The original Puerto del Carmen, a tiny and very shallow harbour with a single quay, lies about 0.5M further east.

Puerto Calero

28°55'1N 13°42'W

Plans

Admiralty 886 (1:75,000)

Spanish 504 (1:55,000)

Lights

2781 South breakwater 28°54'9N 13°42'.4W

F1(3)G.14s9m6M Octagonal stainless steel tower 4m buoy Entrance No 1

(70m north-northeast of breakwater end)

FL.R.11s2M Red can buoy

buoy Entrance No 2 (50m northwest of reception quay)

F1(2)R.14s2M Red can buoy

Note A third, unlit, buoy lies equidistant between the above two, with a number of smaller yellow buoys further inshore. None are visible until the breakwater end bears east of north

Harbour communications

Marina *telefono* 928 511285, *Fax* 928 514568,

email reservas@puertocalero.com (0800-2000 Monday to Saturday, 0900-2000 Sunday),

VHF Ch 09, 16 (24 hours)

General

Puerto Calero is a privately-run marina which deserves its excellent reputation. First opened in

1989 and almost doubled in size ten years later, it now contains pontoon berths for 420 yachts of up to 20m – some 150 of them reserved for visitors – plus about 120m of pontoon space with depths of more than 10m, suitable for yachts of up to 65m LOA.

The marina is very well run and spotlessly clean (please turn automatic bilge pumps off), and is part of a development designed by Luis Ibañez, a colleague of César Manrique. The bollards and manhole covers are of polished brass, the ladders of stainless steel and many of the buildings marble. Security is excellent, and it would be a secure place to leave a yacht unattended for any length of time. The entrance is partially open to the west but is protected to some extent by the curve of the coast towards Punta Gorda and Punta Papagayo.

Approach and entrance

The white octagonal marina office on the south breakwater forms a useful landmark, though since the latter was extended in the late 1990s it no longer marks the end. In 2003 a new development was taking shape close west of the harbour.

On closing the coast towards the entrance the bottom shelves very steeply from 200m to 20m in less than 500m, and in a southerly swell seas could doubtless build up. However in normal conditions entrance is straightforward by day or night, assuming one respects the three port hand buoys which lie between the breakwater and the shore.

Formalities

The (floodlit) reception quay is to starboard on entering, beneath the grey and white tower which houses the marina office, telephone

514568, *Email* reservas@puertocalero.com, www.puertocalero.com. **Office hours** are 0800-2000 Monday to Saturday, 0900-2000 Sunday in winter, extended by one hour during summer, but outdoor staff (who also monitor VHF Ch 09) are on duty around the clock. Yachts are expected to announce their arrival by telephone or VHF before arrival and may then be directly straight into a berth – although often theoretically full, arriving yachts never yet been turned away.

Visit the marina office as soon as convenient with the usual paperwork, including proof of insurance. Non-EU crew arriving in the Canaries must get passports stamped, which can either be arranged via the marina office (allow 48 hours) or carried out on the spot at Puerto de los Marmoles (see page 167). The very helpful office staff all speak English, with several other European languages also available.

Unsurprisingly, Puerto Calero is one of the more expensive marinas in the Canaries, with the 2003 overnight berthing fee for a yacht of 13m LOA set at €24. Discounts are available for longer stays.

Facilities

Boatyard In addition to the standard boatyard tasks, the Varadero Puerto Calero, tel 928 510158, *Fax* 928 510763, *email* varadero@puertocalero.com, can arrange for sail repairs, guardianage, part



sourcing, and mechanical and electrical work. Security is good and languages spoken include French and German as well as English.

DIY work by the owner and crew is permitted, and there is no objection to owners living aboard whilst their yacht is ashore.

Travel-lift 90-tonne hoist in the boatyard.

Engineers Available via the boatyard. There is also a specialist Volvo agent in the marina complex, ' 928 514922.

Electronics MAST, "Eel I Fax 928 516110, email info@marine-technology.com, VHF Ch 74, is

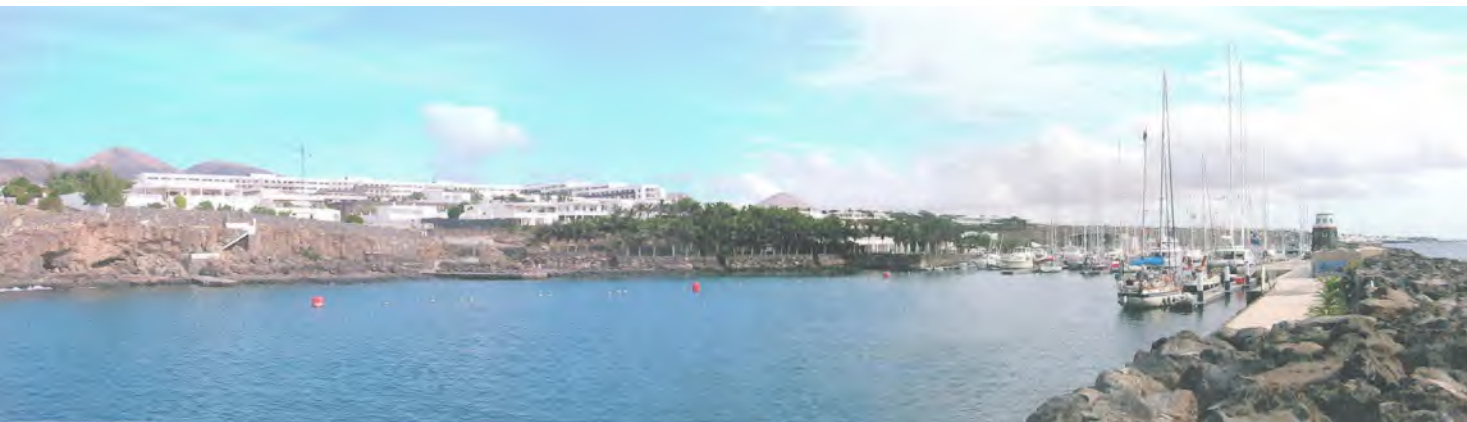
owned and run by a British couple, with French, Spanish and Portuguese also spoken. The company is agent for B&G, Raymarine, ICOM and Simrad among others but will tackle repairs to all makes, and also offers guardianship of unattended yachts.

Sail Repairs Aquatex Sails in Costa Teguisse (see page 165). The boatyard are also agents for Quantum Sails, a company based in Barcelona.

Chandlery Small chandlery in the marina complex. Otherwise visit Efectos Navales Duarte at Puerto de Naos. There is a good general hardware store

Puerto Calero seen from almost due south. *Puerto Calero*





Looking into Puerto Calero from the end of the long south breakwater. The three buoys mentioned in the text stand out prominently.

in Tias, about 10km along the road towards the airport.

Charts MAST is an agent for Imray charts and publications. For Admiralty or Spanish charts it is necessary to order from shops in Arrecife (see page 167).

Water To all berths.

Showers Well maintained and open 24 hours a day.

Laundry On the 'main square'. The attendant can also arrange for dry cleaning to be done. Washing lines on yachts are discouraged.

Electricity 220 volts throughout the marina, with 380 also available at some berths.

Fuel Diesel and petrol at the reception berth, open office hours.

Bottled gas From the Disa plant north of Puerto de los Mármoles – see page 167. Camping Gaz exchanges at the filling station at Mácher, about 7km inland.

Weather forecast Four-day forecast posted daily at the marina office.

Bank No bank, though a cash machine is due to be installed near the supermarket.

Shops/provisioning Small but quite well stocked supermarket near the harbour, open 0800-2000, with more in Puerto del Carmen and a hypermarket near the airport.

Restaurant & cafés Wide choice throughout the Puerto Calero development.

Medical services Private clinic in the marina complex, with 24 hour emergency service available. Hospital and other services in Arrecife.

Communications

Post office In Puerto del Carmen. Stamps available at the marina office and the laundry, with a post box next to the latter.

Mailing address Torre de Capitanía, Urb. Puerto Calero, 35570 Yaiza, Lanzarote, Islas Canarias, Spain.

Telephones Numerous on the shore side of the complex, but not on the breakwater. Choice of coin or card.

Fax service At the marina office, Fax 928 514568.

Email One terminal on the ground floor of the marina office building, available free to visiting yachtsmen (but no facility for printing or inserting one's own disk), and another at the MAST office, where a time slot must be booked.

Car hire Rental company in the marina complex.

Taxis Taxi rank in the marina complex.

Buses Bus stop at the exit roundabout.

Air services European and interisland flights from Lanzarote airport, about 14km by road.

Playa Quemada

28°54'N 13°44'W

Plans

Admiralty 886 (1:75,000)

Spanish 503 (1:50,000), 504 (1:55,000)

General

This anchorage off the small fishing village of Puerto Quemada lies about 1.5M west of Puerto Calero. There is no pier or breakwater, and local boats are hauled out on the stony beach. The volcanic area of Montaña del Fuego is 10km to the north and a range of high volcanic cones reaches south, falling away to Punta Papagayo, the south point of the island. The coastline of cliffs west of the village provides shelter from southwest winds and, unless it is blowing from the east, a pleasant anchorage may be found close inshore.

A marine farm, marked by four yellow buoys with x topmarks, all Fl.Y.5s5M, has been established southeast of Playa Quemada centred on 28°53'.N 13°44'-2W.

Punta Papagayo to Punta del Aguila

28°50'•3N 13°47'•3W to 28°51'•3N 13°48'•7W

Plans

Admiralty 886 (1:75,000)

Spanish 503 (1:50,000), 504 (1:55,000), 503 A (1:25,000)

General

In settled conditions this stretch of coast offers several possible anchorages sheltered from easterly winds by Punta Papagayo, with sandy beaches off which one can anchor to make a dinghy landing or, with an eye on the barometer, spend a peaceful night. All call for careful eyeball navigation.

The beaches, reached by a dirt track from Playa Blanca, are popular with tourists and the more secluded are frequented by naturists. Since being designated a *Parque natural*, to which cars are charged admission, the area has apparently become even more popular.



Marina Rubicón

28°51' 5N 13°49'W

Plans

Admiralty 886 (1:75,000)

Spanish 503 (1:50,000), 504 (1:55,000),

503 A (1:25,000)

Lights

Breakwater head 28°51' 4N 13°49' 1W

Fl(4)G.15s9m5M Black post 3m

North mole, outer 28°51' 4N 13°49' 1W

Fl(4)R.15s6m3M Red post 2m

Breakwater spur 28°51' 4N 13°49' 1W

Fl.G.5s6m 1M Green lantern on breakwater wall 1m

Note Obscured from seaward by breakwater

North mole, inner 28°51' 4N 13°49' 1W

Fl.R.5s4m1M Grey post, red lantern 2m

Note All lights other than that on the breakwater head are obscured from seaward.

Harbour communications

Marina tel 928 519012, Fax 928 519035, email

mail@marinarubicon.com (0900-1800 weekdays,

1000-1300 Saturday), VHF Ch 09 (24 hours)

General

Marina Rubicón is part of a brand new development which also contains a five-star hotel and some upmarket housing. When visited in November 2003 much of the shoreside infrastructure was still incomplete, although the marina itself had been accepting yachts for almost twelve months. Everything was new and in immaculate condition and there seems every reason to believe that these standards will be maintained.

Approximately half the 500-odd berths are

reserved for visiting yachts, making Marina Rubicón one of the very few harbours in the Canaries where space is almost certain to be available for the foreseeable future. However its large size leaves those in outer berths with a long walk to the shoreside services – either bicycles or a dinghy would ease this problem – but this is offset by the unusual range of (free) facilities on offer, ranging from a church to a good-sized swimming pool.

Approach and entrance

The entrance to Marina Rubicón lies about 2M northwest of Punta Papagayo, facing Playa Blanca across a wide bay. The tall lighthouse of Punta Pechiguera²⁷⁸² 3M to the west makes a distinctive landmark when approaching from that direction, with the isolated cone of Montaña Roja (194m) behind.

The once prominent Castillo de las Coloradas on Punta del Águila, which dates from the 1740s and is identified by name on Admiralty chart 886, lies within a few metres of the root of the breakwater. However it has quite literally been overtaken by events and is now difficult to pick out against the surrounding buildings. Inland the level plain known as the Rubicón stretches north some 8km towards the 'Fire Mountains'.

Depths shoal gradually towards the shore, with 5-6m to be found in the northwest-facing entrance. When visited in November 2003 various small buoys, mainly yellow but at least one red, lay some 200-300m northwest of the breakwater head but appeared to have little relevance to yachts approaching from seaward. On the same basis, the scattering of red and green buoys in the bay north of the inner mole can also be ignored.

If approaching after dark the marina lights can be difficult to pick out against the almost continuous string of shore lights – though the long, dark sweep of the breakwater may help – but once identified with certainty, night entry should present no problems. None of the small buoys mentioned above are lit, so a careful watch will need to be maintained until safely inside.





The reception pontoon at Marina Rubicón, lying just to the right of the (unlit) 'lighthouse' tower.

Berthing

The reception pontoon lies to port beyond the boatyard and the area reserved for tourist ferries and other commercial craft, and can accommodate several large yachts without recourse to rafting up. A dark tower, clearly intended to resemble a lighthouse, overlooks the reception berth. The marina office is behind.

The ever-growing number of large yachts was clearly anticipated at the design phase, with 183 berths capable of taking 13m LOA and a further 130 for yachts of 15m or more. The anticipated maximum size, berthed against the main breakwater is around 60m. Neither is there any of the cramping typical of older marinas, and manoeuvring space between pontoons is generous. All berths are against robust fingers of generous length. However in spite of the entrance being relatively narrow, a heavy northwesterly swell can result in considerable movement of yachts within the marina.

Formalities

Report to the marina office, tel 928 519012, Fax 928 519035, *email* mail@marinarubicon.com,

A somewhat distorted view of the entrance to Marina Rubicón, as seen from the very end of the main breakwater.

www.marinarubicon.com, **with the usual** paperwork, including evidence of insurance. As of November 2003 office hours were 0900-1800 weekdays, 1000-1300 Saturday, but this was expected to increase in due course to include Sunday opening. The staff are friendly and helpful, and between them speak at least six European languages.

As might be expected, prices are relatively high at around €19 per night including tax for a yacht of 13m LOA. Discounts are available for longer periods if paid in advance.

Facilities

Boatyard Run by Waterline Yacht service, *mobile* 628 018262, *Fax* 092 349154, on behalf of the marina management and able to handle GRP repairs, osmosis treatment etc. There is a generous amount of purpose-built undercover workshop area. DIY work by the owner and crew is permitted.

Travel-lift 90-tonne hoist plus trailer-type yacht transporter. No shortage of very well-constructed adjustable cradles.

Diving services Enquire at the marina office. A PADI diving school is being set up near the boatyard for those wishing to gain a formal qualification.

Engineers Enquire at the marina office.

Electronic & radio repairs None as yet — MAST is called in from Puerto Calero — but it can only be a matter of time.

The entrance to Marina Rubicón seen from the gallery of the 'lighthouse' tower.

Marina Rubicón



Sail repairs Can be dealt with locally – enquire at the marina office – though it would be necessary to go further afield to have a sail made from scratch.

Rigging Contact Waterline Yacht service at the boatyard.

Chandlery A large chandlery is due to open in the boatyard area during 2004.

Charts The marina office hopes to stock Imray and Admiralty publications for the Canaries and the Caribbean.

Water To all berths.

Showers Seven or eight shower blocks dotted around the marina, so convenient to all berths.

Launderette Currently only one, with a single machine, but due for upgrading shortly.

Electricity To all berths. Some of those for larger (15m+) yachts are provided with 380 volts in addition to 220 volts.

Fuel Diesel and petrol at the reception berth.

Bottled gas Camping Gaz exchanges at the fuel berth. Other bottles, both butane and propane, have to be taken to the Disa plant north of Puerto de los Mármoles – consult the marina office.

Weather forecast Posted daily at the marina office.

Banks Cash dispenser at the entrance to the marina complex, though for full banking facilities it would be necessary to go into Playa Blanca.

Shops/provisioning A large supermarket opened early in 2004 to serve both the marina and the housing development. Various other shops have followed, with more to come.

Cafés, restaurants & hotels Currently the five-star hotel already mentioned (which has several restaurants), a further restaurant, plus a café overlooking the reception berth. More are almost certain to follow.

Medical services First aid centre in the marina complex, with a doctor called in from Playa Blanca if required.

Communications

Post office In Playa Blanca.

Mailing address Puerto Deportivo Rubicón, Urbanización Castillo del Aguila, 35570 – Playa Blanca, Lanzarote, Islas Canarias, Spain.

Telephones Five public phones dotted around the marina complex.

Email As of November 2003 there was a single terminal in the marina office for the use of visiting yachtsmen, but a full communications centre is to be set up. Cordless internet connection is also available for those with notebook computers and the necessary equipment.

Fax service At the marina office, Fax 928 519035.

Car hire Currently arranged via the marina office, though at least one company plans to have its own office in the complex by mid 2004.

Taxis The marina office will telephone on request.

Buses From Playa Blanca to Arrecife and elsewhere.

Ferries From Playa Blanca to Fuerteventura.

Air services European and interisland flights from Lanzarote airport, some 30km away by road.

Puerto de Playa Blanca

28°51' 6N 13°50' 1W

Plans

Admiralty 886 (1:75,000)

Spanish 503 (1:50,000), 504 (1:55,000),

503 A (1:25,000)

Lights

2781-7 Breakwater 28°51' 6N 13°50'W

F1(4)R.11s16m5M Round brown tower 7m

Harbour communications

Port Captain Tel/Fax 928 517540, VHF Ch 08, 09

General

With the advent of Marina Rubicón a mile or so across the bay, the appeal of Playa Blanca for visiting yachts has diminished markedly. Ambitious plans drawn up in the mid 1990s to extend the harbour appear to have been dropped, and it is largely given over to ferries and tourist boats. The tourist conurbation which backs it has expanded markedly over the past decade, and a waterside promenade will eventually run some 7km from a point west of Playa Blanca beyond the embryonic Papagayo development towards the headland of that name.

Approach and entrance

Approach as for Marina Rubicón until close inshore. Entrance is straightforward, though it is essential to ascertain that no larger vessels – including the Fuerteventura ferry – are about to depart. A continuous line of yellow buoys connected by a floating cord off the beach northeast of the harbour entrance defines a swimming area.

Berthing

The harbour is very crowded, with ferries and local boats occupying much of the available space. The three short pontoons on the north side of the harbour are normally reserved for local boats, though visiting yachts may be able to use the outer end of the westernmost if there is no cruise ship





Looking west into the ferry and fishing harbour at Playa Blanca.

anchored off – if there is, the area is reserved for passenger launches.

Anchorage

There is no possibility of anchoring in the harbour itself, but in settled northerly weather good anchorage can be found a little further east – though well clear of the entrance in order to allow ample room for the ferries to make their turn.

Facilities

Boatyard The boatyard, 928 517473, is happy to handle yachts and is reported to be efficient and offer good value.

Travel-lift Capacity 60 tonnes.

Water Available on the westernmost pontoon and in the boatyard.

Showers The Lanzarote Park Hotel may allow yachtsmen to use the showers in their sports complex. There are public toilets in the ferry terminal.

Electricity On the pontoons, at a small charge.

Fuel In cans from the nearby filling station. For larger quantities visit Marina Rubicón.

Bottled gas Camping Gaz exchanges at the filling station.

Banks Several near the harbour, nearly all with cash dispensers.

Shops/provisioning Supermarkets and general shops in the town.

Restaurants & hotels The waterside promenade mentioned above is lined with cafés and restaurants, and there are hotels aplenty a road or so back.

Medical services Several clinics in the tourist area.

Communications

Telephones Kiosks near the ferry terminal.

Email Terminals at several of the hotels, which may be accessible to tidily-dressed yachtsmen for a small charge.

Car hire & taxis In the town.

Buses To Arrecife and elsewhere.

Ferries Car ferry across El Estrecho de la Bocayna to Corralejo, Fuerteventura.

Fuerteventura

Between 28°03'N-28°45'N and 13°49'W-14°30'W

Introduction

Barren and bare, with some of the best beaches of the whole archipelago, Fuerteventura is the second largest island at 1725km². It is also the most sparsely populated, the majority of its 50,000 or so inhabitants living in Rosario. The attractiveness of this island lies in the emptiness and desert-like appearance of its curious barren valleys and immense sandy beaches. There is even a Foreign Legion outpost near Puerto del Rosario (Port of the Rosary), formerly known as Puerto de los Ca bras (Port of Goats). A series of hills rising to 800m forms the Jandia peninsula, the southernmost and highest part of the island, and it was here that Bernard Moitessier fell in love with the tranquil views of the dunes, brought as dust by the *sirocco*.

The islanders are mainly occupied in the constant struggle to cultivate the dry land – and increasingly to cultivate the tourists which the dry climate and endless beaches attract. However most resorts differ from those on its two western neighbours, being attractively designed and landscaped.

Currently the only totally safe harbour in which a boat could be left while exploring the island by hire car is Puerto del Castillo, though Corralejo in the north and Gran Tarajal in the south would be adequate in the right conditions. Puerto del Rosario does not really cater for yachts, and it would be unwise to leave a boat unattended in Morro Jable as holding is poor and strong gusts of wind blow down into the harbour from the hills. As with the majority of the other islands, the west coast is unfriendly and has little to offer the yachtsman save unease.

Websites

The following sites contain general information about Fuerteventura, some of which may be useful to the visiting yachtsman. Websites relating to specific harbours are listed in the relevant Formalities sections, those covering all or most of the Canary Islands on page 152 of the introduction.

www.fuerteventuraturismo.com - the excellent Fuerteventura Tourist Board site, in Spanish and English, with a wide range of practical information, photos and links. Puts many of its fellows to shame

www.fuerteventura.com - a particularly good tourist site in Spanish and English, easy to navigate and packed with useful information. Includes a search facility

www.cabildofuer.es and www.fuerteventuradigital.com - two sites carrying local news and current affairs, in Spanish only. The former is the official site of the island council

www.fuerteventura.to - a general tourist website with the usual photos, maps and links

www.fuerteventura-maps.com - just that - interactive printable maps of the island and (so far) just a couple of towns, but billed to expand

www.fuerteventura.ws - Fuerteventura's very own weather website, with links, though orientated towards the beach-bound more than the sailor



Fuerteventura is reported to be the destination of choice for many smugglers of illegal immigrants, which may explain the armed security guards to be seen around some of the island's harbours. However a yacht — provided she and her crew have the correct papers — is unlikely to attract much official interest.

Telecommunications

Mobile (cell) phone reception is believed to be good in most parts of Fuerteventura, though it has not been tested inland. The area code of 928 is shared with Lanzarote and Gran Canaria, and forms an integral part of the phone number (nine digits in all) even when calling from within the island.

A few internet cafes exist in the tourist resorts, but these are not always convenient to the harbours and anchorages.

Navigation

Magnetic variation

6°20'W (2004), decreasing by 7'E annually. Local magnetic anomalies have been reported to the north of Fuerteventura – see Admiralty chart 1870.

Tidal streams

Generally insignificant –see Tides and tidal streams, page 156. Details of range etc will be found under Puerto del Rosario.

Charts

Admiralty *1870* (1:300,000)
 Spanish *50 A*, *50 B* (1:175,000), *204* (1:125,000)
 US *51380* (1:263,900)
 |mray-lolaire *E2* (1:598,000)

Lights

2792 Punta Tóston (Punta Ballena)
 28°42' 9N 14°00'.8W
 Fl.8s34m14M White tower with red bands 30m
 2786 Punta Martiño (Isla de Lobos)
 28°45' 9N 13°48' 9W Fl(2)15s28m14M
 083°-vis-353° Round yellow tower and building,
 white lantern 6m
2793-5 Punta Gavio (Puerto del Rosario)
 28°30' 3N 13°50' 6W Fl.5s47m20M
 Round white tower m Reserve light 9M
 2795 Punta Lantaila 28°13'8N 13°56'.9W
 Fl(2+1)18s195m21M Stone tower on building 12m
 Obscured when bearing less than 228°
 2796 5 Morro Jable 28°02' 8N 14°19'-9W
 FL(2)10s61m20M White round tower 59m
 2790 Punta Jandia 28°03'-9N 14°30'-4W
 Fl.4s32m22M 276°-vis-190°
 Dark masonry tower on building on low spit 19m
 2791 Punta Pesebre 28°06'-6N 14°29'.5W
 Oc(2)6s10m10M
 Grey and white truncated tower 5m

Coast radio station

Fuerteventura (24 hours) DSC – VHF MMSI 002241025
 VHF 28°31'N 13°55'W, remotely controlled from
 Tenerife
 Ch 16, 22

Weather bulletins Ch 22 at 0833, 1333, 2033 (gale warnings, synopsis and forecast in Spanish for coastal waters)

Navigational warnings Ch 22 at 0833, 2033 (in Spanish for Canary Islands)

Approach and navigation

The general remarks regarding navigation around Lanzarote also apply to Fuerteventura.

In strong northerly winds the north coast of Fuerteventura becomes a dangerous lee shore. When there is a large ground swell running between Isla de Lobos and Fuerteventura, do not attempt this passage or enter Corralejo because of numerous rocks and the rapidly shelving depths — however, in suitable weather it can offer a pleasant sail with good fishing.

Puerto del Castillo offers a secure berth in bad weather, but again entry should not be attempted in strong onshore winds. Wind acceleration zones exist along the south coast of the island, one lying between 2M and 12M west of Gran Tarajal and another 3M west of Morro Jable — see plan page 155. The two may sometimes combine.

Harbours and anchorages

El Cotillo

28°41'N 14°01'W

Lights

2792 Punta Tóston (Punta Ballena)
 28°42' 9N 14°00'.8W
 Fl.8s34m14M White tower with red bands 30m

General

A tiny harbour formed by the construction of a high breakwater between the shore and a small islet, El Cotillo is home to a few moored smallcraft. Though totally unsuitable for yachts, in the right conditions it would be possible to anchor off and explore by dinghy.

The only real point of interest ashore is the old watchtower complete with wooden drawbridge — there are no facilities in the nearby village other than a few bars and restaurants. If intent on visiting, it would be far preferable to do so by land.

Corralejo

28°43' 4N 13°51'.7W

Plans

Admiralty *886* (1:75,000)
 Spanish 503 (1:50,000), *504* (1:55,000),
503 A (1:25,000)
 US *51343* (1:50,000)

Lights

2786 Punta Martiño (Isla de Lobos)
 28°45' 9N 13°48' 9W FL(2)15s28m14M
 083°-vis-353° Round yellow tower and building,
 white lantern 6m
 2793 Breakwater 28°44'4N 13°51'.6W
 Fl.G.3s8m4M Grey column 5m
Note A tall green and white banded column with a triangular top is situated on the ferry quay, and could be confused with the breakwater light structure

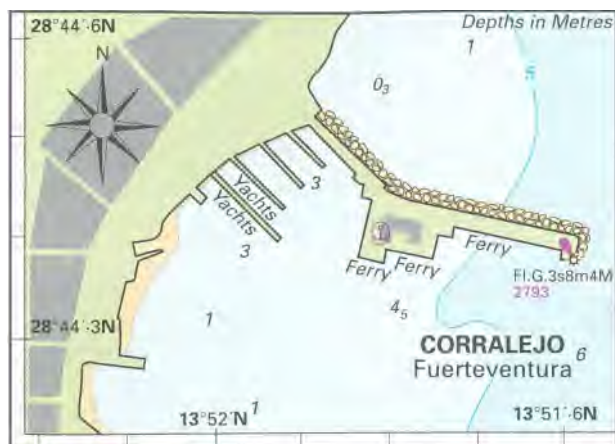
Harbour communications

Port Captain 17/Fax 928 866524, VHF Ch 16 (0730-2100 daily)

General

Corralejo is a small fishing port also used by the frequent car ferries plying across the Estrecho de la Bocayna to Playa Blanca on Lanzarote. As there are excellent sandy beaches with a diving club and sailboarding, the once small village has expanded as a tourist centre and the development behind the port can make the entrance difficult to identify on approach. There are reefs and shallows on both sides and entry can be exciting, but with good navigation and a reliable engine it is safe in most conditions. However when the wind is from northeast it funnels through El Rio between Isla de Lobos and Fuerteventura. If any swell has developed in the Estrecho de la Bocayna it would be unwise to attempt to enter Corralejo or to pass through El Rio.

Although plans were drawn up in the late 1990s to extend the breakwater and install, amongst other things, a fuel pump for yachts and small fishing



vessels, nothing had come of this by 2003 and it can be assumed that the plans have been shelved.

Approach

From north Reefs stretch out to the north and east of the harbour and its entrance lies in front of a long line of low white buildings. The highest part of Isla de Lobos is Montaña de la Caldera (107m) on the west point of the island. From this point the coast runs northeast to Punta Martiño lighthouse. From a position 0° 5M north of Punta Martiño turn onto a course of 233°, parallel to the coast. Hold this course, keeping at least 0° 25M offshore, until the light tower' at the head of the breakwater has been positively identified. Do not allow any drift westwards but head for a point 200m east of the breakwater before turning to enter the harbour. The breakwater end can then be passed fairly close-to, keeping a watch for manoeuvring ferries.

From south Approaching El Rio, the strait between Corralejo and Isla de Lobos, the coast of Fuerteventura resembles a low desert. Several large apartment blocks have joined the two conspicuous hotels at the southern entrance to the strait. With the hotels abaft the beam, if the strait is passable, steer for the south of Isla de Lobos.

South of Montaña de la Caldera (107m) the island is low-lying with the fishing hamlet of El Puertito on the southern tip. Just west of this group of houses is a small stone pier. Keeping the pier bearing due north to avoid rocks to the east, approach it to within 300m and then turn onto a course of 280°. Rollers breaking on the shallows on both sides can be unnerving and the entrance to Corralejo may be difficult to identify from this distance. This bearing, however, leads to it avoiding all dangers.

If unable to identify the stone pier on Lobos, leave the island to port and approach Corralejo from the north.

Entrance and berthing

Leaving the car ferry berth on the south side of the breakwater knuckle close to starboard, approach the inner harbour slowly to assess the situation. Four pontoons run out directly from the shore and it is possible that space will be available on the outer, though it is generally full – despite that fact that at



Corralejo snapped from the window of a commercial aeroplane, looking a little east of south.

least two dozen berths are nominally kept for visitors. The end berths on all four pontoons are reserved for charter yachts and the Isla de Lobos excursion boats.

A final – and short-term – possibility is to secure to the west side of the ferry quay whilst visiting the harbour office for instructions. Berthing charges are low.

Anchorage

With due care and an eye to the depth sounder it is possible to anchor in the southern part of the harbour, but the car ferries which berth on the breakwater knuckle need up to 100m turning space. Much of the harbour bed is said to be foul with rope and ground tackle, making a tripline a sensible precaution. A charge is made for anchoring.

Formalities

The skipper should visit the harbour office, !Fax 928 866524, in the ferry terminal taking ship's papers etc. Office hours are 0730-2100 daily.

Facilities

Water On the pontoons, although not always turned on.

Launderette In the town.

Electricity On the pontoons, though again not always turned on.

Fuel From a filling station on the outskirts of the town.

Banks Several in the town, with cash dispensers.

Shops/provisioning Supermarkets and other shops in the town.

Cafés/restaurants Many, some overlooking the harbour and its small sandy beach.

Medical services Two medical centres.

Communications

Post office In the town.

Telephones At the ferry terminal and elsewhere.

Car hire, taxis & buses In the town.

Ferries Car ferry several times daily across El Estrecho de la Bocayna to Playa Blanca on Lanzarote, and foot passenger ferries to El Puertito on Isla de Lobos.

Isla de Lobos

Between 28°44'N-28°46'N and 12°48'•5W-12°50'W

Plans

Admiralty 886 (1:75,000)

Spanish 503 (1:50,000), 504 (1:55,000), 503 A (1:25,000)

US 51343 (1:50,000)

Lights

2786 Punta Martiño 28°45'•9N 13°48'•9W

FL(2)15s28m14M 083°-vis-353°

Round yellow tower and building, white lantern 6m

General

The word *lobo* normally means 'wolf', but as *lobo marino* it is also the name given to the fur seal. However Seal Island, northeast of Fuerteventura, is sadly no longer a home for these animals which presumably have been hunted out of existence.

The island, which is separated from Fuerteventura by the narrow channel of El Rio, is part of a national park, the *Parque natural de las Dunas*. It remains largely unspoilt, wildlife abounds and the surrounding waters offer excellent diving and snorkelling, with many colourful reef fish. The single village of El Puertito on the southern shore of the island boasts a restaurant but little else — nearly all visitors return to the mainland at the end of the day.

Just west of El Puertito is a stone pier, to the west of which lies a shallow lagoon guarded by a reef with a 1.2m bar. The beach is good for swimming and has been used by multihulls for scrubbing. In settled conditions it is possible to anchor off the lagoon in 7-8m over sand and rock and explore by dinghy.

Puerto Ventura

28°37' 1N 13°49'•4W

General

An ambitious plan which has come to nothing. Although work on a large and upmarket tourist development complete with marina started more than a decade ago, the project was soon abandoned. Only a few dilapidated houses still stand, with the remains of the breakwater barely discernible. A rough dirt quay shelters a few small fishing boats, but Puerto Ventura is definitely a place to pass by.



The northwest coast of Isla de Lobos, with the shallow lagoon close west of El Puertito clearly visible.



Puerto de las Lajas

28°32'•4N 13°50'•1W

General

Another grandiose plan which has failed to materialise, this time without work ever starting, the misnamed Puerto de las Lajas remains a fishing village where boats are hauled out on the beach. It might be possible to anchor off in settled weather though depths shoal in the southern part of the bay.

Puerto del Rosario

28°29' 8N 13°51'5W

Tides

Standard port for the Canary Islands is Casablanca, with Rosario a secondary port. MLWS is about 0.4m above datum and time difference on Casablanca: -0056. It is among those ports for which tidal data is available via *EasyTide* - see page 9.

Mean spring range 2.2m

Mean neap range 1.1m

Plans

Admiralty 1870 (1:75,000 and 1:7,500)

Spanish 504 (1:55,000), 506 (1:50,000),

5060 (1:3,000)

US 51343 (1:50,000 and 1:10,000)

Lights

2793-5 Punta Gavioto (Puerto del Rosario)

28°30'3N 13°50'6W

Fl.5s47m20M Round white tower

2794 Breakwater 28°29'6N 13°51'3W

Fl.G.5s12m6M Round green tower 5m

Note In May 2004 two temporary pillar buoys, one red, Q.R.3M, and one green, Fl.G.5s7M marked construction work southeast of the breakwater head

2794-2 West mole 28°29'7N 13°51'5W

Fl.(2)R.5s6m4M Red column 4m

Harbour communications

Port Authority la- 928 860200, Fax 928 860203,

email ptorosario@palmasport.es, VHF Ch 09 (0900-1400 daily)

General

Rosario is the capital of Fuerteventura with an active commercial and tourist life, and Puerto del Rosario is the main commercial port of the island. Container ships and ferries from Arrecife and Las Palmas berth on the inner side of the eastern breakwater, which is currently being enlarged. Yachts are not encouraged – they are expected to use the marina at Puerto del Castillo – but a few may be permitted to berth inside the southwest mole if space is available.

Approach and entrance

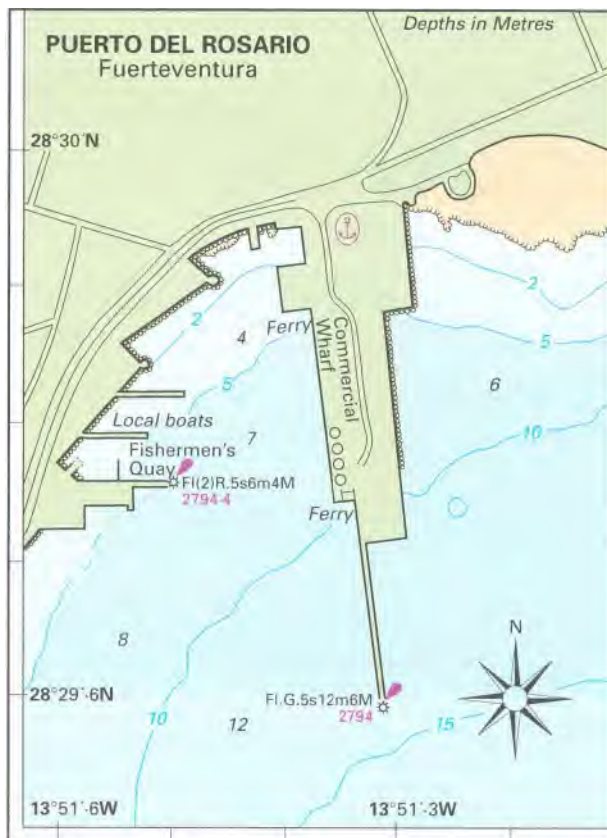
The town is easy to identify on the low coastline, with four large grey silos on the breakwater. There are no outlying dangers in the approach and entry is straightforward. Allow good clearance for ship movements when rounding the breakwater end.

Berthing and anchorage

Visiting yachts may be allowed to berth on the north side of the southwest mole, either outside a fishing boat or stern-to the pontoon which runs northwards from near its root. Otherwise investigate the possibility of anchoring north or northeast of the mole clear of the moorings. Holding is said to be good but the harbour bed is likely to be foul and a tripline advisable. The east/west orientated pontoons are closed off by a locked gate, so unsuitable as a dinghy landing.

Formalities

The port authority office, 928 860200, Fax 928 860203, email ptorosario@palmasport.es, is to be found in the large grey and white building just



outside the port gates. It also houses the immigration department, which should be visited with the ship's papers if this is the yacht's port of entry to the **Canaries** (though the officials are largely uninterested in yachts, being much more concerned with the illegal immigrants mentioned previously). It is particularly important to get passports stamped in the case of crew members who will be flying home.

Facilities

Repairs Though most skills are available if the right person can be found, it would almost certainly be simpler to head south to the marina at Puerto del Castillo.

Chandlery Duque Hnos SL, 2r 928 851194, at Calle Alfonso XIII 13, who also have a shop in Gran Tarrajal. The range is limited, and anything of a specialist nature would probably have to be ordered from Lanzarote, Gran Canaria or beyond.

Bottled gas Camping Gaz cylinders can be exchanged at several of the hardware stores, and other types refilled at the Disa plant south of the town.

Banks In the city, nearly all with cash dispensers.

Shops/provisioning Good shops and supermarkets, including an enormous hypermarket in the industrial zone northeast of the town.

Produce market Near the root of the southwest mole, but relatively small.

Restaurants & hotels Wide choice.

Medical services Hospital south of the town plus a clinic near the church.



Looking west from Puerto del Rosario's main breakwater towards the city. Fishing boats and yachts occupy the quay and pontoons at centre.

Communications

Post office Near the harbour.

Telephones Opposite the dock gates and elsewhere.

Car hire, taxis & buses In the town.

Ferries Car ferries to Lanzarote and Gran Canaria.

Air services European and interisland flights from the airport about 5km south of Rosario.

Puerto del Castillo (Caleta de Fustes)

28°23'•5N 13°51'•4W

Plans

Admiralty 1870 (1:75,000)

Spanish 506 (1:50,000)

US 51343 (1:50,000)

Lights

2794 5 Breakwater 28°23'•5N 13°51'•4W

F1(2)G.12s9m5M

White tower with green band 5m

buoy South cardinal 28°23'•2N 13°51'•1W

Q(6)+LFL.15s5M

Small yellow spherical buoy

Note Although placed and lit as a cardinal buoy, it is NOT the conventional pillar

buoy Starboard hand buoy 28°23'•2N 13°51'•3W

FL(3)G.9s1M Small green can buoy

buoy Port hand buoy 28°23'•4N 13°51'•4W

FL.R.5s3M Small red can buoy

Note All three buoys are listed as 'pillars' in official publications, but this is incorrect. It seems the metal buoys became rusty and unserviceable, so were replaced by much smaller plastic affairs — which are extremely difficult to spot from any distance. It is also likely that their lights are of much reduced range. Local opinion is that the current buoys are unlikely to be upgraded.

Harbour communications

Marina ' 928 163514, Fax 928 163999,

email marcan@abaforum.es, VHF Ch 09 (0900-1400, 1600-1900 weekdays only)

General

Puerto del Castillo is a relatively small marina, built as a part of a predominantly German holiday development. After a decade or so of mainly low-key development, by 2003 hotels and other buildings were springing up around the bay and soon its

attractive beach will have to start operating a queuing system. Paradoxically the harbour remains little visited by tourists, other than those headed for its inevitable 'pirate ship', yellow submarine or large catamarans.

Outlying and inshore reefs and sandbanks make entry distinctly hazardous unless an exact course is followed, and this is not a harbour to be entered for the first time at night. However, once inside protection from the prevailing northeasterlies is good, with no appreciable surge in a brisk wind which had generated a sizeable swell outside.

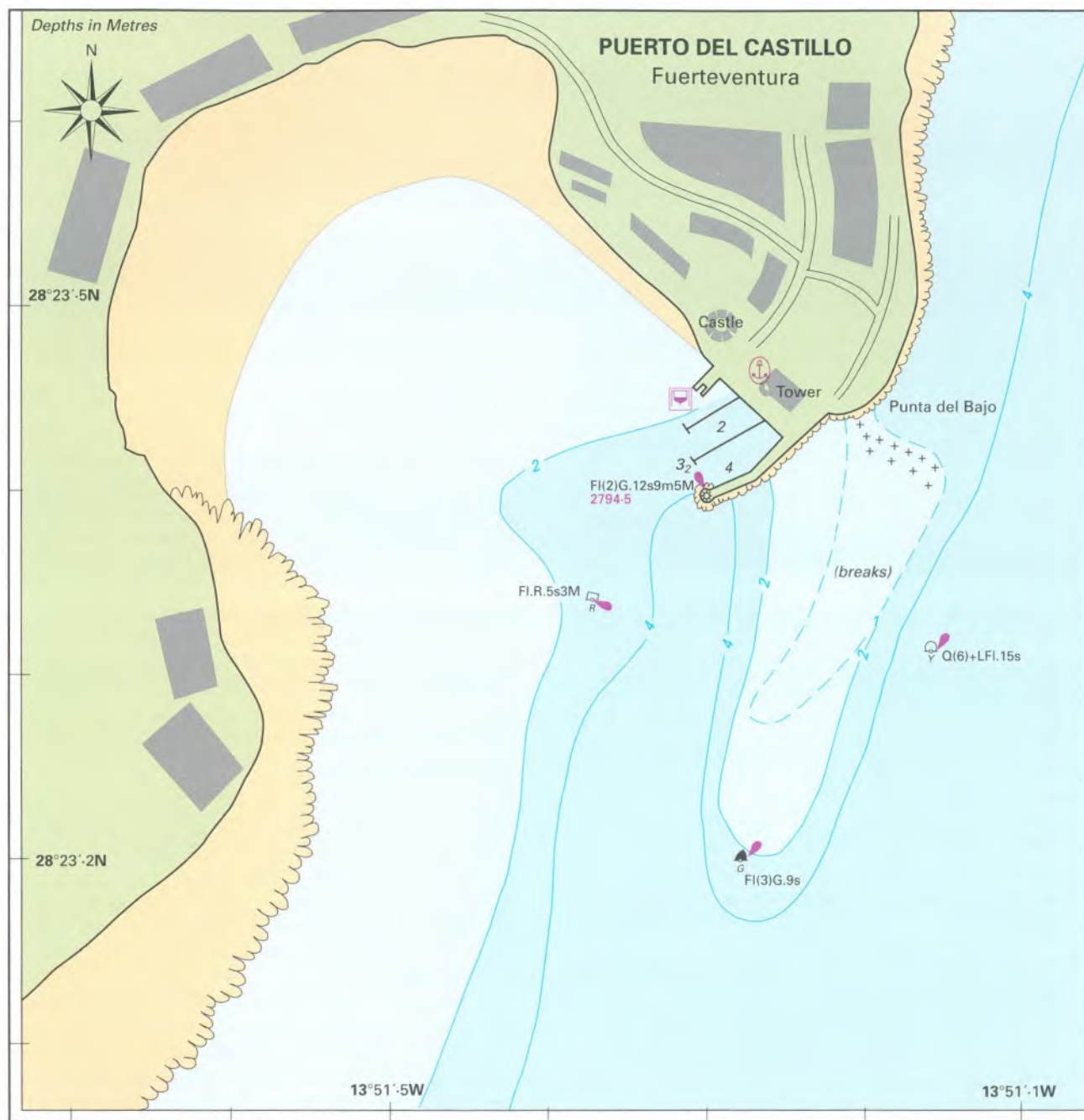
Approach and entrance

For at least 4M either side of El Castillo the coast edges a low plain backed by a range of rounded volcanic hills. The old castle from which the town derives its name still stands, but it is inconspicuous against the holiday villas and the harbour is best identified by a tall round tower of rough brown volcanic rock with a domed roof, near the root of the breakwater.

A dangerous reef which has claimed several yachts stretches southeast from Punta del Bajo and considerably further south than the breakwater, enclosing a shallow sandy bay which opens to the south. The southeastern edge of the reef is marked by a spherical yellow buoy. There are shoals on the west side of the bay and yachts should not stray from the channel on entry.

Approaching from any direction, keep at a good half mile offshore until the green and white light tower on the breakwater end (not the brown domed tower on the shore) bears due north and enter on this heading, passing close to the green, starboard-hand buoy before closing the molehead. The reception and fuel berth is immediately to starboard. There is claimed to be slightly over 3m depth in the entrance with 4m inside.

Caution Numerous yachtsmen over the years have confirmed how difficult the three buoys detailed previously are to pick out, not assisted by the fact that various other red, pink and white buoys of only slightly smaller size are scattered throughout the



area, apparently indicating windsurf and jet-ski area. It is **ESSENTIAL** not to cut the corner – stand south until on the bearing given above.

Berthing

Capacity has gradually been increased over the years and in 2003 stood at 97 berths for yachts of up to 16m, of which about 20 – all alongside finger pontoons – were reserved for visitors.

Make contact with the marina office by VHF or mobile phone at least 20 minutes before arrival to enable staff to check whether space will be available (as of November 2003 the harbour was not overcrowded). Although it would seem logical to check before departure from the previous port, berths cannot be reserved.

On arrival one may be directed straight into a berth, otherwise secure to the fuel/reception pontoon immediately inside the end of the breakwater. Security is good, with gates to all pontoons. Keys (which also give access to the showers) are available from the marina office on payment of a €25 returnable deposit.

Formalities

The marina office, tel 928 163514, Fax 928 163999, email marcan@abaforum.es, is located in a portacabin close to the boatyard, and is manned 0900-1400, 1600-1900 daily. In November 2003 good English was spoken. Charges are some of the highest in the Canaries – currently €34 per night including tax for a yacht of 13m – but discounts are normally available for longer periods.



Puerto del Castillo seen from a low hill to the west. The green and white light structure and the brown domed tower, both referred to in the text, a clearly visible.

Tom Hammon

Facilities

Boatyard Olaf's Boatworks, *Fax* 928 174723, mobile 696 853061, provides a range of services including engineering and electrical repairs, GRP work, painting etc. DIY work is no longer permitted.

Travel-lift Operated by Olaf's Boatworks. Though theoretically of 20 tonne capacity, the 20-year-old machine is now limited to no more than 10 tonnes.

Water To all berths.

Showers Behind the restaurant near the root of the mole. Access is by key (see Berthing above).

Launderette In the resort, a short walk from the marina.

Electricity To all berths.

Fuel From the fuelling berth near the end of the breakwater, open 0800-1300 and 1600-1930, which also serves vehicles.

Bottled gas Exchanges and refills in Rosario.

Weather forecast Posted daily outside the old marina office in the base of the brown tower (directly opposite the new portacabin).

The marina at Puerto del Castillo seen from near the end of the breakwater. The brown tower at right is clearly visible from on the approach, the old castle at centre (from which the town takes its name) much less so.



Banks In the resort, nearly all with cash dispensers.
Shops/provisioning Close to the tower, with a supermarket about 1km from the harbour.

Cafes/restaurants Many in the holiday resort, including a restaurant overlooking the marina.

Medical services Medical centre in the resort.

Communications

Post office In the resort.

Mailing address Muelle Deportivo El Castillo, Caleta de Fuste — 35610 Antigua, Fuerteventura, Islas Canarias, Spain.

Telephones Outside the marina office.

Fax service At the marina office, *Fax* 928 163999.

Email There are reported to be several internet cafes in the resort.

Car hire/taxis Readily available.

Buses Along the main road (about 2km away) to Rosario and elsewhere.

Air services Airport about 6km up the coast.

Anchorage on the east coast of Fuerteventura

Plans

Spanish 504, 506 (1:50,000)

General

Between Puerto del Castillo and Punta Lantailla lie a number of coves which can be used in calm weather or even with a light northeaster. Working southwards they include: Puerto de la Torre (28°21' - 6N 13°52'3W) with its Guanche ruins, just south of Punta del Muellito; Playa de Pozo Negro and Playa de la Cueva (28°19'4N 13°53'6W), which share a bay protected to the north by Punta del Viento; and Playa de Jacomar (28°16'3N 13°54'4W), tucked behind Punta las Borriquillas and some 2.5M north of Punta Lantailla. This latter anchorage — which has little ashore beyond a small group of fishermen's houses — has shoals in the approach and needs to be closed carefully and in good light. Holding is patchy over small boulders and rocks.

Las Playitas

28°13'2N 13°59'.1W

Plans

Spanish 506 (1:50,000)

General

Lying 2M west of Punta Lantailla, Las Playitas (also called 'El Poris de Las Playas') occupies a steep-sided valley which offers some protection even in a moderate northeasterly, and provides good anchorage in 3m or more over sand. Perhaps inevitably, development is taking place ashore and threatens to swallow up the pleasant fishing village which has stood there for decades. There are currently few facilities other than several fish restaurants and a small supermarket.

Gran Tarajal

28°12'•5N 14°01' 5W

Plans

Spanish 506 (1:50,000), 507 (1:55,000),
5061 (1:3,000)

Lights

2796-1 Breakwater 28°12'•4N 14°01'•5W

Fl(3)R.7s8m5M

Red metal tower 7m (close to concrete tower)

2796 East molehead 28°12'•4N 14°01'•4W

Fl(3)G.7s8m5M Green tower 7m

Inner (boatyard) mole 28°12'•5N 14°01'•5W

F112+11G.7s Green and white banded column 4m

Harbour communications

Port Captain ' 928 162151/164101, Fax 928 164045

General

In the early 1990s a substantial breakwater was built to the west of Gran Tarajal's single mole to form a large and well protected, though relatively shallow, harbour for fishing craft and ferries (though the latter no longer use the port). Two pontoons occupied by local smallcraft were installed near its head. Around 1999 a curved inner mole was added to shelter the travel-lift dock, a single pontoon used by small fishing boats, and a small boatyard. However plans to further improve the harbour with the addition of an angled arm to the end of the old east mole appear to have been abandoned.

The surrounding area remains relatively undeveloped – at least by Canarian standards – and although Gran Tarajal's attractions are undoubtedly limited it does offer a glimpse of the island as it must have been before the tourist boom took off. Even in

the high season, when other harbours are full to capacity, Gran Tarajal is often virtually empty of yachts.

As mentioned on page 178, the authorities are aware that many illegal immigrants hope Fuerteventura will provide them with a backdoor to the EU, and it appears that a number head for Gran Tarajal. An armed security guard is on duty day and night, but even if berthed on the pontoons it must be remembered that he is there to watch for illicit comings and goings in the harbour, not to provide security to the yachts or their crews.

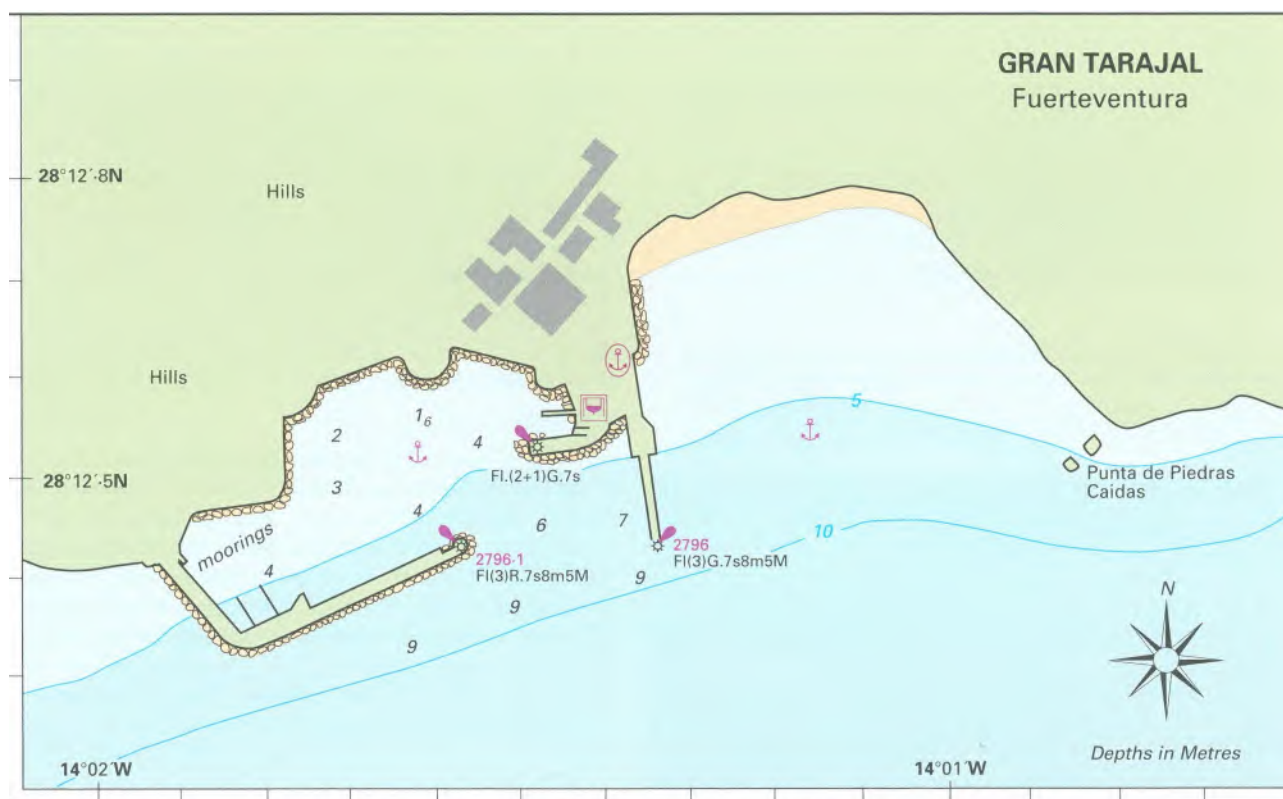
The town has its own website at www.gran-tarajal.com, currently in Spanish only but with English, German and Italian versions under construction.

Approach

Punta Lantailla lighthouse is set high on a point with cliffs running 2M west to Las Playitas. 1·5M beyond Las Playitas is another high point topped by a white building and mast. Gran Tarajal lies 1M further west in a wide valley with a low coastline. Approach and entry are straightforward.

Anchorage and berthing

The harbour is relatively well sheltered even in gale force winds, though if any sea is running, swell is certain to work its way in. Yachts normally anchor (see plan) in 3-4m in good holding over sand, though if space is available it may be possible to secure for a few days to one of the two pontoons at the head of the harbour, largely occupied by local yachts and smallcraft. Pick-up ropes are provided, but larger yachts may find it necessary to lay an





Gran Tarajal, looking southeast. The two pontoons are largely occupied by local smallcraft, but space may occasionally be found for a visiting yacht.

anchor (with tripline). Both pontoons are fitted with security gates, but these are frequently left open during the day.

It is also possible to lie alongside the wall in flat weather, though care is needed due to an overhang. There is only one ladder. A fender board, and chain attachments to docklines to prevent chafe, are both essential.

Permission for either of the above must be obtained in advance – and preferably in writing – as otherwise the security guard mentioned above is likely to turn the boat away, issuing dire threats as he does so.

In settled weather it may be preferable to anchor in the bay east of the old mole, though the area is sometimes affected by ground swell. The bay shelves gently and holding is reported to be good over sand.

Formalities

Report to the port captain, tel 928 162151, Fax 928 164045, in his office in the small building just inside the harbour gates, bearing the usual paperwork. In theory office hours are 0700-1400 Monday to Friday, but there is only one official and he is often out and about. A small charge is made for lying

The new, inner harbour at Gran Tarajal, sheltering a smallcraft pontoon and the new 64-tonne travel-lift.



alongside – around €10 per night for a 13m yacht in 2003 – but anchoring is understood to be free.

Facilities

Travel-lift A new 64-tonne capacity lift is operated by the Confradia de Pescadores (fishermen's confederation), inside the curve of the inner mole. Though workmanlike and well kept, the boatyard is more accustomed to fishing boats than yachts and suitable props might be a problem.

Chandlery A branch of Duque Hnos SL (which has its main shop in Puerto del Rosario) lies on the road behind the harbour. Though mainly serving the fishing fleet it also has some yacht chandlery.

Water On the breakwater, on insertion of a token available from the port captain.

Showers Near the root of the breakwater, though normally kept locked.

Electricity On the pontoons.

Fuel By can from a filling station in the town.

Banks In the town, with cash dispensers.

Shops/provisioning Several supermarkets in the town, with a larger one on the main road behind.

Bars/cafés One in the harbour, near the main gate, with others in the town.

Restaurants & hotels In the town.

Communications

Post office & telephones In the town.

Taxis Available in the town.

Buses Service to Rosario etc.

Anchorage on the southeast coast of Fuerteventura

Plans

Spanish 507 (1:55,000)

General

From Gran Tarajal the coast runs west for 10M before turning southwest at the Peninsula de Jandia, the highest portion of Fuerteventura with Pico de la Zara at 806m. It is a scenic coast to explore, with lovely white sand beaches and several anchorages sheltered from the prevailing winds, though further west the accelerated wind blows from the north across the low neck of land leading to the peninsula.

Possibilities for daylight stops in settled weather include Ginijinar (28°11'N 14°04'W), a small bay with 3-5m over sand and a restaurant ashore, though landing can be difficult as the beach is steep; Tarajalejo (28°11'N 14°07'W), where there is a rough quay at the north end of a black sand beach and facilities include fresh water, supermarkets, a post office, telephones, restaurants and a hotel; and Playa de la Lajita (28°10'N 14°09'W) also with a beach restaurant.

From Playa de Matas Blancas (28°10'N 14°12'W) the coast — named Playa de Sotavento, 'The Leeward Strand' — swings southwest, and beaches backed by dunes of sand blown across from Africa run down to Punta de Morro Jable (occasionally referred to as Punta del Matorral). Possible anchorages along this stretch include Punta de los Mollinos (28°09'N 14°13'W), Playa de Sotavento de Jandia (28°06'N 14°15'W), and Playa de Esquinzo (28°04'N 14°17'W). Again, all are feasible only in settled weather and it would be unwise to stay overnight.

Morro Jable

28°02'N 14°21'W

Plans

Spanish 507 (1:55,000)

Imray-Lolaire E2 (sketch plan)

Lights

2796-5 Morro Jable 28°02'N 14°20'W

F1(2)10s61m2OM White round tower 59m

2797 Breakwater 28°02'N 14°21'W

F1.G.5s7m4M Green metal tower 5m

Northwest mole 28°03'N 14°21'W

F1.R.5s4m3M Red column 4m

Note The above light characteristics are proposed, but had not been confirmed as of December 2003

2797-2 North inner quay 28°03'N 14°21'W

F1.R.4s4m3M Red column 3m

Harbour communications

Port Captain Tel/Fax 928 540374 (0900-1900 weekdays), VHF
Ch 09 (24 hours)

General

Morro (a headland) and *jable* (a croze or cooper's gouge) explains the name. A large tourist development, La Cebada, has been established on the point to the east and it is now difficult to tell where that ends and the old fishing village of Morro Jable — some 3km (1.6M) further west — begins.

Protection in the harbour was greatly improved in the late 1990s by the construction of a short, angled, northwest mole, which in November 2003 sheltered three detached, but apparently quite securely moored, pontoons. The harbour has recently been elevated to '*puerto deportivo*' (sports harbour) status in official Spanish publications, so it seems that some form of development may be on the cards. One suggestion is that the detached pontoons — which currently run on a northwest/southeast axis — will be redeployed to run outwards from bases on the northeast shore (in which all the usual services would doubtless be laid on).

Approach and entrance

From the west, pass at least 3M south of Punta Jandia to clear shallows and disturbed water southwest of the point. Holiday apartments are conspicuous on the elevated ground east of the harbour and on close approach the breakwater will be seen below them. From the east, Punta de Morro Jable appears as a wide sandy beach stretching northeast, with a tall white lighthouse on the point. On rounding Punta de Morro Jable the breakwater will be seen at the west end of the holiday development. Entry, between the breakwater and the northwest mole, is straightforward.

At times — particularly when the mountains are covered by a cloud mantle — sudden, vicious gusts can blow down from the hills to the north without warning. These have been reported to reach Force 10 (50 knots), albeit briefly, and one should be prepared for them when entering or leaving the harbour. If already at anchor they test both holding and ground tackle, and deposit a layer of dust and sand over the yacht.

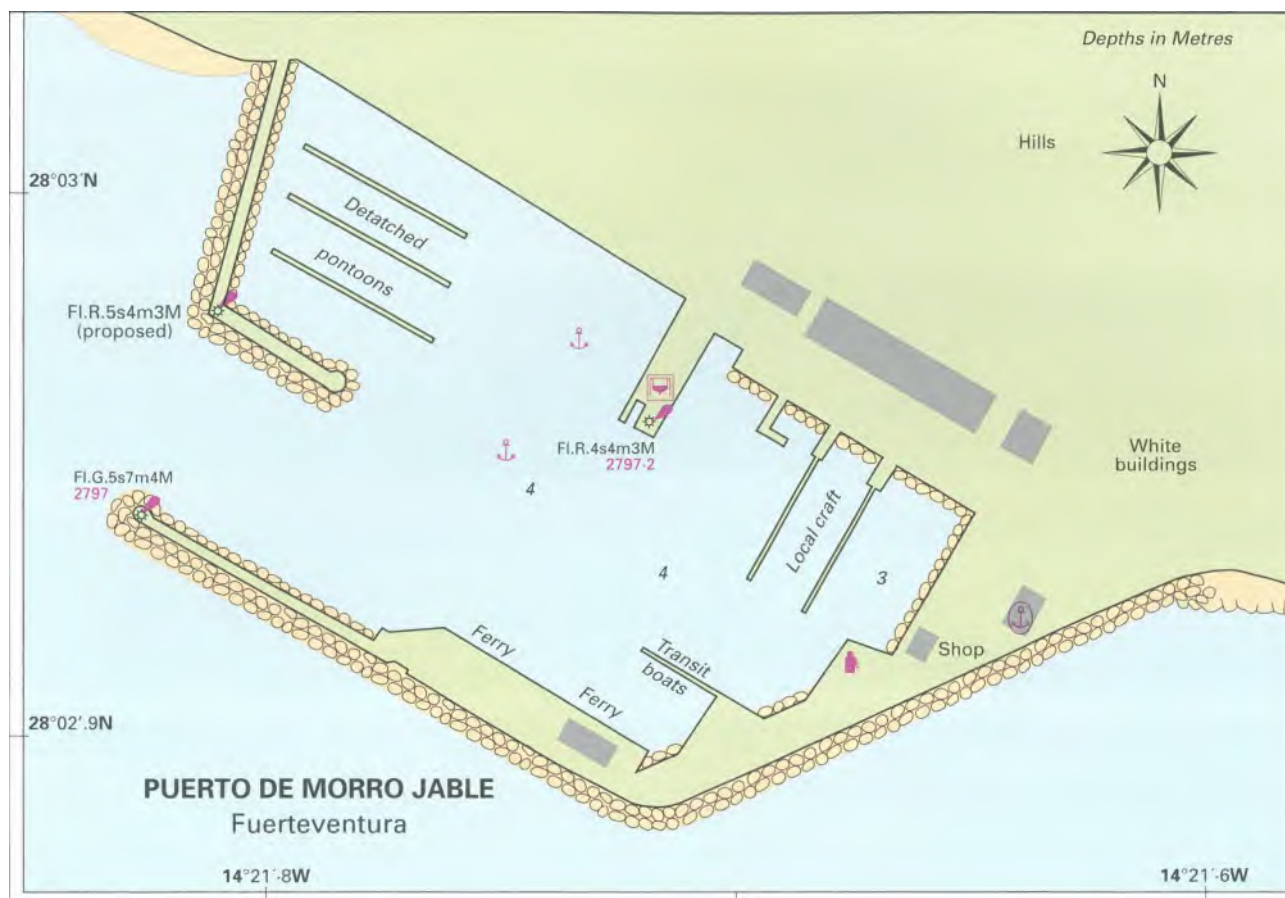
Berthing

The pontoons in the northeast part of the harbour are normally occupied by local craft and fishing boats — though space may occasionally be found for a visiting yacht — while the single one to the southeast is used by the ubiquitous tourist catamarans. The breakwater is also unusable — in addition to regular car ferries and jetfoils there is an overhang which will catch stanchions and fenders on a rising tide.

However there appears to be nothing to stop visiting yachts using the three detached pontoons previously described, though a dinghy will be needed

The tall white lighthouse marking the low sandy promontory 1-5M west of Puerto de Morro Jable could have been taken from a child's drawing. *Tom Hammon*





for shore access (there are several possible landing places). When visited in November 2003 the pontoons were largely empty, but other than cleats carried no services.

Anchorage

There is currently room to anchor between the detached pontoons and the boatyard, though any westerly swell will find its way in. Holding is poor however, and the bottom very foul with cables and chains, making a tripline a wise precaution. Note the

Puerto de Morro Jable seen from the northwest, with an interisland ferry alongside the breakwater and two of the three 'detached' pontoons visible at left.



previous warning regarding sudden strong gusts, a phenomenon which can also occur in the early hours of the morning.

Formalities

The port captain's office, *tel/Fax* 928 540374, is on the ground floor of the ferry terminal, open 0800-1900 daily.

Facilities

Boatyard With limited facilities.

Travel-lift 30-tonne capacity, with adequate hardstanding but a shortage of props – consult the *Cofradia de Pescadores*.

Water At the boatyard (no supply to the detached pontoons).

Fuel Filling station (which also serves petrol and diesel vehicles) at the head of the harbour. The wall is high and, though there are several large bollards, there are no ladders. If crew numbers permit it would be preferable to send a shore party on ahead.

Banks In Morro Jable, with cash dispensers.

Shops/provisioning Surprisingly well-stocked mini-market next to the fuel pumps.

Cafes/restaurants Several, including two by the harbour.

Medical services Medical centre in Morro Jable.

Communications

Post office In Morro Jable.

Telephones At the ferry terminal.



Looking down the harbour at Puerto de Morro Jable from a spot near the ferry terminal and harbour master's office.

Car hire In Morro Jable.

Taxis On the quay to coincide with ferries, otherwise in the town.

Buses Bus stop at the ferry terminal, timed to coincide with the latter's schedule.

Ferries Jetfoil and car ferries to Gran Canaria and Tenerife.

Puertito de la Luz, Punta Jandia

28°04'N 14°30'W

Plans

Spanish 507 (1:55,000)

Lights

2790 Punta Jandia 28°03'-9N 14°30'.4W

Fl.4s32m22M 276°-vis-190°

Dark masonry tower on building on low spit 19m

General

Punta Jandia is a long narrow spit of volcanic material. Shoals extend some 3M south-southwest from its tip and the associated disturbed water and whirlpools should be given a wide berth. To the east of the spit a wide, shallow bay off a small village (look for the tall, wind-powered generator) makes a useful anchorage in light offshore conditions, whether arriving late from the west or intending to depart at first light. However it is not suitable for use in stronger winds from any direction as heavy swell works around the island.

At night, a course of 310° for a point on the spit 0.5M northeast of the light will, with soundings, lead to an anchorage in 12m over sand with the lighthouse bearing 270° and the lights of the village due north. Even in settled weather the anchorage is prone to ground swell, but holding is in general good though there are a few patches of rock. In daylight the disturbance can be reduced by closer approach to the village and anchorage in 4-5m. The bottom changes to stones inshore, but the water is clear enough to choose a patch of sand for the anchor. The village has a couple of bar/restaurants, but little else.

Gran Canaria

Between 27°44'N-28°11'N and 15°22'W-15°50'W

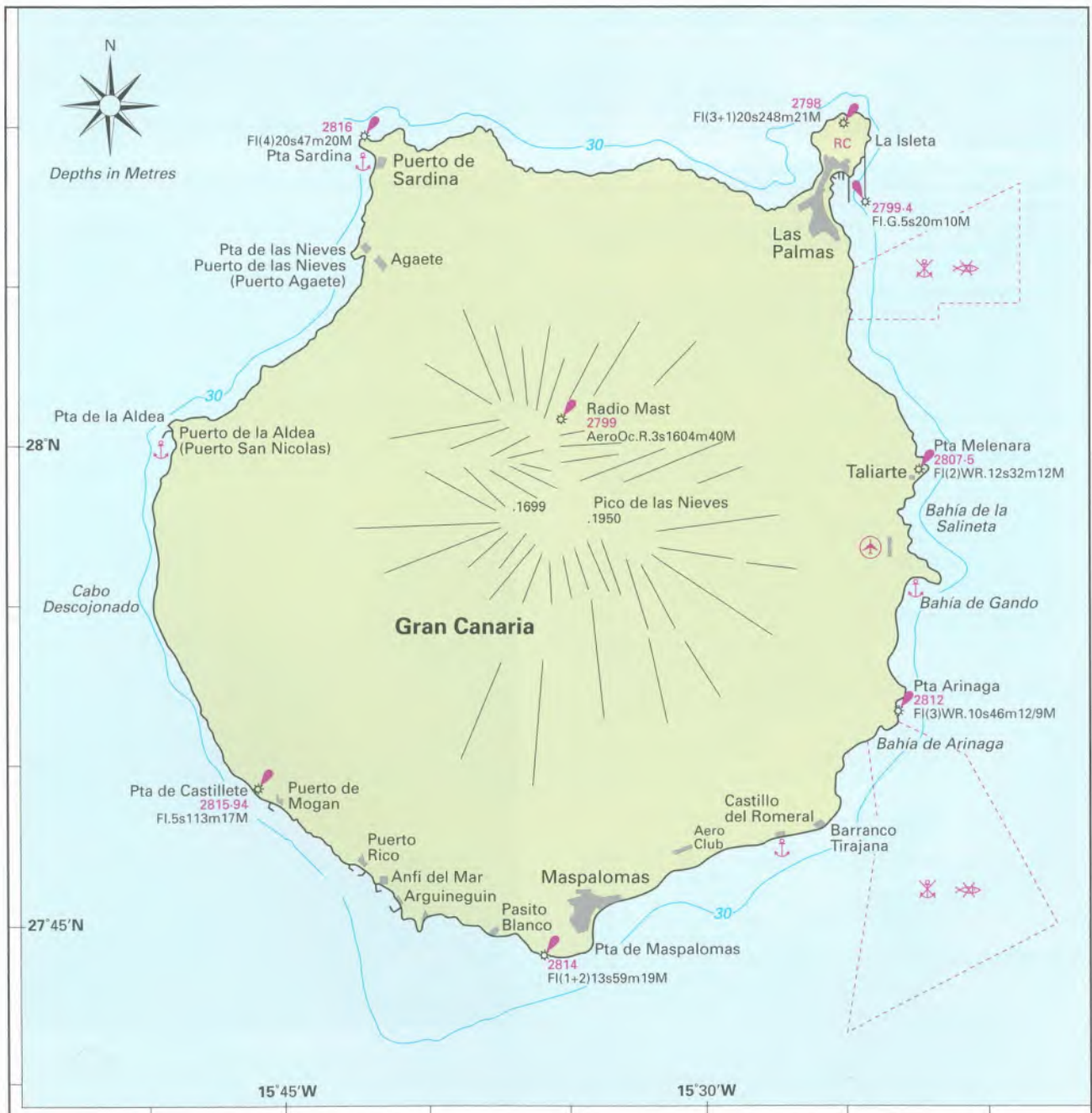
Introduction

The third largest of the Canary islands, with an area of 1500km² and a population of some 720,000 (of whom at least half live in the capital, Las Palmas), the 'Gran' prefix was added in honour of the Guanches' valiant defence of the island. Circular and almost cone shaped, the mountains culminate in the 1950m Pico de las Nieves.

Gran Canaria has been referred to as a continent in miniature due to its great variety of landscapes, a major feature being the steep ravined *barrancos* or dry river beds. The north of the island is green and

cultivated but the hot, dry south is only suitable for cacti, goats and sun-worshippers. In the extreme northeast the low-lying peninsula of La Isleta provides shelter for Puerto de las Palmas, the busiest commercial harbour in the Canaries, and its thriving yacht marina.

In November 2003 rumour had it that the number of yacht berths in Gran Canaria was about to increase by some 2500 over the next five years. It was said that new marinas were planned for Melenara and San Agustín on the east coast and Puerto Tauro and Puerto Aldea to the west, with major expansion at Puerto de las Palmas, Puerto Arguineguín, Puerto Rico and Puerto de Mogan. Those in official positions were more sceptical however, pointing out not only the cost of such work



but the power of the ecological lobby to block planning permissions for new marinas (though not, apparently, for resort building ashore) and the regular changes in political opinion. If past experience is any guide, a few of the above will come to pass but the majority will not. Details will be posted in the ongoing supplement to this book carried on the publishers' website www.imray.com – as they become available.

Telecommunications

Mobile (cell) phone reception is excellent around the coast of Gran Canaria, though holes may exist inland. The area code of 928 is shared with Lanzarote and Fuerteventura, and forms an integral part of the phone number (nine digits in all) even when calling from within the island.

Internet cafés and other e-mail access points abound, with details listed under individual harbours.

Websites

The following sites contain general information about Gran Canaria, some of which may be useful to the visiting yachtsman. Websites relating to specific harbours are listed in the relevant Formalities sections, those covering all or most of the Canary Islands on page 152 of the introduction.

www.grancanaria.com - homepage of the Gran Canaria Tourist Board (to the left) and the island council (to the right). The former in seven languages (click on otros idiomas at top right) with lots of photos and short video clips, the latter rather more serious and in Spanish only

<http://home.planet.nl/~rumle000/gcan.htm> - describing itself as the 'Unofficial Gran Canaria Page', this private site (in English only) goes beyond the usual tourist honeypots to describe some of Gran Canaria's more unusual corners. Strong on links and photographs. (If unwilling to open, try reaching it via the link from www.islands.com)

www.spain-grancanaria.com - fast, easy to navigate site in Spanish, English, German and Portuguese, offering all the usual tourist information

www.dis.ulpgc.es/canarias - the University of Las Palmas de Gran Canaria's website carries information on all the islands, but currently only the Gran Canaria section has an English translation

Navigation

Magnetic variation

7°W (2004), decreasing by 7'E annually.

Tidal streams

Generally insignificant - see Tides and tidal streams, page 156. Details of range etc will be found under Puerto de la Palmas.

Charts

Admiralty 1869 and 1870 (1:300,000)
Spanish 508, 518 (1:175,000), 210 (1:100,000)
US 51260 (1:300,000)
Imray-lolaire E2 (1:598,000)

Lights

2798 **La Isleta** 28°10' N 15°25' W
FL(3+1)20s248m21M Round white tower with yellow band and building 10m
Note Shows fixed between flashes within 6M
2799 **Radio Atlantico** 28°01' N 15°35' W
Aero Oc.R.3s1604m40M Radio mast 55m
2807-5 **Punta Melenara** 27°59' N 15°22' W
FL(2)WR.12s32m12M
270°-W-152°-R-270° Round white tower 17m
2812 **Punta Arinaga** 27°51' N 15°23' W
FL(3)WR.10s46m12/9M
012°-R-052°-W-172°-R-212°-W 012°
Round white tower with red bands 13m
Note Eight Oc.R.5s lights mark an obstruction 0-6M to the northwest
2814 **Punta de Maspalomas (Punta Morro Colchas)**
27°44' N 15°36' W
Fl(1+2)13s59m19M 251.5°-vis-093°
Conical grey tower with white lantern 56m
2815-94 **Punta del Castillete** 27°49' N 15°46' W
Fl.5s113m17M
Square yellow tower with stair and gallery 20m
2816 **Punta Sardina** 28°10' N 15°42' W
Fl(4)20s47m20M
Round white tower with red bands 23m



The cultivated terraces and dramatic cliffs of northwest Gran Canaria could hardly be in greater contrast to the flat, over-developed tourist areas fringing the Playas de las Meloneras and del Inglés in the south.

Coast radio station

Las Palmas (CCR) (24 hours) DSC – MF MMSI 002241026,
VHF MMSI 002241025
928 456644, Fax 928 332372

MF 26°45'N 15°36'W, remotely controlled from Las
Palmas
Transmits 1689, 2182kHz SSB, receives 2114, 2182,
3290kHz SSB

Weather bulletins 1689kHz SSB at 0803, 1233, 1903
(gale warnings, synopsis and forecast in Spanish for
North Atlantic)

Navigational warnings 1689kHz SSB at 0803, 1903 (in
Spanish for Canary Islands, following weather
bulletins)

VHF 27°58'N 15°33'W, remotely controlled from
Tenerife
Ch 16, 26, 84'

Weather bulletins Ch 26 at 0833, 1333, 2033 (gale
warnings, synopsis and forecast in Spanish for coastal
waters)

Navigational warnings Ch 26 at 0833, 2033 (in Spanish
for Canary Islands)
1. Reserved for Autolink

Maritime Rescue Coordination Centre

Las Palmas (MRCC) (24 hours) DSC – VHF MMSI
002240995
928 467757/467955, Fax 928 467760
(This station does not accept public correspondence
other than distress and safety traffic)

MF 28°09'N 15°25'W
Transmits/receives 2182kHz SSB

VHF 28°09'N 15°25'W
Ch 10, 16

Navigational warnings Ch 10 on receipt and as the
situation requires (in Spanish and English)

NAVTEX

Identification letter 'I'. The Canaries fall within
NAVAREA 11. All transmissions are in Spanish and
English on the standard Navtex frequency of 518kHz.
Las Palmas transmits navigational warnings for the
coastal waters of the Canaries at 0120, 0520, 0920,
1320, 1720, 2110 and weather bulletins for the same
area at 0920, 1320, 1720.

Approach and navigation

There are no particular hazards except when
approaching from the east at night, when part of the
white sector of Maspalomas light 'I' lies across the
land. When approaching from this direction the light
should bear no less than 120°. It is advisable to keep
3M off, in soundings of more than 20m, to clear the
shallows round the point. Further up the east coast,
in the vicinity of Punta Melenara and Punta de
Gando, shoals lie up to 0.5M offshore.

Winds blow from northeast for most of the year,
with a protected area in the south created by the
high mountains. In this windshadow, between Punta
de Maspalomas and Puerto de Mogan, there is often
a more westerly belt of thermal wind up to 4M from
the shore, surrounded by light southerly breezes.
However it is not possible to predict changes of wind
direction which may reverse during the course of a
day.

Beware of the accelerated winds along much of the
coastline — see Sailing and navigation, page 155.
Particularly dangerous is the area around Punta
Arinaga in the southeast, where the wind also

funnels down a valley and mini waterspouts have
been reported. The acceleration zones off both the
southwest and northwest coasts can also be
particularly bad, and there may be strong down-
draughts off the high land between Puerto Rico and
Punta Sardina. Be sure to reef on first sighting white
horses, and always reef when approaching an
acceleration zone in darkness, even though wind
strength often decreases at night.

Harbours and anchorages

Las Palmas de Gran Canaria

28°07' 6N 15°25'5W

Tides

Standard port for the Canary Islands is Casablanca, with
Puerto de las Palmas secondary port. MLWS is about 0.4m
above datum and time difference on Casablanca: –0100. It
is among those ports for which tidal data is available via
EasyTide – see page 9.

Mean spring range 2.1m

Mean neap range 1.0m

Plans

Admiralty 1856 (1:75,000 and 1:12,500)
Spanish 508, 511 (1:50,000), 6100 (1:12,500)
US 51344 (1:30,000 and 1:10,000)
Imray-lolaire E2 (1:22,100)

Lights

2798 **La Isleta** 28°10'5N 15°25'1W

FL(3+1)20s248m21M Round white tower with yellow
band and building 10m

Note Shows fixed between flashes within 6M

27992 **Roque del Palo** 28°09' 9N 15°24'W

Q(3)10s18m8M East cardinal post with • topmark, on
concrete base 6m

2799-4 **Dique Reina Sofia, head**

28°07'5N 15°24'3W FL.G.5520m10M
(Reserve light 5M) White framework tower 8m

Note In February 2004 work began on an extension to the
Dique Reina Sofia (the main breakwater), and the above
light was temporarily replaced by a green pillar buoy
with • topmark, FL.G.5s5M, at 28°07'2N 15°24' 4W. This
work is likely to take some time to complete and in the
meantime it would be wise to give the area a wide
berth, particularly in darkness

2799-5 **Dique Reina Sofia, outer elbow**

28°07' 8N 15°24'3W Q(3)5s12m8M
150°-vis-360° East cardinal post 1m

Note At least three other lights exist along the 2-1M length
of the Dique Reina Sofia

2799-6 **Dique Reina Sofia, inner elbow**

28°08'1N 15°24'5W Q(2)G.6s7m4M
335 5°-vis-181 5° Round green tower 4m

2801 2 **Dique de Leon y Castillo, head**

28°07'7N 15°25'1W FL(3)G.12s19m7M
291°-vis-182° Octagonal grey stone tower with
white bands 9m

2800-2 **Dique de Leon y Castillo, spur**

28°08'N 15°24'7W FL.R.4s6m5M
Round red tower 5m

Note In late 2003 two special buoys, both with x topmarks,
indicated work in progress nearby

2807-36 **Marina north mole, head**

28°07' 7N 15°25'4W
FL(2+1)R.15s9m3M
Red column with green band 6m

2807-37 **Marina east mole, head**

28°07'7N 15°25'5W
FL.R.3s7m3M Red post 5m

2807-35 Marina north mole, elbow

28°07'•8N 15°25'•5W

FL(3)10s4m3M 160°-vis-320°

East cardinal post with topmark 4m

2807-34 Marina east mole, elbow

28°07' 7N 15°25' 5W 000°-vis-240°

FL(2)R.8s6m3M Red column 5m

buoy Red pillar buoy 28°07'8N 15°25'4W

FL.R.4s2M Red pillar buoy

Note To be left to port only if entering the Puerto Interior.

If entering the anchorage it will be left to starboard

2802 Muelle del Arsenal, southeast corner

28°08' 1 N 15°25' 5W F.R.5m1M

Black metal framework tower 3m

Note Many other lights exist in both the Puerto Exterior and the Puerto Interior.

Harbour communications

Port Authority TEL 928 300404, Fax 928 300422, email clientes@palmasport.es, VHF Ch 10, 12, 16 (24 hours)

Marina TEL 928 300464, tel/Fax 928 300423,

email marina@palmasport.es, VHF Ch 09, 16 (0900-1400

and 1600-1900 Monday to Saturday, plus Sunday

mornings October–January only)

General

For many years Puerto de las Palmas – previously known as Puerto de la Luz – had a reputation as a dirty, oily port, subject to almost continuous wash from passing commercial craft and best avoided by yachts. However over the past decade or so this has changed – possibly being chosen as the departure port for the Atlantic Rally for Cruisers (ARC) has opened official eyes to the benefits of visiting yachts – and its appeal has increased markedly.

Work first started in 1882 to turn a poorly protected bay into the largest – and busiest – commercial port in the Canaries, and appears to have seldom stopped since. In particular, completion of work on the Dique Reina Sofia has enabled the port's bunkering facilities, formerly blamed for the frequent occurrences of black oily scum, to be moved eastward from the Dique de Leon y Castillo and the oil nuisance now appears to be largely a thing of the past. The problem of wash created by high speed ferries and hydrofoils passing close to the marina, apparently with scant regard for speed limits, has largely been overcome with the construction of a new arm to the marina's north mole. The entrance is now considerably narrower than previously and angled to face southeast.

Despite having nearly 1250 berths the marina is often full, particularly in the run up to the start of the Atlantic Rally for Cruisers in late November. While space for participating yachts is pre-booked by the organisers, those not associated with the event are unlikely to find berths available for four to six weeks before the start. Space in the anchorage is also likely to be at a premium.

A number of plans have been put forward, either for a second marina or to further expand the existing one, but as of late 2003 no decisions had been made. A sign reading 'New Marina for Las Palmas' was displayed south of the current marina, but it appears that this should not be taken too literally. If and when plans are approved, details will be included in the ongoing supplement to this book carried on the publishers' website www.imray.com.



Places of interest in the town include the *Casa de Colon* (Columbus house and museum) at Calle Colon 1, tel 928 312386, the *Museo Canario* (Canarian history) at Calle Doctor Chill 25, tel 928 315600, and the new *Museo Elder* (science and technology) on Parque Santa Catalina, tel 928 011282. The city has an official website in Spanish and English at www.promocionlaspalmas.com, but it was not fully operational as of January 2004.

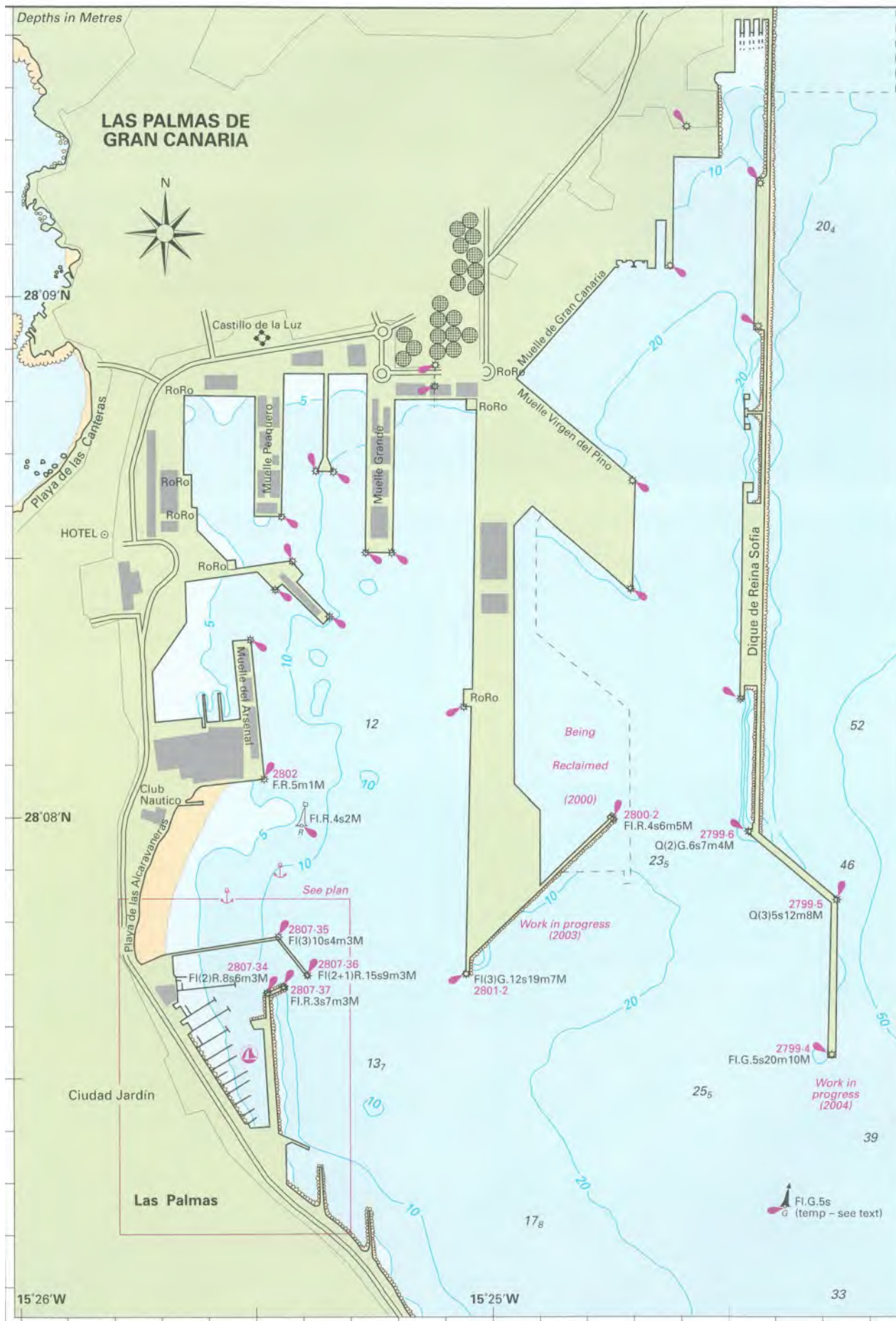
Excellent views down over the city and harbour can be had from the bluff behind the aptly named *Ciudad Jardin* (garden city) area, though parts of the hillside appear to be somewhat rough and are perhaps best not visited alone.

Approach and entrance

La Isleta is a peninsula 3km across, the northern half a high conical mound (230m) with steep cliffs, the southern half falling away to Puerto de La Palmas and the low neck joining it to the mainland. The city and its suburbs appear from seaward as one continuous line of buildings, rising up to the south on the slopes of Cordillera de San Francisco.

From the north: keeping 1M off La Isleta, in order to clear Roque del Palo as well as the various wrecks and hulks which lie outside the Dique Reina Sofia (outer breakwater), make for a point well off the breakwater end²⁷⁹⁹⁻⁴ before turning northwest for the head of the marina north mole²⁸⁰⁷⁻³⁷.

As of May 2004 work was in progress to extend the Dique Reina Sofia (see Light", above) and until this is complete the area should be given generous clearance, particularly in darkness.





From the south: the cathedral marks the south end of Las Palmas proper and the port will lie below La Isleta. Five yellow pillar buoys plus one yellow spherical buoy (the number occasionally varies), will be seen south of the cathedral. These mark a rectangular area extending some 2M offshore in which anchoring and trawling are forbidden, but which yachts are normally permitted to cross. On closer approach identify the two outer breakwaters but make for the head of the marina north mole 2807-37

The entrance to the marina was redesigned following storm damage in December 1998, with a new angled arm added to the marina's north mole to create a southeast-facing entrance less than 100m wide. It can be difficult to identify on approach, with the opening not becoming obvious until one is very close. However, once located the entrance is straightforward, and the marina itself secure in virtually all weather conditions.

Berthing

Arrivals generally secure to the Texaco fuel berth on the marina's east mole until allocated a slot, but as there is no office near the fuel berth the skipper must walk down to the main office at the south end of the marina. Alternatively try making contact by either VHF or telephone (see Harbour communications, above). Problems can occur when yachts arrive outside office hours, and in this situation yachts may berth stern-to the pontoon which parallels the outer wall – should space be available – until allocated a space on one of the pontoons.

A recent and very clear aerial photo of Las Palmas marina, taken from a little west of south.

Autoridad Portuaria de Las Palmas





The reshaped entrance to the Las Palmas marina, again seen from the southwest. *Graham and Avril Johnson*

Visiting yachts are generally berthed on one of the five pontoons (numbered 14-18) which run southwards from the north mole. Pontoon 13 is operated by a yacht brokerage company. Alternatively there may be space on pontoons 10 or 11, just south of the boatyard. All berths are bow or stern-to, with a buoy and lazy line provided.

Large yachts are usually berthed stern-to against the outer wall just south of the fuel berth, though manoeuvring can be a problem as the prevailing wind blows parallel to the quay wall and thus beam-on to a moored yacht. These berths are provided with buoys and lazy lines, the finger pontoons in the southern part of the basin being reserved for local boats. Beware old lines left attached to some of the buoys, which could foul a propeller.

Anchorage

Anchoring is permitted north of the marina, where holding is relatively good over mud, sand and shale. However the bottom is foul in some areas, making a tripline advisable.

There is an ongoing problem with swell — created both by northeasterly winds refracting around the two outer breakwaters to set up a southeasterly swell in the anchorage, and by wash from passing vessels — but while this movement may sometimes

make life uncomfortable it is seldom untenable.

Late autumn gales are relatively common, and while that of November 2001 was unusually severe, precautions (such as laying additional anchors) should be taken if the yacht is to be left unattended. On that occasion many yachts dragged and some were seriously damaged. Despite several days' warning, a surprising number of these appeared to be have no one aboard.

The beach inshore of the anchorage is being built up with imported sand, but although claimed to be both clean and safe some might not chose to swim there. The double row of large mooring buoys shown on older BA charts have now been removed. Dinghies can be left in the marina, either on the north mole or (less conveniently) on the outer wall.

Formalities

The marina office, tel 928 300464/300480, Fax 928 300466, email porlpa@ext.step.es, where customs and other formalities are also handled, is at the south end of the basin beside the road which leads (via a tunnel) out of the harbour. Office hours are 0900-1400 and 1600-1900 Monday to Saturday, plus Sunday mornings October—January only. Surprisingly little English is spoken.

Ships' papers and crew passports are normally held until departure, though crew members who will be leaving the islands by air will need to recover their passports and take them to the *Policia Nacional* office in the main *Edificio Autoridad Portuaria* (Port Authority Building) near the root of the main breakwater for stamping.

The overnight charge for a bows-to berth (*atraque de Punta*) for a yacht of 13m is a very reasonable €8.60, with that for an alongside berth (*atraque de costado*) just over €20, both with water and electricity extra. Lying to one's own anchor (*fondeo medios propios*) costs a modest €2.30 per night, which includes the right to leave a dinghy in the marina and to have a shower key. All the above prices include local tax at 5%. Discounts are available for longer stays if paid in advance.

The port of Las Palmas de Gran Canaria (until recently known as Puerto de la Luz), seen from hills to the southwest.

Graham and Avril Johnson



The Port Authority maintains a website (in Spanish, English and French) at www.palmasport.es, which includes a section on the marina.

Facilities

Puerto de las Palmas probably has the best repair facilities in the entire Canaries, and though not all concerns are familiar with the needs of yachts, almost anything can be done once the correct person is located.

In November 2003 a new 'service area' was starting to take shape near the marina office. When finished it is expected to house a supermarket, café/restaurant, second launderette, car and bicycle rental, and a tourist office. Completion was scheduled for April 2004, but this appeared optimistic.

Boatyard The marina has its own boatyard, tel 928 244408, Fax 928 244408, email marinaptoluz@telelive.es, in the northwest corner of the marina (hours 0830-1300 and 1430-1800 weekdays only). Major repairs in wood and GRP can be carried out, but there is insufficient space for long-term laying up.

Travel-lift Capacity 60 tonnes (and up to 6m beam) at the boatyard.

Engineers There are numerous engineers in the commercial harbour and the city, but for specific makes try: Evinrude, Johnson - Internautica Gran Canaria, tel 928 246590, at Calle Victor Hugo 13-15; Mercury, Yanmar - Nautica Falcon, ' 928 243712, at Mas de Gaminde 35; Mariner, Quicksilver - Nautimar Canarias, 928 297357, email efalcon@nauticafalcon.com, at Calle Pi y Margall 63; Perkins - Henley Maquinaria, 'ES' 928 411952, email pmarque@henleymaquinaria.com, at Calle Juan de Gutemberg 11; Perkins, Volvo Penta - Potencia Marina SL, tel 928 463647/471044, email pmarina@intercom.es, at Benartemi 15 (also an agent for Jabsco pumps); Yamaha - Fueraborda SL, ' 928 270674/928 465549, email yamaha@step.es, at Albareda 56 and Ines Chermida 69.

Gallarta Inoxidables, tel 928 460603/461648/460905, email gallartainox@terra.es, at Calle Sao Paulo 46, handle welding and fabrication in stainless steel and aluminium.

Electronic & radio repairs Again there are many possibilities, but for specific makes try: Apelco, Autohelm, Garmin, Globalstar, Icom, Siemens, VTronix - Tesa Nautica SA, tel 928 223707, email tena@gtc-tesa.com, at Albareda 53; B&G, Simrad, Raytheon - Colombus Navigation, tel 928 142978, email michelhenri@airtel.net, at Apartado de Correo 408, 35100 Maspalomas (on the south coast of the island); Furuno, Sailor - Nautical, " 928 474020, email nautical@nautical.es, at Esplanada del Pantalan de Cory (in the port area); Icom, JRC, Koden, Skanti, Neco, Navitron - Electronica Naval Bridgecom, 928 224022, email bridgecom@terra.es, at Albareda 60; JRC, Koden,

Simrad, Sperry - Radio Pesca, tel 928 463308, email rpescalp@gtc-tesa.com on the Muelle Pesquero (in the port area); Mc Murdo EPIRBs, Skanti - Radio Maritima Atlantico, 928 467666, at Calle Juan Rejon 129; Simrad - Ecomarin, ' 928 488310, email comercial@aeenergias.com, at La Naval 79.

Others who stock electrical and radio spares, and/or handle repairs, are: Electronic Anesco, ' 928 369444, at Bernardino Correa Vieja 1, Prolongacion Primero de Mayo; Etel, " 928 463513, at Calle Profesor Lozano 17-2; Lopacan Electronica SL, 928 290658, email malorenzo@worldonline.es, at Calle Alemania 66; and Tech Tronic Nautica, tel 928 787744, email techtronic@terra.es, at Calle Torna Golosa 28.

Refridgeration Rodritol, tel 928 461384, email rodritol@rodritol.com, at Calle Pinillos Izquierdo (in the outer port area) handle refrigeration problems and are agents for Frigoboat, Vetus and Jabsco pumps.

Sailmaker/repairs Alisios Sailing Centre, 928233171, email alisios-sailing@terra.es, is situated next to the two chandlerys described below. Sails can be repaired or made from scratch.

Velas Linton, - 928 291934, at Alfredo Calderon 37, makes and repair sails, handles general canvaswork, and is agent for Profurl and other roller-reefing gears, which they will also repair.

Rigging Alisios Sailing Centre (see above), have rigging wire and terminals of all sizes together with the necessary skills to deploy them, plus ropes and some general chandlery. Other possibilities are Nauti-Sport, " 928 240830, email nautisport@telefonica.net, at Calle Barcelona 3; Ocean Products Espanola (see Liferrafts, below); and Tecnicas Nauticas Canarias SL, 928 247247, email tecnautica@terra.es, at Calle Leon y Castillo 335 (who also carry out GRP repairs).

Liferaft servicing Liferrafts can be serviced by Tonogami Canarias SL, ' 928 463747, email tonogamicanaria@telefonica.net, at Calle Dr Juan Dominguez Perez 44, and Ocean Products Espanola SA, - 928 706724, email info@oceanproducts.es, in La Pardilla.

Chandlery After years of having to search the city for chandlerys, two have now opened in the marina complex, on the road backing onto the city wall. To the south is Nautica Saltire, " 928 243685, email nautica_salitre@hotmail.com, with a good range of general chandlery and stainless steels items plus a larger store near the airport (so if you don't see something, ask). Almost next door is the larger Rolnautic, tel 928 296811, email rofer@rofer.es, with all the usual hardware items including those from Plastimo and Vetus.

Both chandlerys are open 0900-1300 and 1600-1930 weekdays, 0930-1300 Saturday, have some staff who speak English, and are willing to

order from abroad if necessary.

Charts Suisca SL, tel 928 220000, Fax 928 227866, email laspalmas@suiscasl.com, www.suiscasl.com, at **Avenida de Los Consignatorios 7**, are Admiralty chart agents. JL Gándara y Cia SA, tel 928 466675/465366, Fax 928 463368, on the Esplanada Dársena del Castillo, and La Casa del Mapa, tel 928 271600, Fax 928 229820, on Parque Santa Catalina, are both official agents for the Spanish Hydrographic Office. Imray charts and publications are available from Rolnautic, see above.

Water To all berths, but has on occasion been reported as tasting unpleasant.

Showers Two blocks of well-kept showers, one built into the wall near the harbour office and the other opposite pontoon 10, both with card entry systems.

Launderette Built into the wall opposite pontoons 8 and 9, with a second facility planned for the new service area mentioned previously. There is also a launderette on Avenida Leon y Castillo near the south end of the marina and service wash available via the manager of the Texaco fuel dock.

Electricity 220 volts at all berths, with 380 volts at the big boat berths south of the fuel dock.

Fuel Diesel, petrol and a variety of oils at the Texaco fuel dock.

Bottled gas Camping Gas exchanges at the fuel dock. Other cylinders will be sent for refilling, which usually takes two working days.

Weather forecast Posted daily in the marina office.

Club náutico The *Real Club Náutico de Gran Canaria*, 928 234566, email rcngc@rcngc.com, www.rcngc.com (in English as well as Spanish), has large premises overlooking the anchorage north of the marina. Visiting yachtsmen who can prove membership of a recognised foreign yacht club may be able to use the club's facilities.

The *Club Marítimo Varadero de Gran Canaria*, 928 249919, email cmaritimo@terra.es, is based near the boatyard and controls pontoon 12. Visiting yachtsmen can become temporary members on payment of around €20 per week, though their pleasant waterside restaurant appears to be open to all.

Banks Many throughout the city, nearly all with cash dispensers.

Shops/provisioning The Texaco mini-market behind the fuel dock stocks bread, milk, wine etc, but for serious shopping it is necessary to go into the city where there are several large supermarkets including El Corte Ingles, Cruz Mayor, Supersol and Hiperdino. Most will deliver larger orders to the marina free of charge.

A supermarket is planned for the new service area mentioned previously, but it is not yet known how large this will be.

Produce market Two — one on Calle Nestor de la Torre in the old part of the city, the other on Calle Albareda near the commercial harbour, with a fish market behind.

Cafes, restaurants & hotels A very wide choice in the city, though at some distance from the marina. A café/restaurant is planned for the new service area.

Medical services Pharmacy in the marina complex and hospital nearby.

Communications

Post office Several in the city.

Mailing address Oficina del Puerto, Muelle Deportivo, E-35004 Las Palmas de Gran Canaria, Islas Canarias, Spain.

Telephones On the fuel dock and near the port office, as well as in the city. Phone cards can be purchased at the Texaco mini-market by the fuel/reception berth.

Email The main public library, on the coast road about a kilometre south of the marina, is reported to offer free internet access. Otherwise try Zona Internet at Calle Joaquín Costa 32 (near Parque Santa Catalina), open 0930-0000 Monday to Saturday, 1800-0000 Sunday, or Cyberspacio at Calle Peregrina 7 in the Triana area, open 1100-1400 Monday to Saturday, 1730-2300 Sunday. None of these are very near the marina and there are probably others more convenient.

Fax service Incoming faxes can be sent to the marina office, Fax 928 300466. Outgoing faxes can be despatched from the Texaco mini-market (expensive) or from several offices in the city.

Car hire Numerous companies in the city and at the airport. At least one car hire office is planned for the new service area.

Taxis Readily available.

Buses Services to all parts of the island.

Ferries A jetfoil runs to Morro Jable on Fuerteventura and to Santa Cruz de Tenerife, in addition to an interisland car ferry. There is also a foot passenger service around the coast to Puerto de Mogán.

Air services The airport, which handles interisland and European flights, is 19km south of the harbour.

Taliarte

27°59' 4N 15°22' 2W

Plans

Admiralty 1856 (1:75,000)

Spanish 508 (1:50,000), 511 (1:50,000)

Lights

2807 5 Punta Melenara 27°59' 5N 15°22'W

FL(2)WR.12s32m12M

270°-W-152°-R-270° Round white tower 17m

Note Four yellow buoys all FI.Y.3M, 600m to the southeast, mark fish cages

Harbour communications

Port Captain 928 372144

General

Like many Canarian breakwaters that at Taliarte, just south of Punta Melenara, is topped with a high concrete wall giving good protection. A short mole runs out from the shore opposite, and the entrance



faces southwest towards Punta de la Salineta. Although overlooked by the powerful light of Punta Melenara 2807-5, the harbour entrance is not itself lit. There is a marine biology research station, but otherwise Taliarte remains primarily a fishing harbour occupied by smallcraft on moorings. There are also three short pontoons for local boats.

Operated by a fishermen's co-operative, there are no facilities for visiting yachts though the yard does boast a 20-tonne travel-lift. It might be possible for a yacht to lie alongside the breakwater (avoiding the wreck near its root – see plan), otherwise anchor just outside in 7-10m.

Beware of Roque Melenara about 0-25M off the point – approach is best made from the southeast. Six floating fish cages, marked by four lit perimeter buoys, lie about 500m south of the harbour entrance.

La Salineta

27°58' 5N 15°22'.7W

Lights

2808 Molehead 27°58' 5N 15°22'.6W

Oc.G.4s15m3M

Post on corner of grey building 13m

Note Two directional lights lead into the harbour

General

A commercial harbour serving the industrial complex on the headland, unsuitable for yachts.

Bahia de Gando

27°55' 9N 15°22'.3W

Plans

Admiralty 1856 (1:25,000)

Spanish 508 (1:50,000 and 1:20,000), 611 (1:60,000)

Lights

2810-5 Peninsula de Gando 27°56'N 15°22'W

Oc.R.5s 225°-vis-260°

General

This previously useful anchorage, well sheltered from the prevailing winds (though very strong gusts may be encountered around the headland), has for some years been a military area where anchoring is prohibited – and likely to be enforced by heavily

armed military police. There is also at least one pipeline in the northern part of the bay, its end marked by an unlit buoy.

Care must be taken when on passage past the headland to avoid Baja de Gando, lying 0-5M offshore and with a least depth of 0-2m.

Bahia de Arinaga

27°51'•2N 15°23'.8W

Plans

Spanish 508 (1:50,000), 611 (1:60,000)

Lights

2812 Punta Arinaga 27°51' 9N 15°23'.2W

FL(3)WR.10s46m12/9M

012°-R-052°-W-172°-R-212°-W-012°

Round white tower with red bands 13m

buoy Yellow and black pillar 27°51'N 15°23'.7W

FL(3)10s5M East cardinal buoy with topmark

Note Though supposed to mark extension work on the mole – and therefore presumably temporary – early 2004 this buoy had apparently been in place for more than three years

Note Eight Oc.R.5s lights mark an obstruction 0.6M to the northwest

General

Technically, both anchoring and fishing are prohibited in the area south of Punta Arinaga. However it is quite possible that anchorage could be found in 4-5m close south or west of the short mole without anyone appearing to object. There are restaurants and shops ashore.

Barranco Tirajana (Punta Tenefé)

27°47' 9N 15°26'.2W

Lights

2812-5 Breakwater 27°48'N 15°26'.1W

FL(6)+LFL.15s7m5M

South cardinal post with (freccia doppia giu) topmark 4m

Note Four Q and four F.R lights mark chimneys 560m to the north

General

A commercial harbour serving the nearby power station, unsuitable for yachts.

Castillo del Romeral

27°47' 7N 15°27'.7W

Lights

Breakwater 27°47' 7N 15°27'.7W

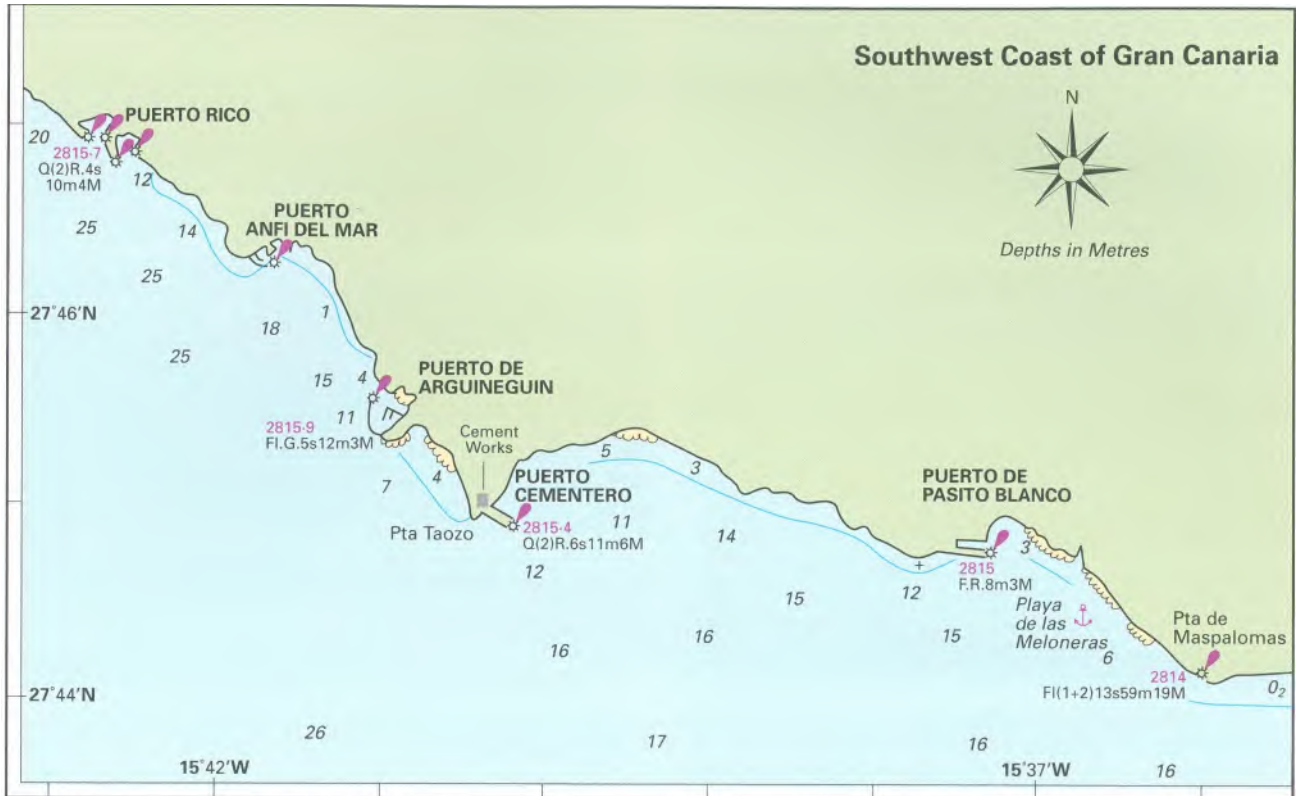
Green light on white column

Note No characteristics listed in any official publication

General

Simple even by Canarian standards, the single hooked breakwater at Castillo del Romeral some 1-5M west of Punta Tenefé shelters a few small fishing boats and their unloading quay from the prevailing northeasterlies. Some protection would be found if wishing to anchor, though depths and quality of holding are not known.

There is little ashore beyond the usual café or two



and a few small shops, though ominous signs of holiday development already threaten this relatively unspoilt stretch of coastline. The planned harbour improvements mentioned in the previous edition have yet to materialise.

Playa de las Meloneras

27°44' 1N 15°36'-8W

Plans

Spanish 611 (1:60,000)

Lights

2814 Punta de Maspalomas (Punta Morro Colchas)

27°44' 2N 15°36'W

Fl(1+2)13s 59m19M 251.5°-vis-093°

Conical grey tower with white lantern 56m

General

A sandy beach protected to the east by Punta de Maspalomas and less than 1M southeast Puerto de Pasito Blanco, Playa de las Meloneras offers daytime anchorage in 5m over sand – work in carefully as parts of the beach have off-lying rocks. For some reason this beach usually seems to escape the worst of the swell, though there can be enough surf to make landing by dinghy difficult. An alternative would be to leave the yacht in Puerto de Pasito Blanco and visit by dinghy.

Puerto de Pasito Blanco

27°44' 8N 15°37•3W

Plans

Spanish 611 (1:60,000)

Lights

2814 Punta de Maspalomas (Punta Morro Colchas)

27°44' 2N 15°36'W

Fl(1+2)13s 59m19M 251.5°-vis-093°

Conical grey tower with white lantern 56m

2815 Breakwater end 27°44'-8N 15°37'-4W

F.R.8m3M Red metal post 3m

2815-2 Breakwater spur 27°44' 8N 15°37•3W

Q(2)R.4s3m3M Red metal post 3m

2815-22 Reception mole 27°44' 9N 15°37'.4W

Fl.G.3s3m3M Green metal post 3m

Harbour communications

Marina 'tel' 928 142194, Fax 928 142546, email

info@pasitoblancoweb.com, VHF Ch 12 (24 hours)

General

Pasito Blanco, run by *El Club de Yates do Pasito Blanco*, is a secluded and secure marina in peaceful if rather isolated surroundings, fringed by limited low-rise development. Though very much a private concern, visiting yachts are made welcome if space is available, particularly if contact has previously been made by telephone. There are some 380 berths in total, about 270 on pontoons and the rest bows-to the protective breakwater. It is generally secure from bad weather, although in serious storms damage has occasionally been suffered.

Its boatyard would be a possible place in which to antifoul or carry out other minor underwater work before the transatlantic passage, though a hire car would be virtually essential. Security throughout the



entire complex is reported to be excellent.

Approach

Punta de Maspalomas, the 'Point of More Pigeons', is the southernmost point of Gran Canaria. Large flocks of holidaymakers have replaced the pigeons east of the point which is largely made up of impressive sand dunes, much used in the past as a desert film set.

The lighthouse is conspicuous on the western side of the point. If approaching Pasito Blanco from the east keep well offshore to avoid shallows on the point and, when the lighthouse is abeam to starboard, the breakwater will be seen 1.5M up the coast.

Approaching from the west the cement works on Punta Taozo near Arguineguin are unmistakable. Pasito Blanco lies 3M beyond.

Entrance and berthing

The entrance faces east, and should be approached on a northerly heading to avoid inshore dangers. On entry the reception berth will be seen to starboard by the travel-lift and fuel berth. Out of office hours (0900-1800 weekdays, 0900-1300 Saturday, closed Sunday) secure to the reception berth and await instructions. The gate is locked overnight, confining night time arrivals to the boatyard.

Puerto de Pasito Blanco, looking southeast towards Punta de Maspalomas where the 56m lighthouse is clearly visible



The somewhat narrow entrance to Puerto de Pasito Blanco, with the reception berth, travel-lift and boatyard behind.

In settled weather it is possible to anchor just outside the entrance in 4-5m over sand.

Formalities

Visit the marina office, ' 928 142194, *Fax* 928 142546, *email* info@pasitoblancoweb.com, www.pasitoblancoweb.com (in Spanish only) on the north side of the boatyard with ship's papers and passports. In 2003 the overnight charge for a yacht of 12m LOA was a little over €15 including tax.

Facilities

Boatyard Fair sized boatyard where DIY work is permitted, though long-term projects are discouraged. **Expert and friendly help**, particularly on engineering matters, is available if required – ask in the office.

Travel-lift Capacity 30 tonnes.

Water On the pontoons.

Showers Two blocks.

Electricity On the pontoons.

Fuel Next to the reception berth.

Bottled gas Camping Gaz exchanges available.

Shops/provisioning No shops on site, but vast choice in the Playa del Inglés/San Agustín conurbation to the east of Punta de Maspalomas (supermarkets as well as tourist stores).

Cafes/restaurants Again, none in the marina complex and a mostly disappointing array in the predominantly tourist area.

Communications

Mailing address Club de Yates Pasito Blanco, Muelle Deportivo y Varadero, Km 60 Carretera C-812-Maspalomas, PO Box 33 (San Bartolomé de Tirajana), Gran Canaria, Islas Canarias, Spain.

Telephone Outside the boatyard gates.

Email Numerous venues in the Playa del Inglés/San Agustín conurbation.

Fax service At the marina office, *Fax* 928 142546.

Car hire Can be arranged through the marina office

Buses Frequent service along the main road to Playa del Inglés/San Agustin and beyond.

Puerto Cementero, Punta Taozo

27°44'.9N 15°40'.1W

Lights

2815.4 Mole No 1 27°44'.9N 15°40'.1W

Q(2)R.6s11m6M

White column with red bands 5m

2815.45 Mole No 2 27°45N 15°40'.3W

FL(4)G.10s9m4M Metal structure 4m

General

Just what it sounds like – a commercial harbour serving a cement works, and no place for yachts. The grey buildings, silos and chimneys are conspicuous from all directions and quite unmistakable.

The village of Arguineguin is close inland, offering much potential confusion with Puerto de Arguineguin just around the headland to the north.

Puerto de Arguineguin

27°45'.5N 15°41'.1W

Plans

Spanish 611 (1:60,000)

Lights

2815.9 Breakwater 27°45'.5N 15°41'.2W

FL.G.5s12m3M Green tower with white band 4m

2815.92 Inner Mole 27°45'.5N 15°41'W

FL.R.5s7m3M Red tower with white band 5m

Harbour communications

Port Captain tel 928 3736441, VHF Ch 10 (0800-1300 and 1500-1700 weekdays only)



General

A small but busy fishing port which still retains some vestige of its original character, Puerto de Arguineguin is said to be uncomfortable but not unsafe in a southerly gale. There are good if somewhat basic facilities for hauling out, but it can be noisy at night and there is no security. Although the hay might appear ideal to beach a multihull or other shallow-draught yacht, heavy fines have

Looking almost south into Puerto de Arguineguin, with several yachts and what appears to be a redundant ferry anchored north of the inner breakwater. *Tom Hammon*



reportedly been imposed for doing so without permission.

Plans for a marina in the bay close north of the harbour were drawn up the best part of a decade ago, and though yet to materialise are apparently still on the cards.

Approach

The cement works on Punta Taozo are very conspicuous from offshore, with Puerto de Arguineguin lying 0.5M to the northwest. The mountainous region of Gran Canaria extends to the west, with the coast running northwest from Arguineguin to Punta de la Aldea lined with high cliffs split in places by steep-sided valleys.

Entrance and berthing

The fishing quay and breakwater form a hook jutting out westwards from the land with a shorter, L-shaped quay opposite. The final run of the outer breakwater is northwest so the harbour opens to the north. Keep 0.5M offshore until the breakwater head bears east and then approach it on this course. Enter cautiously, keeping close to the wall to clear any buoys marking fish traps.

Space is limited – the two short pontoons are occupied by local fishing boats and smallcraft, but a few visiting yachts are normally permitted to raft up near the root of the breakwater, the outer end of which is now used by one of the large Naviera Armas ferries. However there is often considerable surge in the harbour and it may well prove more comfortable to anchor.

Anchorage

In normal conditions it is possible to anchor north of the inner mole in about 4m over rock. However holding is poor over flat rock, and should a westerly swell set in the bay becomes dangerous and should be vacated at once. In December 2002 two yachts dragged onto rocks on the east side of the bay, one of which was still there the following November.

A reef with only 0.8m at LWS extends some 40m northeastwards from the mole almost opposite the root of the outer pontoon, and the southern quarter of the beach is also rocky at low tide.

Dinghies are best left either on the beach or at the breakwater – local children tend to play in dinghies left on the mole or off the boatyard.

Formalities

The harbour is run by the Confradia de Pescadores (fishermen's confederation), " 928 736441. The harbour office, which should be visited on arrival with the usual ship's papers and passports, is at the north end of the large building near the root of the breakwater, which also houses the Confradia office.

Facilities

Boatyard Reasonable facilities, as might be expected in a working fishing harbour.

Travel-lift Capacity 70 tonnes.

Engineers Consult the Confraderia de Pescadores.

Chandlery Very limited supply from the Confraderia de Pescadores.

Water Taps on the breakwater and inner mole.

Launderette In the town.

Fuel By can from the Confraderia de Pescadores or the filling station on the main road.

Bottled gas Camping Gaz exchanges at the hardware store in town.

Banks Several, with cash dispensers.

Shops/provisioning Several large supermarkets and a range of other shops.

Produce market Open air market on Tuesdays.

Restaurants & hotels Many nearby.

Communications

Post office In the town.

Telephones On the quay and in the town.

Car hire/taxis Readily available.

Buses Bus service along the coast between Puerto Rico and Maspalomas/San Agustin, and on to Las Palmas.

Puerto Anfi del Mar

27°45' 7N 15°41' 4W

Plans

Spanish 611 (1:60,000)

Lights

Although not listed in any official publication, three lights, all on black posts, have been in position for at least five years.

The small, semi-private and beautifully kept marina below the holiday complex of Anfi del Mar. There is little space to spare for visitors but a few may berth alongside the pontoon at centre. Puerto de Arguineguin can just be made out on the skyline.



Harbour communications

Marina tel 928 150632, Fax 928 150249, mobile 689 116465, VHF Ch 10

General

During the 1990s a new timeshare resort was built against a spectacular sandstone cliff almost equidistant between Puerto de Arguineguin and Puerto Rico. Although labelled Patalavaca on some local maps and referred to by others as Puerto de la Balita (Punta de la Balita lies just to the west), the developer's chosen name of Anfi del Mar appears to have stuck.

Two parallel southwestern breakwaters shelter a small but beautifully kept marina surrounded by landscaped grounds, with a wide beach of imported white sand close by to the northeast. The entrance faces southeast and the breakwater would appear to give good protection other than from strong easterlies.

The resort maintains a website at www.anfi.com. While the site is interesting, the marina itself is barely mentioned.

Approach

As with Puerto de Arguineguin the most unmistakable landmark in the vicinity is the cement works on Punta Taozo a mile or so south, though the high-rise buildings of Anfi del Mar itself, backed by even taller orange cliffs, would be hard to miss. The approach is without known hazards. The marina office monitors VHF Ch 10 during office hours (which appear to be irregular).

Entrance and berthing

Leaving both the southwestern breakwaters to port, secure temporarily to the floating pontoon which parallels the inner of the two. Although most of the 150 or so berths are reserved for residents of the timeshare resort, there may sometimes be a short-term place available. Depths are said to be at least 7m throughout, and a few vessels of up to 20m can be accommodated. Security is excellent.

Anchorage

A limited number of cruising yachts appear to be tolerated – though certainly not encouraged – off the beach east of the marina, though long-term anchorage is frowned upon and after a few days one will probably be asked to move on. Holding is variable in 6m or so over sand and rock and shelter good in most conditions, though the area would be untenable in southerly winds. The swimming beach is cordoned off by the usual string of yellow buoys.

Formalities

Visit the marina office, 928 150632, Fax 928 150249, mobile 689 116465, at the root of the inner breakwater. Perhaps not surprisingly, Puerto Anfi del Mar is one of the most expensive marinas in the Canaries.

Facilities

Boatyard No boatyard facilities in place or anticipated.

Water On the pontoons.

Electricity On the pontoons.

Fuel No fuel available.

Banks Bureau de change in the timeshare complex.

Shops/provisioning Well stocked (though expensive) supermarket on the ground floor of the timeshare building. More varied (and cheaper) shopping in Puerto de Arguineguin.

Cafes/restaurants In the timeshare complex.

Communications

Telephones Outside the timeshare building.

Car hire/taxis Outside the timeshare building.

Buses Bus service along the main road – a steep walk up from the marina – to Puerto Rico, Maspalomas/San Agustin etc.

Puerto Rico

27°46' 8N 15°42'.6W

Plans

Spanish 611 (1:60,000)

Lights

Yacht harbour (to east)

2815-7 West breakwater 27°46'-8N 15°42'.7W

Q(2)R.4s10m4M Round red tower 4m

2815-6 East mole 27°46'-9N 15°42'-6W

F.G.10m4M Round green tower 3m

Smallcraft harbour (to west)

2815-82 West mole 27°47'N 15°42'-9W

F.R.10m5M Round red tower 4m

2815-8 East mole 27°47'N 15°42'•8W

Fl.G.3s5m4M Round green tower 4m

Harbour communications

Marina tel 928 561141/561143, Fax 928 561632, VHF Ch 08, 16 (0830-1530 Monday to Saturday only)

General

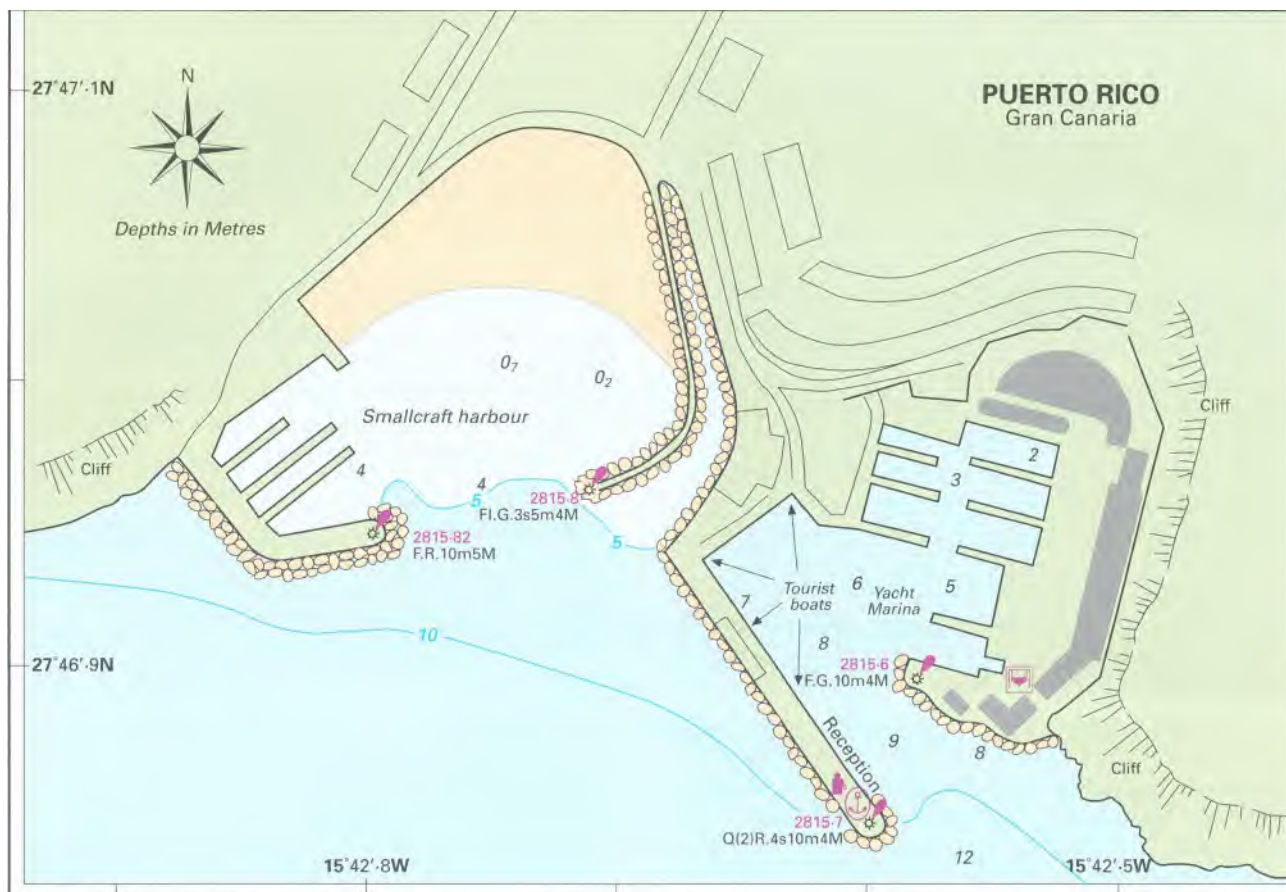
Effectively two separate harbours lying side-by-side but not interconnected, the western – Puerto de Escala – is reserved for tourist ferries and local smallcraft, while both resident and visiting yachts berth to the east in Puerto Base. The town of Puerto Rico is a major holiday resort and very popular with tourists, but even so security is reported to be good. In November 2003 a large building – presumably a hotel – was rising just behind the boatyard area at the eastern extreme of the complex.

Approach

The most unmistakable landmark is the cement works on Punta Taozo 2.5M to the south. On close approach, the walls of the valley in which Puerto Rico lies are seen to be covered with white apartment blocks. These extend southeast of the port and one must close the shore to identify the marina entrance.

Entrance and berthing

A 200m breakwater running southeast separates the western (smallcraft) harbour and bathing beach from the yacht marina to the east. Once identified the red light tower 2815⁻⁷ on the end of the breakwater can be closed, but must not be confused with the red



on the western harbour molehead.

The yacht marina opens to the south, with new arrivals mooring along the inside of the main breakwater. In spite of having some 450 berths the harbour gets very full in the high season and it is worth telephoning ahead to check that a berth will be available.

Yachts up to 15m LOA are usually berthed on one of the pontoons, bows-on with the stern secured to a sunken mooring line. If wind and swell are strong from the southern quadrant conditions on the pontoons can become difficult. Larger yachts normally lie alongside the main breakwater. It is also possible to anchor outside, though there would be little protection.

Formalities

Ship's papers and passports should be taken to the harbour office, '928 561141/561143, Fax 928 561143, open 0830-1530 Monday to Saturday, closed Sunday. Charges are relatively high at around €20 per night for a yacht of 13m, not including water or electricity, but a reduction may be forthcoming for a longer stay.

Facilities

As of November 2003 most services in Puerto Rico appeared to be handled by Paradise Marine (motto, 'Whatever Floats your Boat'), tel 928 561960, Fax 928 562089, email Info@Paradise-Marine.com, www.Paradise-Marine.com. Brian Baptist and his team have been established in Gran Canaria for nearly 15 years and between them speak most

European languages (nine at the last count). They claim to handle pretty well everything other than aluminium welding – and then they 'know a man who can'.

Boatyard Good sized, secure yard including a large undercover work area.

Travel-lift Capacity 35 tonnes, with props and a ladder provided and a pressure washer available for hire. Book at the marina office.

Engineers/electronic & radio repairs Ten engineers at Paradise Marine with a wide range of specialist skills.

Sailmaker/repairs Paradise Sail Shop (part of Paradise Marine) handles all kinds of sailmaking, canvas and upholstery work from its base in the boatyard area. Local representative for North Sails.

Chandlery Paradise Marine carries a good stock in their shop in the boatyard area and, as agent for some 76 companies worldwide, can order almost anything. **Open 0900-1700 weekdays, 1000-1400 Saturday.**

Charts Paradise Marine can obtain Admiralty, Imray and Spanish charts to order.

Water On the pontoons, but reported to be of variable quality.

Showers In the marina complex. Entry is via a key system.

Launderettes Several in the tourist resort and the commercial centre.

Electricity 220 volts to all berths, with 380 volts in some areas.



Looking over the smallcraft harbour at Puerto Rico towards the yacht harbour beyond. The brownish haze is the result of several days of easterly sirocco blowing sand more than 200M from the Sahara Desert.

Tom Hammon

Fuel Diesel and petrol from pumps near the end of the breakwater.

Bottled gas Camping Gaz exchanges at Paradise Marine (see above), which can also arrange for almost any cylinder to be refilled within two or three days.

Club náutico Near the root of the western breakwater.

Weather forecast Posted daily at the harbour office, but not updated at weekends. Alternatively Paradise Marine will supply the current internet forecast from Norfolk, VA on request.

Banks In the marina complex and the tourist resort, nearly all with cash dispensers.

Shops/provisioning Supermarkets and general shopping, though a wider choice will be found in Arguineguin.

Restaurants & hotels Again a wide choice, some overlooking the marina.

Medical services The Centro Médico Vulcano, tel 928 560428, Fax 928 725297, near the visitors' marina has English-speaking staff and a wide range of services.

Communications

Post office In the marina complex.

Mailing address Puerto Deportivo Puerto Rico, Avda Tomás Roca Boch s/n, Centro Civico Comercial, 35130 Puerto Rico – Mogán, Gran Canaria, Islas Canarias, Spain.

Telephones Dotted around the marina complex.

Email Several internet access points, including the Cyber M@r Centre next to the Bahia Playa

Restaurant on the marina exit road, open 0930-2130, Amigo in the Commercial Centre and others.

Fax service At the marina office, Fax 928 561143.

Car hire/taxis Readily available.

Buses Bus service along the coast to Arguineguin, Maspalomas/San Agustin and thence to Las Palmas.

Ferries Regular tourist boats from the west mole of the smallcraft harbour (a fair walk from the marina) to Puerto de Arguineguin and Puerto de Mogán.

Puerto Tauro

27°47' 7N 15°44'.1W

General

Confusion has been caused by the close proximity of the two holiday developments of Tauro and Taurito (the latter to the north). In the early 1990s it was reported that a new marina was to be created at La Playa de Tauro, and though nothing had materialised by late 2003 the plans – or more probably re-drawn ones – are apparently still on the table. Further confusion was occasioned by the large, semi-enclosed swimming area at Taurito, now closed off with the ubiquitous yellow buoys, which in its infancy looked like a possible marina taking shape. As they currently exist, neither place is of interest to yachts.

Puerto de Mogan

27°49'N 15°45'.8W

Plans

Spanish 611 (1:60,000)

Lights

- 2815 94 Punta del Castillete 27°49' 2N 15°46'-2W
FL.5s113m17M
Square yellow tower with stair and gallery 20m
- 2815-96 Breakwater 27°49'N 15°45'.8W
FL(3)R.8 5s12m3M White truncated pyramid
with three red bands near base 6m
- 2815 98 Reception mole 27°49'N 15°45'.8W
FL(2)G.7s2m4M White truncated pyramid
with three green bands near base 2m

Harbour communications

Marina 928 55151/565668, Fax 928 565024,
email pmogan@canaldirecto.com, VHF Ch 12, 16
(0800-2100 daily)

General

Puerto de Mogán is undoubtedly one of the best known and most popular marinas in the Canaries, and as a result its 216 berths are usually fully occupied. It is normally possible to book a berth in advance, but payment by credit card will be required when booking – quite a gamble given the flexible nature of most cruising.

If a berth can be secured, Puerto de Mogán – Mogán village lies about 8km inland – is a secure marina in which to leave a yacht, whether to explore the island by car or to return home for a period. It offers protection from all normal weather conditions, though southerly winter gales have caused severe damage to the breakwater several times over the past decade.

Puerto de Mogán suffered a spate of thefts a few years ago, after which CCTV was installed. Together with round-the-clock security this appears to have combated the problem and the pontoons lack the usual security gates.

The inner section of the harbour is set aside for local fishing boats, while a small breakwater to the east protects a horseshoe-shaped bathing beach, with a row of small buoys outside.

Approach

Puerto de Mogán lies in one of the many steep-sided valleys which fissure the high cliffs between Arguineguin and Punta de Aldea. However, with low green-roofed buildings behind a high breakwater it is not easy to identify until close to. Approaching from the south, Puerto Rico will be passed 3-5M northeast of the conspicuous cement works on Punta Taozo, with Puerto de Mogán 3M further up the coast.

From the northwest, where the shoreline is steep-to, a close approach can be made to the coast which can then be followed until the breakwater is located. Under sail, with the northeast trades blowing at 25 knots or so between Tenerife and Gran Canaria, the wind will be found to follow the coast with the calm of a wind shadow close inshore. To hold the wind keep 2M offshore until within sight of Puerto de Mogán, at which stage a head wind may well be encountered as the trade wind sweeps around the south coast of the island. The acceleration zone approximately 5M northwest of Mogán is considered to be one of the worst in the islands – see Sailing and navigation, page 155.

Entrance and berthing

The marina opens to the east. Arriving at the breakwater head, turn to port and secure to the reception berth on the starboard hand outside the port office building. Large fenders are needed at the reception berth, particularly if late arrival necessitates staying there overnight.

The staff are helpful and assist in berthing, either bow to the wall or to pontoons. On approaching an





Puerto de Mogan, one of the Canaries favourite - and fullest - yacht harbours, seen from the east. The modern yellow lighthouse on Punta del Castillete aids identification from seaward.

The inner harbour at Puerto de Mogan is occupied by small fishing craft, very obviously working vessels and strangely at odds with the elegant tourist development behind.



allocated berth one is handed the bight of two light lines attached to the wall or pontoon. By walking aft hand over hand one retrieves the after mooring lines which lie on the bottom.

Anchorage

It is possible to anchor outside the entrance in 7-10m over good holding, but there is no protection from the south and it would be unwise to leave the yacht unattended for any length of time. It can also be untenably rolly, not least due to the passing tourist ferries and fishing boats. However shelter is good in normal, northeasterly conditions, while local winds tend to blow along the coast and die at night.

Dinghies can be left at the reception berth for short periods, though first it would be necessary to ascertain that no tourist vessel is expected, or at the fuel dock for those who do not mind a long walk. On no account should they be left at the outer end of any of the pontoons, where they impede larger craft manoeuvring and from where they are likely to be removed. Consideration is being given to creating a dinghy area near the root of one of the floating pontoons, for which a small charge would probably be made.

Formalities

An outside stairway leads to the marina office, *tel* 928 55151/565668, *Fax* 928 565024, *email* pmogan@canaldirecto.com, open 0800-2100 daily. Ship's papers and passports will be required, plus evidence of insurance. A form of entry will also need

to be completed before a berth is allocated. Details are entered on a computer, which speeds things up considerably on second or subsequent visits. Even so, clearing out can be slow.

Whilst one of the most attractive yacht harbours in the Canaries, at around €19 per night for a yacht of 13m, not including water or electricity, Puerto de Mogán is also one of the more expensive. Even so, most yachtsmen consider that it offers good value for money, particularly for longer stays for which there are reduced rates if paid in advance.

Facilities

Boatyard Run by the *Confradia de Pescadores* (fishermen's confederation), ☎ 928 565483.

Local labour is available and DIY work permitted, though Puerto Rico is almost certainly a better bet if anything complicated is required.

Travel-lift Capacity 70 tonnes. Though apparently somewhat rough-and-ready, in contrast to the marina itself, the travel-lift and associated services are reported to be good.

Engineering Consult either Sunshine Maritime or Paradise Marine (see *Chandlery* below).

Sailmaker/repairs Both the above companies as well as Tatel Sails, ☎ Fax 928 569460, email tatelsails@apdo.com.

Chandlery Sunshine Maritime, tel email admin@sunshinemaritime.com, www.sunshinemaritime.com, (open 0900-1300 and 1600-1900 weekdays, 0900-1300 Saturday) is situated five minutes' walk along the road from the marina. It stocks most of those items likely to be needed at short notice (and is agent for a number of major manufacturers), and will order in from mainland Europe if required.

Charts Sunshine Maritime stock a wide range of both Admiralty and Imray charts and guides for the North Atlantic and the Caribbean.

Water On the pontoons.

Showers Not up to the standard of the rest of the complex, with only four showers and four toilets serving the entire marina. Entry to the former is via a key system.

Launderette Just outside the marina complex.

Electricity On the pontoons.

Fuel On the main breakwater opposite the reception pontoon, (open 0900-1300 and 1500-1800 Monday to Saturday, 0900-1400 Sunday).

Bottled gas Camping Gaz exchanges at the hardware store behind the marina. Both Sunshine Maritime and Paradise Marine can organise refills of other cylinders.

Weather forecast Posted daily in the entrance to the marina office.

Banks Several, with cash dispensers, in the marina complex.

Shops/provisioning Well-stocked supermarket in the marina complex and more in the village, plus a larger one in Mogán, some distance up the valley. The Friday market around the harbour offers fresh produce as well as tourist souvenirs.

Cafés/restaurants Several in the marina complex,

including a restaurant built around the light tower on the breakwater head, with more in the town.

Medical services European Medical Centre ☎ 928 565090/565365, where English and other languages are spoken.

Communications

Post office None as such, though stamps are available and mail left at the marina office will be collected when the post is delivered.

Mailing address Oficina del Puerto, Puerto de Mogán, E – 35138 Mogán, Gran Canaria, Islas Canarias, Spain.

Telephones In the marina complex.

Email At Internet Mogán on the far side of the main street. Opening times vary.

Fax service At the marina office, Fax 928 565024.

Car hire/taxis Readily available.

Buses Anti-clockwise around the coast to Las Palmas, including an express service which is claimed to take only 90 minutes.

Ferries Tourist ferries to Puerto Rico and beyond.

Anchorage on the southwest coast of Gran Canaria

Plans

Spanish 611 (1:60,000)

General

North of Puerto de Mogán towards Cabo Descojonado the coast is largely steep-to, cleft by narrow, ravine-like river valleys (*barrancos*) some of which give onto small beaches (*playas*) off which anchorage is possible in settled weather. These include Barranco del Parchel (27°49'.8N 15°46'.8W), Playa de Veneguera (27°50'.8N 15°47'.7W) where there is a small village, Barranco de las Secos (27°50'.6N 15°48'.W), Playa de Tasarte (27°52'.2N 15°48'.5W), Playa del Agua Palmito (27°53'.4N 15°49'.2W) at the mouth of the Barranco de las Lánias, where there is a fresh water spring, and Playa del Asno (27°53'.4N 15°49'.9W). All have deep water close inshore and are in the lee of the wind acceleration zone. Positions are approximate.

Anchorage on the northwest coast of Gran Canaria

General

It is advisable to keep well clear of the northwest coast of all the Canary Islands except in very settled conditions. None of the following anchorages are suitable other than as daylight stops in calm weather, and neither should the yacht be left unattended for any length of time. Buoys marking shellfish and other pots may be encountered all along this coast, sometimes several miles offshore in considerable depths of water.

Puerto de la Aldea (Puerto San Nicolas)

28°00'•3N 15°49'.3W

Plans

Spanish 511 (1:50,000)

Lights

Breakwater 28°00'•3N 15°49'•3W

Red light on grey concrete column

Note No characteristics listed in any official publication

General

Punta de la Aldea lies some 14M north of Puerto de Mogán and is lower than the cliffs to the south. The town of San Nicolas is 4km inland up the Aldea valley with the fishing village of Puerto de la Aldea in the bay south of the headland. Some shelter is provided by a short breakwater running southwards parallel to the stony beach, behind which a few local smallcraft are moored.

Anchorage

Holding is reported good either off the beach or just inside the protection of the breakwater in about 5m, though a second anchor might be wise in order to avoid swinging into the shallows. There are a few smallcraft moorings to be avoided, while some rocky patches are visible close to the beach at low water.

Facilities

The village is small but attractive with limited facilities. There are a few bars, shops and restaurants plus a telephone kiosk, with more shops and a filling station in San Nicolas.

Puerto de las Nieves (Puerto Agaete)

28°05' 8N 15°42'•8W

Plans

Spanish 511 (1:50,000 and 1:10,000)

Lights

2815 99 Breakwater 28°05'•9N 15°42'•7W

FL(2)R.9s13m12M Red column 10m

Roque Partido (Baja de la Marina)

28°05' 8N 15°42'•5W

FL(3)G.5M Green post

2815 995 Breakwater spur 25°05' 9N 15°42'.6W

FL(3)R.7m3M Red column 5M

Note Obscured from seaward by the breakwater

Harbour communications

Port Captain tel/Fax 928 230856, VHF Ch 10

General

Previously a small fishing harbour with a short quay and few facilities, the breakwater at Puerto de las Nieves was extended in the early 1990s to provide the ubiquitous Ro-Ro ferry berth – later augmented by several off-loading ramps to accommodate the enormous catamaran ferries – and to give much improved protection. Even by Canarian standards the breakwater is notably wide and high. Three tall blue and white banded posts with triangular tops support floodlights on the quay.



Puerto de las Nieves, with the catamaran ferry from Tenerife lying alongside. The famous Dedo del Dios (God's Finger) can be seen at lower right.

The coastal scenery is spectacular with high cliffs and rock formations – including the much photographed Dedo del Dios (God's Finger), a remarkable stack in a shallow rocky bay south of the village – and not surprisingly Puerto de las Nieves is developing as a tourist resort. The town of Agaete lies about 2km inland, framed by an attractive valley.

Entry and berthing

Plans drawn up in the 1990s to enlarge the harbour by means of a second breakwater knuckle south of the current one appear to have been shelved, and there is very little room for visitors. Sixty feet or so of wall space beyond the ferry ramp used to be reserved for yachts, but this area is now used by the catamaran ferries mentioned previously, while the three pontoons in the northwest corner are fully occupied by local boats.

The only possibilities for a brief period alongside are against the end of the short spur just beyond the ferry ramps – which is tall and ladderless, though provided with bollards, and where some swell is almost guaranteed – or alongside one of the fishing boats which colonise its inner face, if permission can be obtained.

Anchorage

There is good water off the end of the breakwater, with the green post marking Roque Partido (breaking) opposite. Anchor between Roque Partido and the short inner mole in 5-6m over black sand and stones, taking care to remain well clear of the ferry berth. Holding is poor and a fisherman-type anchor is probably the best choice. Following a rockfall in 1996 parts of the bottom are foul, and be wary of rocky patches further in. The swimming beach is delineated by a line of closely-spaced yellow buoys.

Keep well clear of the Ro-Ro berth even though lack of space forces the frequent ferries to depart going astern (in contrast, the catamarans turn outside the harbour and reverse in – another good reason to give them ample room to manoeuvre).

There are several sets of steps at which to land, in addition to the beach and a slipway next to the travel-lift dock, but the three floating pontoons are protected by security gates.

Formalities

Visit the harbour authorities, ☎ 928 554005/554227, Fax 928 230856, in the ferry office on the quay.

Facilities

Travel-lift 70-tonne capacity backed by ample hardstanding.

Water & electricity On the pontoons only.

Fuel By can from the filling station in Agaete.

Shops/provisioning Two small supermarkets plus other shops.

Cafés/restaurants Numerous.

Communications

Telephones On the quay and in the village.

Bus service to Las Palmas and elsewhere.

Ferries Frequent ferry service to Santa Cruz de Tenerife.

Puerto de Sardina

28°09'N 15°42'1W

Plans

Spanish 511 (1:50,000)

Lights

2816 Punta Sardina 28°10'N 15°42'.6W

FL(4)20s47m20M

Round white tower with red bands 23m

General

Tucked into an indented and largely unspoilt bay about a mile southeast of Punta Sardina and overshadowed by spectacular sandy cliffs, tiny Puerto de Sardina has much less to offer than Puerto de las Nieves. However the short quay has been extended, and in settled conditions without swell it is possible to lie alongside in 2-3m for an hour or two either side of high water. The small local fishing boats are craned out at a slipway in the northwest corner. Otherwise anchor off the sandy beach in 5-6m clear of the many fish pots, rocks and swimmers. There are steps in the harbour at which to land.

A red column stands on the molehead, but though clearly intended to bear a suitable light it appears this was never actually fitted.

Facilities are limited. There are a couple of small restaurants beside the harbour where it may be possible to get a water carrier filled (as well as enjoy a very good seafood lunch), plus a few shops in the rapidly expanding village up the hill.



The attractive but misleadingly named 'Puerto' de Sardina near Gran Canaria's northwest tip, seen from the southeast. The cliffs run out towards Punta Sardina.

A dramatic view of Tenerife's El Teide, at 3717m the highest mountain in Spain and often capped with snow in spite of its latitude



Tenerife

Between 28°00'N-28°35'N and 16°07'W-16°55'W

Introduction

Roughly triangular in shape, Tenerife is the largest island in the archipelago with an area of 2050km², a population of around 680,000 and the highest mountain in Spain, El Teide, a gigantic volcanic cone, often snow-capped, rising to 3717m.

The backbone of mountains runs east-west and causes a dramatic climatic difference between the north and south of the island. Winds carry moisture up the north face of the range, resulting in high rainfall and a humid, temperate climate, ideal for many varieties of fruit. The world-famous botanical gardens at the foot of the fertile Orotova valley, on the outskirts of Puerto de la Cruz, were established on the orders of Charles III of Spain (1716-1788) in an attempt to acclimatise tropical plants from the New World before onward shipment to Europe.

There are three major towns in the northern part of the island – the capital, Santa Cruz, which has

wide tree-lined streets, art deco buildings and the best produce market in the Canaries; La Laguna, the old capital, which dates back to the 16th century and is typified by narrow streets, churches and monasteries; and Puerto de la Cruz, which has long been a major Spanish tourist town and in Victorian times was a favourite English wintering resort – a status which it is fast reclaiming. The southern part of the island, in particular the beaches of the southwest, rival the Costa del Sol with its tourist resorts aimed at the package tour industry.

As with Gran Canaria, a characteristic feature of the island is the *barrancos* or dry river beds, and the beautiful Barranco del Infierno belies its name, 'Ravine of Hell'. With clear visibility the view of all the Canaries from the top of El Teide is quite outstanding – on windless days a cable car takes one to within a few hundred feet of the top, though the ascent is not advised for those with high blood pressure or heart problems.

Tenerife has several harbours suitable for yachts, though not all are likely to have room for visitors. However, with the yacht in a secure berth, visitors should not miss the opportunity to hire a car for two



Websites

The following sites contain general information about Tenerife, some of which may be useful to the visiting yachtsman. Websites relating to specific harbours are listed in the relevant Formalities sections, those covering all or most of the Canary Islands on page 152 of the introduction.

- www.puntoinfo.idecnet.com - the comprehensive and easily-navigated website of the Tenerife Tourist Board, in Spanish, English, German, French and Italian. Covering topics from geology to gastronomy, often in considerable detail, it truly contains something for everyone
- www.islas.com - an independent, non-commercial site carrying some irreverent and entertaining material. Attractive, easy to navigate and generally worth visiting
- www.canaries-live.com/UK/index.html - fast, easy to navigate site in Spanish, English, German and Portuguese, offering all the usual tourist information
- www.tenerife.net - a slightly irritating commercial site in Spanish and English, but nevertheless useful and well illustrated
- www.tenerifeguide.com - another commercial website, but with a particularly good map section. English only
- www.tenerife-info.to - a general (but totally anonymous) guide to the island with good photos but limited detail. English only
- www.tennews.com - fortnightly online newspaper carrying local and world news, in English only
- www.cabtfe.es - the homepage of Tenerife's island council, in Spanish only
- www.puertosdetenerife.org - covering Tenerife's commercial ports, in Spanish only, this website makes no mention at all of the island's many 'leisure harbours'
- www.sinfonicadetenerife.com - homepage of the Tenerife Symphony Orchestra, whose new auditorium (see page 220) overlooks the Dársena de los Llanos. In Spanish and English

or three days to visit the Orotova valley, drive along the ridge of the mountain range and view El Teide with its extensive plain of raw lava to the south. The narrow winding road cut into the mountainside between Garachico and Buenavista and on to Masca and Santiago, with glimpses of the sea through swirling clouds down the steep and narrow ravines, will not easily be forgotten.

Telecommunications

Mobile (cell) phone reception is excellent throughout Tenerife. The area code of 922 is shared with La Gomera, La Palma and El Hierro, and forms an integral part of the phone number (nine digits in all) even when calling from within the island.

There are numerous internet cafés in the larger towns and tourist resorts though fewer elsewhere. See individual harbours for details.

Navigation

Magnetic variation

7°20'W (2004), decreasing by 7'E annually.

Tidal streams

Generally insignificant - see Tides and tidal streams, page 156 Details of range etc will be found under Santa Cruz de Tenerife.

Charts

Admiralty 1869 (1:300,000)
 Spanish 51 8 (1:175,000), 205 (1:125,000)
 US 51260 (1:300,000)
 Imray-lolaire E2 (1:598,000)

Lights

2820 Punta de Roque (Punta de Anaga)
 28°34' 9N 16°08'.4W
 FL(2+4)30s246m21M Round grey tower, white building and lantern 12m
 2821 Los Rodeos Airport 28°29'4N 16°18'.5W
 Aero FL.5s650m37M Metal tower 14m
 2829 Punta de Abona 28°08' 9N 16°25'.6W
 FL(3)20s53m17M 214°-vis-040°
 Round white tower with red bands 39m
 2830 Punta Rasca 28°00' 1 N 16°41'.7W
 FL(3)12s50m17M
 Round white tower with three red bands 32m
 2832 Punta Teno 28°20' 5N 16°55'.4W
 FI(1+2)20s59m18M
 Round white tower with red bands 20m
 2831-8 Punta de Buenavista 28°23' 5N 16°50'.2W
 FL(4)11s75m20M Square white tower 40m
 2818 Punta del Hidalgo 28°34' 7N 16°19'.4W
 FL(3)16s51m16M Masonry tower 50m

Coast radio station

Tenerife (CCR) (24 hours) DSC - MF MMSI 002241026,
 VHF MMSI 002241025
 ' 922 607075, Fax 922 607079
 MF 28°27'N 16°22'W, remotely controlled from Las Palmas
 Transmits 2606kHz' SSB, receives 32281, 3283kHz' SSB
 VHF 28°27'N 16°22'W
 Ch 16, 27, 60'
 Weather bulletins Ch 25 at 0833, 1333, 2033 (gale warnings, synopsis and forecast in Spanish for coastal waters)
 Navigational warnings Ch 25 at 0833, 2033 (in Spanish for Canary Islands)
 1. Reserved for Autolink

Maritime Rescue Coordination Centre
 Tenerife (MRCC) (24 hours) DSC - VHF MMSI 002241007
 Itel 922 597551/597552, Fax 922 597331
 (This station does not accept public correspondence other than distress and safety traffic)
 MF 28°29'N 16°14'W
 Transmits/receives 2182kHz SSB
 VHF 28°29'N 16°14'W
 Ch 16, 74
 Storm warnings/weather bulletins Ch 74 on receipt and at 0015, 0415, 0815, 1215, 1615, 2015 (for the channel between Gran Canaria and Tenerife, and the coasts of Tenerife, La Gomera, La Palma and El Hierro in Spanish and English)
 Navigational warnings Ch 74 on receipt and at 0215, 0615, 1015, 1415, 1815, 2215 (in Spanish and English)

Approach and navigation

There are few hazards on approaching Tenerife other than on the north coast between Punta Teno and Punta de Anaga, much of which is fringed by off-lying rocks. However beware both the wind acceleration zones around the northeast, southeast and northwest limits of the island – see Sailing and navigation, page 155 – and the strong down-draughts over the cliffs between Los Gigantes and Punta Teno at its northwestern tip. Reef before entering these areas.

Northeast and northwest winds are dominant on the east and west sides of the island respectively, reducing at night and often changing to an offshore breeze along the west coast between Punta Rasca and Punta Teno. Sailing north along the east coast is easier at night when the wind strength is much reduced.

Harbours and anchorages

Anchorages north of Santa Cruz

Plans

Admiralty 1858 (1:75,000)

Spanish 512, 513 (1:50,000), 6120 (1:12,500)

US 51341 (1:50,000)

Bahia de Antequera

28°31'·9N 16°07'·9W

General

A pretty bay about 5M northeast of Santa Cruz, sheltered from northerly winds by Punta de Antequera but totally open to the south. Good holding in 5m or more over sand off a rocky beach (sand at low water) with the remains of a derelict harbour to the east. There is nothing ashore, not even a road.

Playa de las Teresitas (San Andres)

28°30'·5N 16°11'·1W

General

The town of San Andres, fronted by the Playa de las Teresitas, is effectively a northern extension of the city of Santa Cruz. The golden sand beach – imported from the Sahara, complete with 'harmless' scorpions – is protected by a stone retaining wall which is partially covered at high tide. Yachts attempting to work inside this have been firmly discouraged, but there is good holding outside in 10-15m and protection when landing by dinghy.

Playa de las Teresitas is probably the best beach on Tenerife, and only ten minutes' walk from the Dársena Pesquera and Marina Tenerife. San Andres has several small food stores together with numerous restaurants and beach cafes. There is a cold water shower on the beach.

Two marine farms, each marked by four pillar buoys with x topmarks (two FL.Y.5s3M and two

FL(4)Y.11s3M), have been established in the vicinity of 28°30'·9N 16°09'·6W and 28°30'·8N 16°09'·9W.

Santa Cruz de Tenerife - Marina Tenerife and Marina del Atlantico

Combined harbour information

Although the two marinas in Santa Cruz de Tenerife which accept visiting yachts are situated in separate harbours with entrances some 3M apart, there is no obvious demarcation ashore and much of the more general information is therefore common to both.

Tides

Standard port for the Canary Islands is Casablanca, with Santa Cruz a secondary port. MLWS is about 0.3m above datum and time difference on Casablanca: –0059. It is among those ports for which tidal data is available via EasyTide – see page 9.

Mean spring range 1.9m

Mean neap range 0.8m

Plans

Admiralty 1858 (1:55,000), 1847 (1:12,500)

Spanish 512, 513 (1:50,000), 6120 (1:12,500)

US 51341 (1:50,000 and 1:10,000)

Imray-lolaire E2 (1:17,300)

Lights

Full entrance and interior lights for the Dársena Pesquera and Dársena de los Llanos are listed under those headings. Further lights exist within the Dársena Este and Dársena Sur.

Dársena Pesquera (Marina Tenerife)

2826·5 Southwest mole 28°29'·5N 16°12'·8W

FL.R.5s12m3M Red post 6m

2826 Breakwater head 28°29'·6N 16°12'·6W

FL.G.5s10m3M Round green column 5m

Dársena Este

 28°29'·3N 16°13'·2W Q(6)+LFl.15s10m5M

South cardinal post with ; topmark 3m

 28°29'·1N 16°13'·5W Q(6)+LFl.15s10m5M

South cardinal post with ; topmark 3m

2822·8 Breakwater head 28°29'N 16°13'·7W


FL(2)G.7s12m9M Round green tower 6m

Dársena Sur (Dársena de Anaga)

2822 Breakwater head 28°28'·8N 16°14'·1W

FL(2)R.7s18m10M Round red tower 5m

Dársena de los Llanos (Marina del Atlantico)


 2826·7 Breakwater elbow 28°28'N 16°14'·5W

Q(3)10s8m5M

East cardinal post with 4 topmark 2m

2826·72 Breakwater head 28°27'·4N 16°14'·8W

FL(3)G.9s12m9M Round green tower 6m

 2826·2 Southwest mole 28°27'·5N 16°14'·9W

FL(3)R.10s7m9M Red post

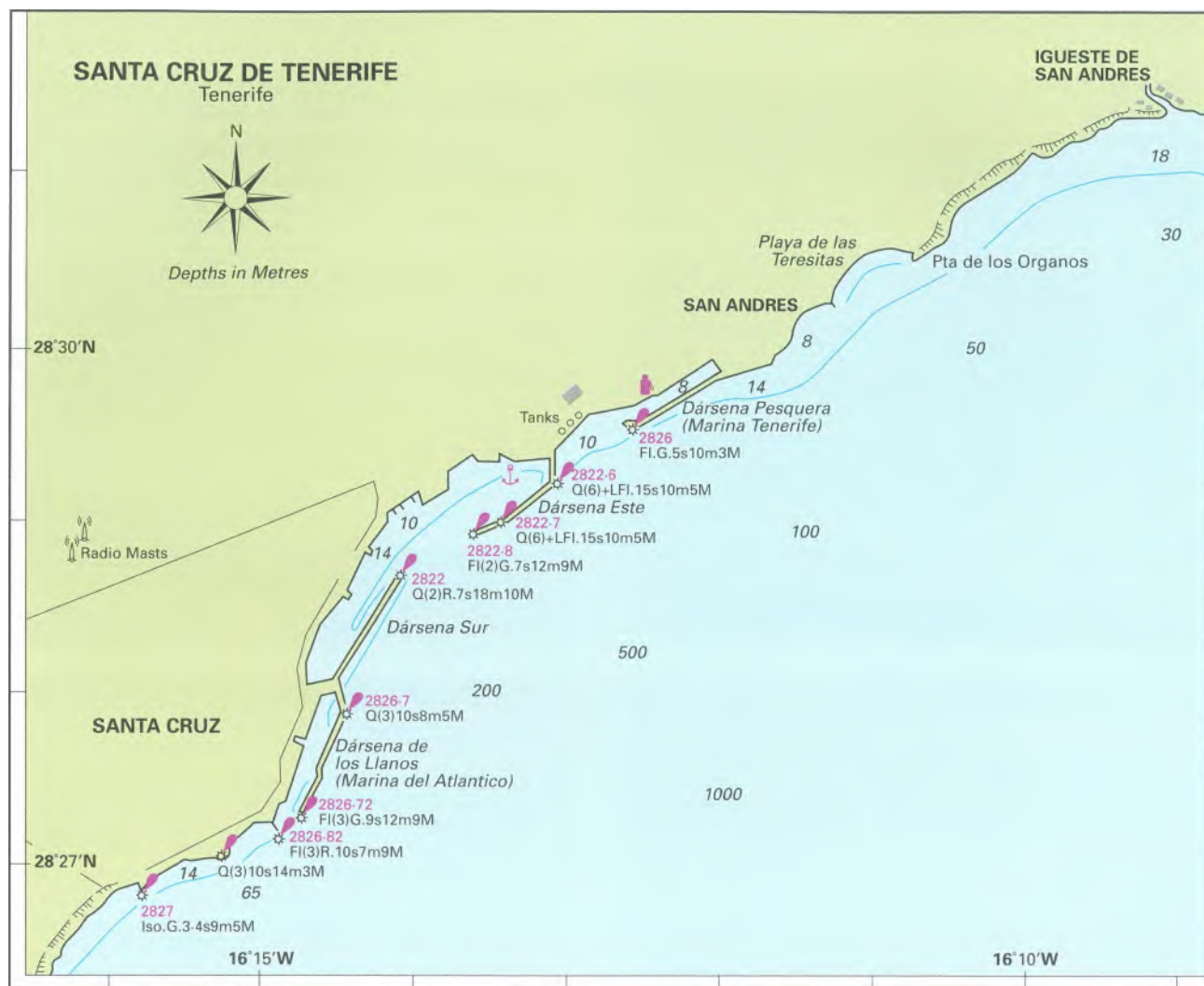
Palmetum 28°27'·1N 16°15'·2W

Q(3)10s14m3M East cardinal post

with 4 topmark 4m

General

Santa Cruz is an interesting city with attractive parks and is well worth visiting. It is the commercial port of Tenerife, its harbour effectively split into four behind separate breakwaters. The two marinas which accept visitors are situated in the northernmost and southernmost harbours, the Dársena Pesquera and the Dársena de los Llanos respectively, with that of the *Real Club Náutico* inside the Dársena Sur. However this latter is reserved exclusively for members and visitors are not



made welcome, a situation which has not changed since the 1970s.

For many years no real provision was made for yachts in Santa Cruz — they were tolerated in the Dársena Pesquera ('fishermen's harbour') but largely left to shift for themselves, rafting up to one of the rusting hulks or alongside the very oily wall. It was not until the early 1990s that six pontoons — later increased to nine — were laid just inside the entrance under the name Marina Tenerife. However space was always short and a few years later it was announced that a new facility, the Marina del Atlantico, was to be built in the northern part of the Dársena de los Llanos. For reasons rumoured to be 'political' this took some years to get off the ground, finally expanding its original 60 berths to around 300. However, as of November 2003 much of the shoreside infrastructure to be expected of a large (and relatively expensive) yacht marina was still not in place, though improvements were promised.

Both marinas are exceptionally well sheltered and provide secure, if not deluxe, berthing for yachts of all sizes. A fourth, extremely small, marina known as Puerto Chico has recently been established in the Dársena Pesquera — details will be found following those of Marina Tenerife.

Approach

From the northeast, the high backbone of the island extends right up to the northeast cape, Punta de Anaga. Keeping at least 1M offshore, the rocky peninsula of Punta de Antequera is passed, followed by Punta del Roquete. The village of Igueste lies on an inlet to the west of the point. One mile further southeast is Punta de los Organos, at the northern end of the Playa de la Teresitas.

A further mile down the coast will be seen the long breakwater of the Dársena Pesquera which opens to the southeast, followed by those of the Dársenas Este and Sur, and the Dársena de los Llanos. This last is almost a mile in length with a relatively narrow entrance facing south. In 2003 major land reclamation was taking place near the root of the Dársena Pesquera breakwater, but it is close enough in not to affect a yacht on passage.

Approaching from the south, after passing the lights and chimneys of Puerto Caballo and the small headland of Punta Maragallo backed by its extensive tank farm, the entrance to the Dársena de los Llanos will be seen about 0.5M ahead. The new Auditorium of Tenerife (see page 220) which lies behind the basin is reported to be visible from at least 10M off on a clear day.

Entrance and formalities

See under individual harbour/marina information.

Facilities

Boatyard It has taken a surprisingly long time for a yacht-friendly boatyard to become established at Santa Cruz, but Varaderos Anaga, tel 922 591313, Fax 922 591011, email nadecan@hotmail.com, has made good the omission. Situated in a sheltered position at the head of the Dársena Pesquera, with a dedicated waiting pontoon, they run a well-kept yard with plenty of hard-standing and no shortage of yacht-length props. Security is good, and owners (who can do their own work) can live aboard with access to on-site water, electricity, toilets and showers. Office hours are 0900-1700 weekdays only, and in November 2003 good English was spoken. Varaderos Anaga is owned by the same company as Marina Tenerife.

Travel-lift 70 tonne capacity travel-lift (maximum beam 6m), crane and other services at the boatyard.

Engineers Consult Varaderos Anaga. Other possibilities for both repairs and spares are Sucesores Tomás Fernández Blanco, 922 275014, Fax 922 279769, email nauticatofer@infonegocio.com, at Calle Santiago 109, Nautica y Deportes Tenerife, tel 922 277680, email nautica@iedatos.es, and Canarias Multinautica SL, 922 820606, the latter both near the head of the Dársena Pesquera.

Electronic & radio repairs Not as wide a range as in Las Palmas de Gran Canaria, but for Autohelm and others visit La Marina (see Chandlery, below), for Raytheon, Azul Marino Tenerife SL, tel 922 680422, email azul-mar@intecom.es, (in Rosario, south of the city near Puerto Radazul), and for Simrad, Ecomarin, 922 549803, email comercial@aeenergias.com, at the Dársena Pesquera.

Other possibilities are Elnavinte SL, 922 244364, at Avenida Santa Rosalia 53, NavTec Radioelectrónica Naval SL, 922 277999, email navtec@arrakis.es, at Calle San Vicente Ferrer 44, and Taorotel SL, /Fax 922 248148, at Calle Doctor Allart 50.

Sailmaker/repairs Luis Gonzales makes and repairs sails and other canvaswork and can be contacted through Sucesores Tomás Fernández Blanco (see above).

Rigging Náutica Nordest, tel/Fax 922 240064, email info@nauticanordest.com, at Calle San Francisco 86, and Spinnaker Shop SLU, 922 243975, Fax 922 293830, email spinauti@arrakis.es, at Calle San Juan Bautista 32, can both handle major rigging projects and between them stock most of the leading brands of roller furling, winches etc. Major purchases may be tax exempt.

Liferaft servicing Spinnaker Shop SLU (see above) and Liferaft Services SL, 922 620617, email ebm@liferaft-services.com (in Santa Maria del

Mar, about 9km south of the city), can organise servicing for most makes including Avon, Plastimo, Viking etc.

Chandlery Santa Cruz is, by Canarian standards, remarkably well provided with good chandleries - La Marina, 922 271246, Fax 922 247246, at Calle de la Marina 61-63 (plus a second, smaller shop near the head of the Dársena Pesquera), Náutica Nordest and Spinnaker Shop SLU (see Rigging, above) and Sucesores Tomás Fernández Blanco (see Engineers, above). All stock a range of general hardware including electronics and are agents for a number of major manufacturers.

Charts Suisca SL, Tel 922 549812/549814, Fax 922 549 871, email tenerife@suiscasl.com, at Via Espaldón 9 on the Dársena Pesquera, are Admiralty chart agents. Spanish charts, maps etc are available from J L Gándara y Cia SA, tel 922 241952/240605, Fax 922 246928 at Calle San Francisco 21 and also from the Delegación del Instituto Geográfico Nacional, 922 287054/287066, Fax 922 243027, at Avenida de Anaga 27 (the Port Office building). ECC Yacht Charter, 922 240559, Fax 922 246321, email info@eccyacht.com, at Calle Miraflores Edificio Orquidea 13, and Náutica Nordest (see Rigging, above) both stock Imray charts and publications.

Water On the pontoons at both marinas, and on the quayside at Marina del Atlantico.

Showers Next to the marina office in Marina Tenerife and near the northwest corner of the basin at Marina del Atlantico. The latter are overdue for replacement, scheduled for mid 2004.

Launderette At Marina del Atlantico (and due for upgrading - see above) plus others in the city.

Electricity On the pontoons at both marinas and on the quayside at Marina del Atlantico.

Fuel From the waterside filling station at Puerto Chico (opposite Marina Tenerife and owned by the same company) in the Dársena Pesquera, open 0700-2100 Monday to Saturday, 0700-1900 Sunday. Also by road tanker at Marina del Atlantico - book at the marina office at least 48 hours in advance.

Bottled gas Camping Gaz exchanges at Sucesores Tomás Fernández Blanco (see Engineers, above) and many hardware stores. Most other cylinders can be refilled at the Disa plant south of the city.

Club náutico The Real Club Náutico de Santa Cruz de Tenerife is unfriendly towards visiting yachtsmen even by Canarian standards. Do not attempt to use it as a mailing address.

Weather forecast Posted daily at both marinas.

Banks Numerous, nearly all with cash dispensers.

Shops/provisioning Excellent supermarkets and other shops in Santa Cruz. There are also several frozen food warehouses beside the Dársena Pesquera which incorporate self-service shops selling a wide range of frozen fish and meat at good prices and with no minimum quantity restrictions.

Produce market The excellent Nuestra Señora de Africa market on Calle de San Sebastián (or cross

the Barranco de Santos via the Puente Serador) is within walking distance of Marina del Atlantico.

Cafés, restaurants & hotels Many throughout the town, but all at some distance from the marinas.

Medical services Several hospitals in the city plus dentists, opticians etc.

Communications

Post office Several in Santa Cruz. The city's main post office is on the Plaza de Espana, directly opposite Marina del Atlantico.

Mailing address Both marinas will hold mail for yachts: Puerto Deportivo Marina Tenerife, Dársena Pesquera, 38180 Santa Cruz de Tenerife, Islas Canarias, Spain; and Marina del Atlantico, Dársena Comercial de los Llanos s/n, CP 38001 Santa Cruz de Tenerife, Islas Canarias, Spain.

Telephones At the Marina Tenerife office, the main post office and elsewhere. (Doubtless public phones will be installed at Marina del Atlantico in due course).

Email Locutorio Telefónico at Calle de la Marina 65 (just beyond the La Marina chandlery) has four terminals with fast connections and very reasonable prices. They also offer photocopying and a fax service. Other possibilities are Yakiciber, at Calle Ramon y Cajal 23 and Bar Giber El Navegante, at Callejón del Combate 11, doubtless plus many others.

Fax service At both marina offices: Marina Tenerife, Fax 922 591309, and Marina del Atlantico, Fax 922 247933

Car hire/taxis Many in Santa Cruz.

Buses Frequent buses to the centre of Santa Cruz from a bus stop opposite the wholesale fish market close to the Dársena Pesquera. (A *bono* ticket for ten trips is good value and can be used by any number of people on the same journey. Available from the bus station or kiosks.)

Island buses depart from the main bus station on Avenida Tres de Mayo to the Reina Sophia Airport (Tenerife South), Los Cristianos (for ferries to the western islands) and many other points.

Ferries Numerous ferries and jetfoils to all the surrounding islands.

Air services International flights use Reina Sophia Airport in the south of the island, whereas interisland services are concentrated at Los Rodeos in the north – an important difference if transferring to/from an international flight. Allow an hour if travelling between the two by road.

Marina Tenerife, Dársena Pesquera

28°29'·6N 16°12'·7W

Lights

2826-5 Southwest mole 28°29'·5N 16°12'·8W

Fl.R.5s12m3M Red post 6m

2826 Breakwater head 28°29'·6N 16°12'·6W

Fl.G.5s10m3M Round green column 5m

Note Reclamation work has been in progress northeast of the harbour for several years. In 2004 it was marked by a south cardinal post with topmark, Q(6)+LFl.15s9m2M, with a further three buoys offshore, the easternmost at 16°11'·1W. Remain well clear of this area if approaching from the north.

2826-2 Entrance, southeast side

28°29'·7N 16°12'·6W FL(2)G.7s4m1M

Green column (obscured from seaward by breakwater)

2826-4 Entrance, northwest side

28°29'·7N 16°12'·7W Fl(2)R.7s4m1M

Red column (obscured from seaward by breakwater)

Harbour communications

Marina ' 922 591247, Fax 922 591390,

email nautica@iedatos.es (0900-1900 daily), VHF Ch 09 (24 hours)

General

Marina Tenerife is the smaller and longer-established of the city's two marinas, and has a very different atmosphere to that of the Marina del Atlantico. It is much favoured by local people as a base for jet-skis and small speedboats (many of which are kept ashore and craned in when required), and can thus be somewhat noisy at weekends – when a small café operates – but is a haven of peace and tranquillity during the week. Every effort is made to keep the somewhat sterile surroundings as attractive as possible, even to daily watering of the plant tubs.

On-site facilities are relatively good and the atmosphere notably friendly. Security is excellent behind an electronically operated gate, with CCTV cameras also installed, and Marina Tenerife would be a good choice if wishing to leave a yacht unattended for several weeks – always assuming a berth is available. In theory about 20 of the 200+ berths are reserved for visitors, but in practice some foreign yachts have been there so long they barely qualify as 'visitors' any more.

It can be a long, hot walk from the marina into





Marina Tenerife in Santa Cruz de Tenerife's Dársena Pesquera, with the tiny Puerto Chico (which boasts the port's only fuel pump accessible to yachts) below the hills at left.

Santa Cruz itself, though this can be reduced by crossing the harbour by dinghy to avoid walking round the length of the basin. There is a frequent bus service along the main road behind the harbour (every 10 minutes throughout much of the day). Alternatively there is almost unlimited secure parking.

Approach and entrance

See under combined information for outer approaches. Once in the vicinity the entrance to the Dársena Pesquera can be positively identified close north of a concrete silo, five oil tanks and two large buildings with red and blue roofs respectively, all close together at the northeast end of the city. In 2003 major land reclamation was taking place near the root of the Dársena Pesquera breakwater, but this should not affect a yacht on passage.

The entrance to the basin is wide and unobstructed, and should not pose problems by day or night. However it would be unwise to arrive unannounced, or without previously ascertaining that a berth will be available.

Berthing

Rounding the end of the breakwater elbow, the nine pontoons of Marina Tenerife will be seen to starboard. Those to the southwest berth the smallest boats, with size increasing as one continues northwest. The furthest pontoon can accommodate yachts of up to 16m, all berths being alongside substantial finger pontoons. A floating barrier beyond the furthest berths shelters the marina from minor debris and oil pollution.

Formalities

The marina office, 922 591247, Fax 922 591390, email nautica@iedatos.es, is situated just inside the head of the breakwater next to the slipway and crane and is open 0900-1900 daily, including Sunday. VHF Ch 09 is monitored around the clock. Excellent English is spoken by the office staff but this may not be the case out of hours. In 2003 the overnight charge for a yacht of 13m was around

€18 inclusive of tax, water and electricity, with discounts available for longer stays.

Skippers of non-EU registered yachts, or those with non-EU crew, may also need to visit the Policía Nacional in their office in the Fred Olsen ferry terminal overlooking the Dársena Sur (see Marina del Atlantico plan overleaf). If departing the Canaries it is particularly important to get an exit stamp, as this will be required on arrival in the next country.

Facilities

See under combined information.

Puerto Chico

28°29' 7N 16°12'.6W

General

Puerto Chico, tel 922 549818, email pch@marinaalcomera.com, which lies on the shoreward side of the Dársena Pesquera, is mainly of interest for the fuel berth which lies just beyond its northeastern pontoon. A few of its 42 berths can take yachts of up to 12m, but space is seldom available for visitors. Showers and toilets are available, and VHF Ch 09 and 16 are monitored during office hours – 0700-2100 Monday to Saturday, 0700-1900 Sunday.

Marina del Atlantico, Dársena de los Llanos

28°27'.3N 16°14'.8W

Lights

2826-7 Breakwater elbow 28°28'N 16°14'.5W
Q(3)10s8m5M

East cardinal post with topmark 2m

2826-72 Breakwater head 28°27'.4N 16°14'.8W

FL(3)G.9s12m9M Round green tower 6m

2826-9 Ldg Lts 354° 28°27'.5N 16°14'.9W

Front Iso.1s7m3M

Rear 75m from front, Oc.12m3M

White framework towers with red bands 5/11m

2826-82 Southwest mole 28°27'.3N 16°14'.9W

FL(3)R.10s7m9M Red post

buoy Spherical yellow buoy 28°27'.1N 16°14'.9W

Q(5)Y.24s4M

Note This buoy lies close west of the leading line some 200m south of the entrance and could pose a hazard to yachts approaching from the south. It has no navigational significance - it is understood to measure swell heights - and can be left on either side

2826-74 Breakwater head spur 28°27'.4N 16°14'.8W

FL(4)G.11s6m3M Green post 2m

2826-86 Obstruction 28°27'.4N 16°14'.9W

FL(4)R.11s7m3M Red post standing in the water

2826-87 Ro-Ro berth 28°27'.6N 16°14'.W

FL.R.5s5m1M Red pyramid tower 2m

2826-78 Breakwater interior spur 28°27'.6N 16°14'.7W

FL.G.5s5m1M Green pyramid tower 3m

2826-68 Marina entrance, east side

28°27'.9N 16°14'.6W Q.G.4m2M

Green post with white strut 2m

2826-67 Marina entrance, west side

28°27'.9N 16°14'.6W Q.R.4m2M

Red post with white strut 2m

Note In late 2003 two buoys - a yellow can with x topmark, Fl.Y.5s, and a red can, Q.R - lay close south of the marina's enclosing mole. They mark work to close off the

old west entrance to the marina so are presumably temporary.

Harbour communications

Marina tel 922 292184, Fax 922 247933,
email marinasantacruz@terra.es (0900-1500 weekdays),
VHF Ch 09 (24 hours)

General

A large scale marina to be situated at the head of the Dársena de los Llanos was first announced back in 1994, when a plan was put forward for a grid pattern of pontoons radiating from a central island. Work started that year, and by 1995 a detached mole had been constructed to separate the marina from the commercial basin. The first pontoon was in position by November, and completion was anticipated for 1996. However work slowed and then stopped altogether – 'political objections' were blamed – a situation which pertained until the end of the decade. A prefabricated building housing showers and a launderette was erected near the northwest corner of the basin, but there was no office on site.

Work did not resume until 2000, and then somewhat slowly, but as of November 2003 the marina appeared effectively complete other than infilling of the narrow western entrance to connect the previously detached mole to the shore, and replacement of the extremely dilapidated services building. This latter is scheduled for August 2004, and is planned to incorporate a chandlery and restaurant, as well as a new marina office, toilets, showers, launderette etc.

Those of a curious nature may be interested to know that the amazing white building – somewhat reminiscent of the Sydney Opera House – which one passes en route to the marina is the new Auditorium of Tenerife, opened in September 2003.

Approach and entrance

See under combined information for outer approaches. Once in the vicinity the lit leading marks²⁸²⁶⁻⁹ may be used, though this is by no means essential for most yachts since the entire harbour carries a minimum of 5m other than in the entrance to the Barranco de Santos. The basin is nearly a mile long and used by a good deal of commercial shipping, including Ro-Ro ferries which berth on the mainland side.

Access to and from the marina basin is via the eastern entrance, which is well marked and some 25-30m wide. With a reliable engine it would be possible to enter the Dársena de los Llanos and continue up to the marina in almost any weather conditions.

Berthing

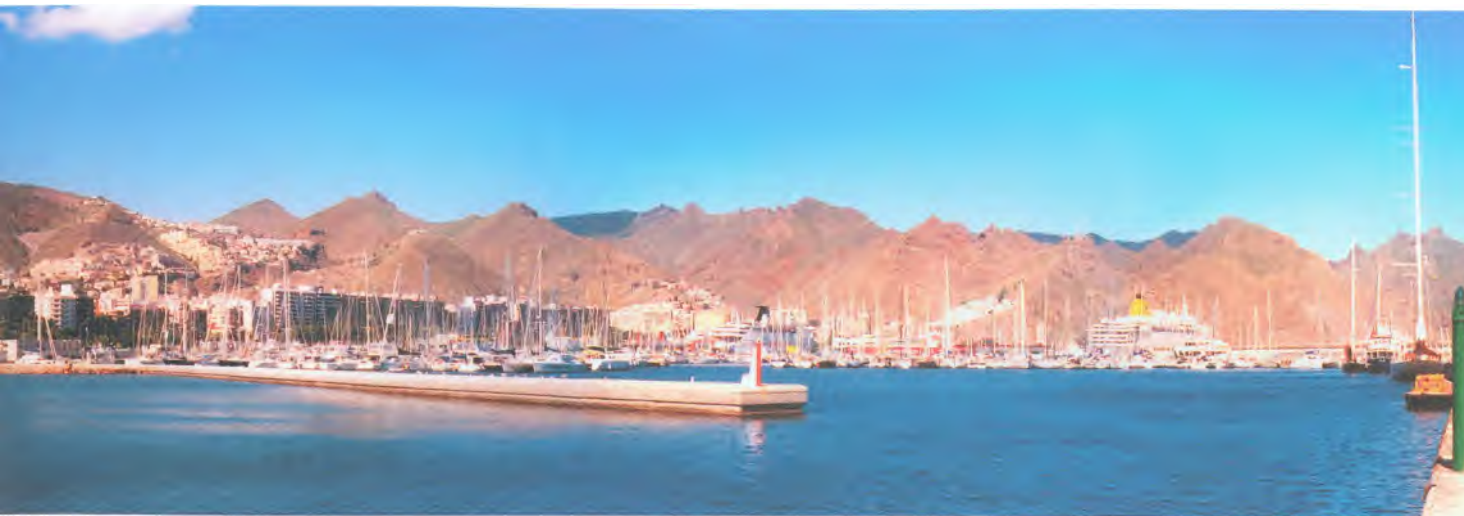
Approaching yachts are requested to make contact prior to arrival, preferably on VHF Ch 09 or failing that by telephone. There is a reception berth to starboard just inside the entrance, but smaller yachts may find the high quayside and lack of pontoon or ladders a serious problem. The harbour staff, who are on duty day and night, generally prefer to direct



a visiting yacht straight into a suitable berth.

There are approximately 300 berths – those on the five pontoons all against fingers and those lining the north wall stern-on to a floating pontoon with buoys provided for the bow. These are generally allocated to smaller yachts. It has been reported that the black fendering which surrounds the finger pontoons leaves marks on topsides and fenders. Security gates are fitted to the pontoons, but these appear normally to be left open during the day. Seriously large vessels – and the marina claims to be able to accept yachts of up to 60m – are berthed against the wall to the northeast.

So far only about 30 berths are occupied by local boats, though doubtless this number will grow, and with apparently limitless space to raft-up in sheltered water there is no obvious reason why the Marina del Atlantico should ever have to turn a yacht away.



The entrance to the Marina del Atlantico at the head of Santa Cruz de Tenerife's Dársena de los Llanos, with the city blocks and mountains behind. The two ships are berthed in the separate Dársena Sur.

Formalities

The harbour authority office, 922 292184, Fax 922 247933, *email* marinasantacruz@terra.es, is open 0900-1500 weekdays and 0900-1200 on some Saturdays. By autumn 2004 it should be located in the new services building, otherwise head north from the marina entrance and look for a prefabricated building containing a café with outside tables – the marina office is just beyond, close to a row of flagpoles. In 2003 the overnight charge for a yacht of 13m was around €20 if berthed on a pontoon, or €16 if berthed against the wall, both including tax but not water or electricity, with discounts available for longer stays.

Skippers of non-EU registered yachts, or those with non-EU crew, may also need to visit the *Policia Nacional* in their office in the Fred Olsen ferry terminal overlooking the Dársena Sur (see plan). If departing the Canaries it is particularly important to get an exit stamp, as this will be required on arrival in the next country.

Facilities

See under combined information.

Puerto Caballo

(Puerto de la Hondura)

28°26'.7N 16°15'.9W

Plans

Admiralty 1858 (1:75,000)

Spanish 512, 513 (1:50,000), 6120 (1:12,500 & 1:5,000)

US 51341 (1:50,000)

Lights

2827 Cepsa oil refinery 28°26' 9N 16°15'.9W

Iso.G.3-4s9m5M Green column 6m

Note Many additional lights of 2-3M range not listed above

General

A commercial harbour used for loading oil tankers and other bulk cargoes, and unsuitable for yachts. A refinery with several chimneys backed by an extensive tank farm lies close north of the harbour.

Puerto Radazul

28°24'N 16°19'.4W

Plans

Spanish 513, 516 (1:50,000)

US 51341 (1:50,000)

Lights

2827-9 Breakwater head 28°24' 1N 16°19'.4W

FL(2)G.10s9m4M Green post 6m

2827-92 Northern mole 28°24' 1N 16°19'.4W

Fl.R.2s3m3M Red post 3m

Harbour communications

Marina tel/Fax 922 680933,

email ptoradaz@vanaga.com, VHF Ch 09, 16 (0900-1900 daily)

General

Puerto Radazul is a purpose-built, private marina with 202 berths for yachts of up to 17m. Many of these are owned by local residents, and though 54 are in theory reserved for visitors, most are rented on a long-term basis leaving only a few available for



transients. It is therefore advisable to contact the marina office before arrival, by telephone if possible. Entry should not be attempted in bad conditions, but with due warning of heavy weather it would provide a good refuge where a yacht could remain in safety. Small, clean and secure, it would also be a suitable place to leave a yacht unattended, should a berth be available.

Approach and entrance

The marina lies 6M southwest of Santa Cruz and just south of Punta de Guadamojete. The power station a short distance further southwest provides a useful landmark, its two tall grey chimneys often emitting a conspicuous plume of smoke. A group of tall apartment blocks line the zigzag road leading down to the marina, which is sited under a high cliff. The tallest block is at the base of the cliff behind the marina.

The west-facing entrance is very narrow and there is a 2 knot speed limit in the approach. The reception area is on the port hand on entry.

Puerto Radazul from the northwest. Visiting yachts normally berth on the south mole, against the empty quay visible beyond the marina office buildings.



Berthing

Pontoons with fingers line both sides of the harbour, with stern-to moorings along the wall near the harbour office. Short-term visitors are normally berthed alongside the breakwater just inside the entrance, and this is the best place to go if arriving outside office hours. To avoid the inevitable surge and the small overhang on the wall, the helpful staff provide hauling-off lines led to a ground chain in the middle of the entrance.

Formalities

Report to the marina office by the control tower, tel/Fax 922 680933, email ptoradaz@vanaga.com, with ship's papers and passports. The office is open 0900-1900 daily.

Facilities

Boatyard Owners normally do their own work, though contractors can be employed with the marina's permission.

Travel-lift Two, the larger rated at 60 tonnes, with no shortage of hardstanding.

Engineers Large workshop in the marina complex. Cris Motors SL, tel 922 681814, Fax 922 681734, are agents for Volvo Perkins and Yanmar as well as several makes of outboard.

Chandlery Small but well stocked chandlery near the travel-lift.

Water Throughout the marina.

Showers Near the office, and several more let into the marina walls.

Electricity Throughout the marina.

Fuel At the reception berth. Payment must be made in cash.

Club náutico Near the root of the breakwater, but not open to marina visitors.

Shops/provisioning Large supermarket up the hill, plus pharmacy etc.

Cafes, restaurants & hotels In the holiday complex behind the harbour, plus a café on the quayside.

Communications

Mailing address Puerto Deportivo Radazul, 38109 – El Rosario, Santa Cruz de Tenerife, Islas Canarias, Spain.

Telephones Just behind the marina complex.

Fax service At the marina office, Fax 922 680933.

Car hire/taxis Can be arranged through the marina office.

Buses Bus service to Santa Cruz and elsewhere from near the marina entrance.

La Galera

28°21'9N 16°21'7W

General

Just south of Punta Larga and about 0.5M north of Candelaria is a *club náutico* with a tiny harbour catering primarily for small motorboats, many of which are lifted out when not in use. There is no room at all for visiting yachts and depths within the harbour shoal to 0.5m.

Candelaria

28°21' 4N 16°22'.1W

Plans

Spanish 513 (1:50,000)

US 51341 (1:50,000)

Lights

2827-96 Breakwater elbow 28°21' 4N 16°22'.1W

Q(3)10s8m3M East cardinal post 2m

2827-94 Breakwater head 28°21'.4N 16°22'.1W

FL(4)G.11s8m2M Green post 3m

2827-98 Inner mole 28°21' 4N 16°22'.1W

FL(4)R.11s6m3M White post with red top 3m

General

Candelaria is an old town not yet seriously affected by tourism but nevertheless with many low-rise concrete apartments. A striking feature is the church of Nuestra Senora de la Candelaria at the southern end of the town, overlooking a paved square guarded by statues of Guanches, the ancient inhabitants of the islands. The church is a place of pilgrimage as it contains the beautifully decorated shrine of Our Lady of Candelaria, Patroness of the Canaries.

The fishing harbour is small but active, with very limited space for visiting yachts.

Approach, entrance and berthing

The smoke plume from the power station 1.5M



The fishing harbour at Candelaria, with two yachts berthed against the wall. The tall white tower of Nuestra Senora de la Candelaria is to be seen through the middle of the entrance.

north of the harbour makes a good landmark and, on close approach, the church with its tall white tower and red roof is unmistakable.

The harbour opens to the south – enter cautiously as it is relatively small and contains a good many moorings. The breakwater affords protection from bad weather and the knuckle at the head is effective in reducing surge. It is unlikely that space will be available for a yacht to berth against the wall, but it may be possible to raft up alongside a fishing boat.

Facilities

Water Pipes are installed along the quay but seldom work. If desperate, ask at the small quayside bar.

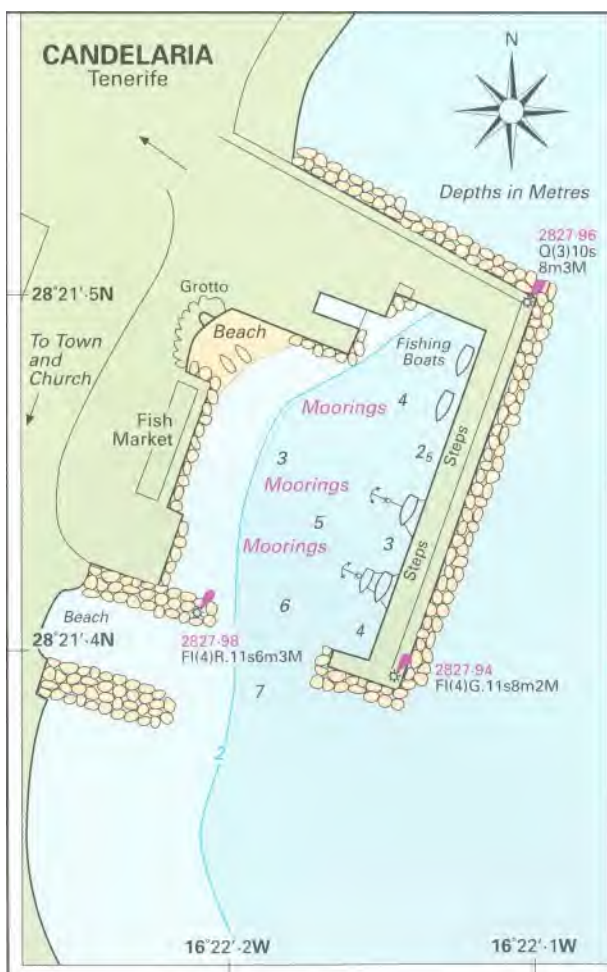
Fuel By can from a filling station up the hill on the road out of the town. There is also a diesel tank near the end of the breakwater but this is understood to be for fishing boats only.

Bank In the town, with cash dispenser.

Shops/provisioning Sufficient to meet normal daily needs.

Produce market Stalls for fresh produce are set up alongside the harbour. Fish market on the inner quay.

Cafés/restaurants In the town.



Puerto de Güimar

28°17'.6N 16°22'.1W

Plan

Spanish 513 (1:50,000)

Lights

2828 T-head pier, head 28°17' 7N 16°22'.3W

FL(4)G.10s6m3M Green post 3m

2828-1 T-head pier, root 28°17' 7N 16°22'.4W

Q.G.4m2M Green column 3m

2828-2 Marina breakwater 28°17'.2N 16°22'.8W

F1(3)G.10s10m3M Green post 6m

2828-3 Marina inner mole 28°17'.2N 16°22'.8W

Q(3)R.10s7m3M Red post 4m

General

The town of Güimar lies 5km inland on the slopes of the central range, with a small fishing village surrounded by a good deal of newish low-rise development on the shore. Local fishing boats receive some shelter from a short pier with a right-angled end, which is also used to load local agricultural produce.

A short distance to the south is a large sports complex incorporating a *club náutico*, and facing it a small and somewhat shallow marina. Three pontoons provide berthing for an assortment of small motorboats and one or two sailing craft, but depths average less than 2m making it unsuitable for a keel yacht of any size. There are no facilities to speak of.

Bahia de Abona

28°09'•6N 16°25'.6W

Plan

Spanish 514 (1:50,000)

Lights

2829 Punta de Abona 28°08' 9N 16°25'.6W

Fl(3)20s53m17M 214°-vis-040°

Round white tower with red bands 39m

General

Bahia de Abona lies between Punta del Ternerero to the north and Punta de Abona with its powerful light' to the south. There is a choice of anchorages to suit wind direction – the northern corner, below the tourist village of Poris de Abona, is sheltered from the northwest while Ensenada (cove) del Pedregal in the southern corner provides safe anchorage in southerly winds. A few years ago there was talk of building a small yacht harbour below the village, but it looks increasingly unlikely to materialise.

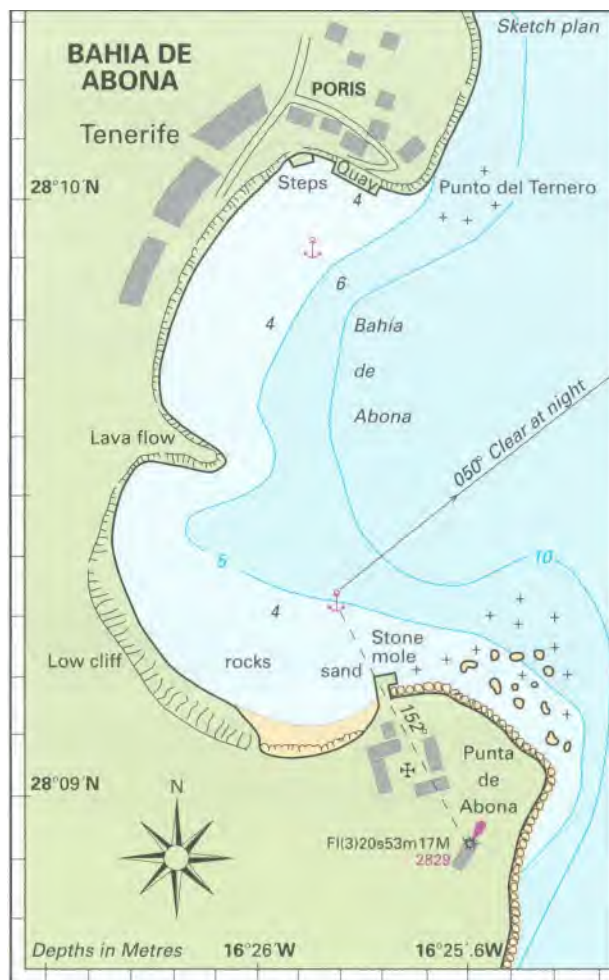
Approach and entrance

Approaching from north or east the bay will open up to the west of the lighthouse. Punta del Ternerero has a few outlying rocks and should be given reasonable clearance. Coming from the south, round Punta de Abona well offshore to avoid a patch of partly submerged rocks. In either case beware a spur of lava which extends into the centre of the bay and which could be mistaken for a stone pier.

Anchorage

North Below the village of Poris de Abona will be seen a small stone quay with convenient bollards and 3-4m alongside, which might be usable in exceptionally flat conditions. Otherwise anchor off in 4-5m over sand and land at the ladder or steps. The area is popular with swimmers, for which a good watch must be kept. There are cafés and restaurants in the village and basic shopping needs can be met.

South In the right conditions the anchorage



northwest of Punta de Abona is most appealing, lying off a beach of speckled sand fringed at either end by rocky outcrops. Anchor in 5m over sand off the eastern part of the beach – there are rocks further west – with the lighthouse just open of the short

Looking east from Poris de Abona towards its small stone quay, with the rocks of Punta del Ternerero beyond. The paved terrace in the foreground is part of a swimming complex with steps leading down to the water.



The anchorage close north of Punta de Abona must be one of the pleasantest in the Canaries, off a fine sandy beach with a small hooked mole at its eastern end.

stone mole. Holding is excellent. Although it offers no facilities beyond a small cafe selling drinks and ice-creams, it is worth wandering up the path to view the small, military-style village built around the church and square. The same cannot be said for the long tramp out to the lighthouse on the headland.

Puerto de San Miguel de Tajao

28°06' 5N 16°28'W

Lights

2829 05 Breakwater 28°06'•5N 16°28'•2W

General

A small fishing harbour still relatively unaffected by tourism, Puerto de San Miguel de Tajao lies behind a curved breakwater which opens to the southwest, the entrance partially closed by a short opposing mole. The harbour is packed full of moored smallcraft, with more drawn up on the black sand beach, and offers no feasible berth for a yacht. In settled weather it might be possible to anchor off but there appears little reason to do so.

Central Termica de Granadilla

28°05' 3N 16°29'•6W

Lights

2829 3 Breakwater 28°05'•1N 16°29'•4W

FL(6)+LF.15s8m3M

East cardinal post with topmark 4m

Note Several buoys, not all of them lit, are positioned nearby

General

The above light (occasionally referred to as Punta del Camello) stands on a breakwater associated with the nearby power station. Two sets of leading lights have been installed, in addition to the buoys referred to above. The harbour is not open to yachts.

Anchorage around Punta Montana

Roja

Plan

Spanish 514 (1:50,000)

General

Punta Montana Roja appears as a tall red pyramid, forming a small peninsula midway along the southwest coast of Tenerife. The island's main airport, the *Aeropuerto Transoceanico Reina Sofia*, lies on the plain north of the headland and aircraft can be seen taking off and landing. Southwest of Punta Montana Roja the coast is low-lying as far as Punta Rasca, the most southerly point on Tenerife.

Bahia del Medano (28°02' 6N 16°32' 4W), a circular bay with a short unlit breakwater close northeast of Punta Montana Roja, offers a pleasant anchorage in 3m over sand with some protection from the north. The bottom shelves sharply across the mouth of the bay and it is essential that the anchor be properly set. The village of El Medano in the northern crook of the bay has restaurants, shops and other basic facilities.

Close west of Punta Montana Roja lies Playa de las Tejitas (28°01' 7N 16°33' 4W), a comfortable anchorage in winds from north or northeast in about 7m over sand. Three large yellow mooring buoys lie off beach – keep well clear as they are used by tankers bringing aviation fuel for the nearby airport. Only one of the three is lit (FL.Y.2 4s3M). Four more buoys lie to the northwest, three of them lit (FL.R.3M, Oc.4s3M and Iso.10s3M). Surprisingly, the proximity of the airport is seldom intrusive, at least in terms of noise.

About 2 5M west of Punta Montana Roja will be found Los Abrigos (28°01' 6N 16°35' 7W), a once charming fishing village now given over mainly to tourism. A few fishing boats lie on trots secured to the quay but are hauled out in bad weather. The waterside area is famous for its fish restaurants, well worth a lunchtime stop by sea in calm weather – the holding is not particularly good – or an evening visit by road.

Marina San Miguel (Puerto Amarilla)

28°01'•1N 16°37'•5W

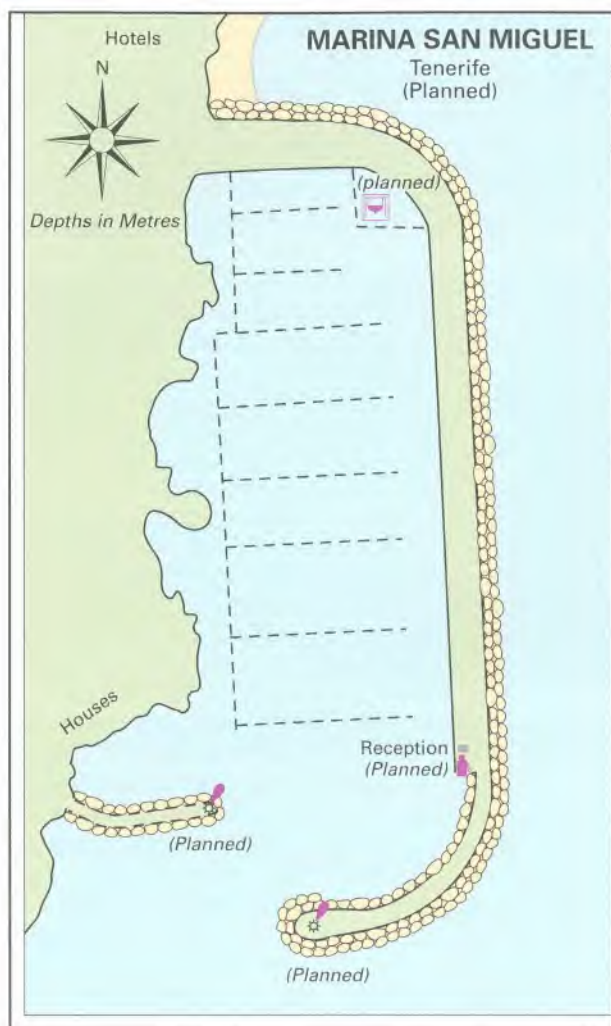
Plan

Spanish 514 (1:50,000)

General

In the early 1990s work began on a large marina northwest of Punta Montana Amarilla, in conjunction with the Amarilla Golf and Country Club development. However the breakwater was severely damaged by a gale before it was finished, a pattern which was repeated several times over the following decade.

Work resumed yet again in 2002, and when visited in November the following year the breakwater appeared to have been substantially reinforced. It remains to be seen whether, this time, it will survive



CAUTION The marina was still under construction in early 2004 and only those parts indicated by unbroken lines existed. The southwest mole, pontoons and all facilities (including entrance lights) had yet to be added – see text. No depths, scale or exact co-ordinates are available.

– and whether local opinion, which maintains that entry to the marina will be dangerous if any swell is running, will be justified.

The harbour has a comprehensive and well-illustrated website at www.marinasanmiguel.com, in Spanish, English and German, though its statements are optimistic to say the least – in particular the planned opening date of January 2004. November 2004 was mentioned locally, but even that will only be possible given continuous work and no further damage from the elements. If construction follows the advertised blueprint the marina will eventually contain 344 berths for yachts of up to 20m, with facilities including fuel and a travel-lift.

Currently all one finds is a small cafe at the head of the harbour and a single short pontoon used by a few dinghies. Administration, such as it is, is in the care of the *Club de Deportes Nauticos Barlovento Sotavento*, 922 691482, email barlo@idecnet.com, which is based at the harbour. As of November 2003 very little English was spoken. Services already established within walking distance of the harbour include public telephones, at least one cash dispenser, several small supermarkets and other shops, plus numerous restaurants and hotels. Although less than 5km downwind of Reina Sofia Airport, aircraft are heard as a rumble rather than a roar. A marine farm, marked by four pillar buoys with x topmarks, Fl.Y.5s, has been established about 1.5M to the southeast, centred on 28°01'N 16°36'5W.

Further details will be posted in the ongoing supplement to this book carried on the publishers' website www.imray.com – as they become available.

The long-anticipated Marina San Miguel as it appeared in November 2003 – a far cry from the ambitious plan posted on the company's website.



Las Galletas

28°00' 4N 16°39'.5W

Plan

Spanish 514 (1:50,000)

Lights

2829-5 Breakwater head 28°00'4N 16°39'•7W

Q(2)G.7s4m3M Metal post 2m

Note A post with ; topmark stands close to the breakwater light structure

General

The small fishing harbour of Las Galletas, protected by its curving breakwater, has little space for cruising yachts. Only a short length of the breakwater is suitable for lying alongside and this is used by the larger fishing boats, while the short pontoon which extends west-northwest from the small concrete pier is fully occupied by local smallcraft. The anchorage is solid with long-term liveaboards who generally moor fore-and-aft to three or more anchors. About the only possibility for a genuine cruising yacht might be to lie alongside the concrete pier (no ladders, but not too high) when the ferry is not due – check with local fishermen. Plans put forward in the late 1990s to create some 160 berths by adding an L-shaped extension to the existing breakwater have not materialised, and it now seems unlikely that they ever will. However the possibility of laying moorings within the harbour has been mentioned.

The village is backed by the usual holiday development, but the area to the north remains largely unspoilt.

Approach and entrance

The harbour of Las Galletas lies between Punta Rasca 2M to the west and the white apartment blocks of Costa del Silencio – belying its name with loud music from the discos at night – to the east.

Approaching from the east, keep 0.5M offshore to avoid a reef stretching out from near the root of the breakwater. From any direction the final approach



should be with the head of the breakwater bearing slightly east of north. Keep well to starboard on entry as a spit of rock, now occupied by a restaurant, forms the port-hand side.

Anchorage

As stated, the anchorage is already full almost to the entrance, barely leaving space for the dive boats and large tourist catamaran which use the harbour daily. It might be possible to anchor slightly further west, effectively outside the harbour, but protection would be poor.

Facilities

Water On the quay.

Fuel By can from the nearby filling station.

Bank In the town, with cash dispenser.

Shops/provisioning Limited shopping near the harbour; but a good choice in the tourist resort of Costa del Silencio to the east.

Cafés/restaurants Near the harbour and in the town.

Communications

Post office In Costa del Silencio.

Telephones Near the harbour.

Car hire/taxis In the town.

Air services Reina Sofia Airport is about 10km to the northeast.

Looking southeast into the crowded anchorage at Las Galletas.



Los Cristianos

28°02' 6N 16°43'.1W

Plans

Spanish 514, 515 (1:50,000), 5140 (1:3,500)

Lights

2831 Breakwater 28°02'•8N 16°43'W

Fl.R.5s12m5M Red column 6m

buoy Starboard-hand buoy 28°02'•6N 16°42'•8W

Fl.G.5s3M Green pillar buoy with . topmark

2831-1 Inner mole 28°03'N 16°43'.1W

FL(2+1)G.21s5m2M Green column 3m

2831-01 Breakwater spur 28°02' 9N 16°43'.1W

Fl(2)R.7s6m3M Red post 4m

Harbour communications

Port Authority tel 922 790827, Fax 922 797863, VHF Ch 14, 16 (0800-1430 daily)

General

Cristianos is primarily a passenger port, with conventional ferries and high-speed hydrofoils running regular services to La Gomera, La Palma and El Hierro. There are some fishing boats, the usual tourist catamarans, 'pirate' cruises etc, and over the past decade it has also developed as a centre for whale watching and is now home to some three dozen boats employed in the business. The harbour is sheltered by a 475m breakwater, and improvements – most recently to the short inner mole – appear to be ongoing. Facing the breakwater

is a long sandy beach, centrepiece of the tourist conurbation and high-rise apartment blocks around which the town continues to grow.

For many years Los Cristianos was one of the most popular departure points for the Atlantic passage until, in the early 1990s, the anchorage was officially closed to yachts. Pollution of the town's beaches was given as the main reason, though doubtless increasing ferry and hydrofoil traffic played its part. The situation now is ambivalent – in theory yachts are only allowed to anchor while waiting to be lifted at the boatyard, but in practice nobody seems very concerned about moving them on and up to two dozen anchored yachts may be in residence at any one time. (Of course this relaxed attitude could change overnight with different harbour officials). There are no restrictions on anchoring outside the entrance if conditions permit.

Three marine farms, marked respectively by four, four and six pillar buoys, all with x topmarks and Fl.Y.5s3M, have been established just over a mile south-southeast of Los Cristianos between 28°01'•2N to 28°01'•9N and 16°42'•5W to 16°42'•7W.

Approach and entrance

Seen from northwest through west to southwest, the three mile line of high-rise buildings is most conspicuous. At the extreme southern end is a single



tower block with a distinctive dark vertical stripe. Further south there are cliffs and then a small development, Palm-Mar, followed by Punta Rasca, a low-lying point with a 50m light tower. Steer for the tower block until the harbour entrance opens to the north.

In approaching from the south, the entrance will be obvious as soon as Punta Rasca is rounded. The marine farm referred to above is clearly visible in daylight, but it would be unwise to venture too close inshore after dark.

The southeasterly-facing entrance is wide and without hazards, but if entering at night unlit moorings, local boats and anchored yachts should be anticipated.

Anchorage

The inner part of the harbour is occupied by moored smallcraft and a few day charter boats. Visiting yachts are kept well to the southeast where protection is poorest – north of a line between the boatyard and the tower block, with the starboard-hand buoy bearing 180° or more, will probably find greatest favour with the port officials and ferry captains (though the holding is better further south). A second reason to keep as far off the breakwater as possible is to minimise ferry wash, which is particularly bad at low tide.

Holding is variable over rock with sand patches. In line with its 'unofficial' status there is no charge for anchoring. Dinghies can be landed on the beach, though occasional problems have been reported due

to the sheer density of sunbathers! An alternative, though again the area can get overcrowded, is to land near the fuel pumps on the quay used by the *Confradia de Pescadores* (fishermen's confederation).

Formalities

The harbour office is on the first floor of the ferry terminal on the breakwater. While it doubtless should be visited with ship's papers and passports, one cannot help gaining the impression that so far as the officials are concerned yachtsmen are best seen only at a distance and certainly not heard. However if departing the Canaries it would be worth expending some effort to get an exit stamp, as this will be required on arrival in the next country. If this proves impossible, consider a brief stop in the friendly marina at San Sebastián de la Gomera.

Facilities

Boatyard Large, secure, DIY boatyard run by the *Confradia de Pescadores* (fishermen's confederation), tel 922 790014/793912, Fax 922 751785, popular for hauling in preparation for the Atlantic passage. Limited skills are available locally – consult the manager for advice.

Travel-lift Capacity 60 tonnes, though there is sometimes a shortage of props. Out of season a week or ten days' notice is sufficient but considerably more would be needed in October–November. Prices are reasonable and a pressure washer can be hired.

Los Cristianos from the hill to the northwest. The crowded boatyard can be seen on the right, next to the (equally crowded) car park.





Departing Los Cristianos on the high-speed ferry. A number of yachts can be seen at anchor, while the tower block at right makes a fine landmark from offshore.

Engineers Enquire at the Confradia office.

Electronic & radio repairs Pesquera y Navales Tenerife SL, 922 797911, Fax 922 798603, at El Cabezo 1, both sell and repair electronics.

Chandlery Small chandlery at the Confradia de Pescadores, with wider stocks (including paint and antifouling) held by Pesquera y Navales Tenerife SL (see above). A trip to Santa Cruz will probably be necessary for specialised items.

Water At a berth by the travel-lift as well as in the boatyard. A small charge is made.

Showers Somewhat basic showers in the boatyard.

Launderette Several in the town.

Electricity In the boatyard.

Fuel Next to the travel-lift (and reputedly the cheapest fuel in the Canaries). Available 0800-1300 and 1600-1900 weekdays, and 0800-1200 Saturday.

Bottled gas Camping Gaz exchanges available, but no refills closer than Santa Cruz.

Banks Several in the town, nearly all with cash dispensers.

Shops/provisioning Several good supermarkets nearby plus a wide variety of tourist shops, but no produce market. Fresh fish can sometimes be bought in the harbour area.

Cafés, restaurants & hotels Many around the harbour and town.

Medical services Clinic in the main street, conveniently located above a pharmacy.

Communications

Post office In the town.

Telephones On the ferry quay and in the town.

Email Internet Center at Calle Juan XXIII 37 (near the seafront a couple of blocks behind the boatyard), plus several others.

Fax service At the Confradia office, Fax 922 751785.

Car hire In the town.

Taxis On the quay, particularly when ferries are due.

Buses Frequent services to many destinations, including Reina Sofia Airport and Santa Cruz.

Ferries Conventional and hydrofoil services to San Sebastián de la Gomera, Santa Cruz de la Palma and Puerto de la Estaca, El Hierro.

Air services Reina Sofia Airport lies about 15km to the east.

Puerto Colon

28°04' 7N 16°44'.3W

Plans

Spanish 514, 515 (1:50,000)

Lights

2831-28 Breakwater elbow 28°04' 6N 16°44'.3W
Q(9)15s9m2M

West cardinal post with I topmark 3m

2831 2 Breakwater head 28°04' 8N 16°44'.3W

Fl.G.6s10m5M Green post 3m

2831-32 Eastern mole 28°04' 7N 16°44'.2W

Fl.R.6s9m3M & F.R.5m1M Red post 2m

Note Obscured from seaward by breakwater

Harbour communications

Marina • 922 714211, Fax 922 715550,

email puertocolon@terra.es, VHF Ch 09, 16 (0830-1330, 1500-1800 daily)

General

It might almost be said that a description of Puerto Colon could be omitted altogether, since the chances of a visiting yacht finding a berth are virtually non-existent. Most of the 364 marina berths were sold when the surrounding holiday development was created, and the remaining 50 are taken annually by a mixture of private yachts and day charter boats.

The marina is situated near the northern extremity of the extensive Playa de las Americas development, which has aptly been described as 'a real fish and chip town'. However the breakwaters are well sited to provide shelter during southerly gales and it is a safe refuge in these conditions (see the note on page 154 regarding shelter from heavy weather). The shoreline is low either side of the entrance which also reduces the danger of reflected swell in bad weather.

A marine farm, marked by four pillar buoys with x topmarks, F1(4)Y.11s3M, has been established northwest of Puerto Colon, centred on 28°04'-7N 16°45'.3W.

Approach, entrance and berthing

Keep 1M offshore until the entrance has been identified, as reefs extend along the low-lying coast. Once identified, approach the entrance on a course at right angles to the coast and turn to starboard to enter.

The reception berth is on the starboard side directly beneath the white control building, and though it has been reported to be almost untenable in a swell it would nevertheless be unwise to proceed further without permission – in fact it might be unwise to enter the harbour at all without first having made contact by either VHF or telephone. Night entry should be avoided, not least because the breakwater lights are almost impossible to pick out against the background of shore lights.

There have been several reports over the past decade of staff – particularly security personnel working outside office hours – being hostile towards unknown yachts, a situation likely to be exacerbated by language problems.

Formalities

The marina office, tel 922 714211, Fax 922 715550, email puertocolon@terra.es, is on the upper floor of the white control tower – visit with the usual ship's papers and passports. Office hours are 0830-1330 and 1500-1800 daily.

Facilities

Boatyard Full service boatyard, though not the place for a major DIY project.

Travel-lift Capacity 30 tonnes, with adequate hardstanding.



Puerto Colon — one of the most crowded marinas in the Canaries, with no room at all for visiting yachts.

Engineers In the boatyard.

Chandlery Several in the marina complex, but tending towards the showy rather than the practical.

Water On the pontoons.

Showers Built into the breakwater itself.

Electricity On the pontoons.

Fuel At the reception berth. There are occasions when surge and swell make its use impossible and fuelling up must be done by can.

Weather forecast Posted daily at the marina office.

Banks Several in the nearby tourist complex, nearly all with cash dispensers.

Shops/provisioning A variety of shops surround the marina, plus several small supermarkets and many tourist shops in the Playa de las Americas development and a large Mercadona supermarket in the San Eugenio Commercial Centre up the hill.

Cafés, restaurants & hotels Literally hundreds, some overlooking the marina.

Medical services Clinic in the tourist complex.

Communications

Post office Near the seafront south of the marina.

Mailing address Puerto Deportivo Puerto Colon, Edificio Capitanía, Playa de las Americas, Adeje Tenerife Sur, Islas Canarias, Spain.

Telephones Dotted around the marina.

Fax service At the marina office, Fax 922 715550.

Car hire/taxis Readily available.

Air services Reina Sofia Airport, about 17km to the east.



Anchorage on the southwest coast of Tenerife

Plans

Spanish 514, 515 (1:50,000)

General

La Caleta (28°06' 2N 16°45' 6W) or 'Little Cove', about 2M northwest of Puerto Colon, is home to a number of small fishing boats and provides a pleasant daytime anchorage for smaller yachts — larger craft would do better to remain in the outer bay, using the dinghy to explore. Otherwise choose a spot outside the moorings in the western part of the bay, avoiding rocks off the headland which divides it in two. Cafes and restaurants now surround the area with more construction going on, and a somewhat implausible project is under discussion to build a 900 berth marina in the cove.

A mile further northwest is El Puertito (28°07'N 16°46' 3W), an even smaller village tucked into a tiny bay. An attractive anchorage but with almost nothing available ashore.

Puerto de San Juan

28°10' 7N 16°48' 8W

Plans

Spanish 514, 515 (1:50,000)

Lights

2831 38 Breakwater 28°10' 7N 16°48' 8W

FL(3)R.10s12m2M Red column 3m

Harbour communications

Port Captain tel 922 865434, VHF Ch 09, 16

General

A small working fishing harbour tucked behind a high breakwater, which would make an interesting daytime visit in settled weather even though much of the former anchorage is now occupied by moorings. As in so many Canarian harbours, extension plans drawn up in the late 1990s — this time for an entirely new outer breakwater to create a harbour suitable for both yachts and small commercial vessels — appear to have remained on the drawing board.



Two marine farms have been established southeast of Puerto de San Juan, centred on 28°07' 2N 16°47' 2W and 28°09' 1N 16°48' 3W respectively. The southernmost is marked by four pillar buoys with x topmarks, F1.Y.5s3M, that nearer the harbour by four pillar buoys with x topmarks, F1(4)Y.11s3M.

Approach and entrance

The village lies 8M up the coast from Playa de las Americas and 5M south of the Los Gigantes cliffs, with the breakwater at the south end of the village.

Enter from the southeast, keeping to the channel between the breakwater and the moored fishing vessels. It may be possible to lie alongside the inner part of the breakwater in 4m or so for a few hours — enquire at the port office — though surge is likely to be a problem. Otherwise it will be necessary to anchor outside the harbour, not impeding the busy fairway.

The harbour becomes untenable in bad weather,

The fishing harbour at San Juan, protected by its massive breakwater.



the ruined building on the shore opposite the breakwater end demonstrating the power of the southerly swell.

Formalities

Report to the harbour office, 922 865434, (behind the boatyard at the root of the breakwater) with the usual ship's papers and passports.

Facilities

Travel-lift A brand new 64 tonne hoist – so new in November 2003 that it had yet to be fitted with slings – will shortly replace the old, 20 tonne travel-lift. Both hoists are operated by the local *Confradia de Pescadores* (fishermen's confederation).

Water Several points on the breakwater and a long hose by the slipway.

Showers Near the harbour office.

Fuel From a tank on the breakwater – enquire at the harbour office.

Shops/provisioning Supermarkets etc in the village, plus a dive centre.

Cafés/restaurants Several nearby.

Puerto de Santiago

28°14'11"N 16°50'6"W

Plan

Spanish 515 (1:50,000)

General

An attractive fishing village – certainly not a port – less than a mile south of Los Gigantes, with an exposed bay where the fishermen crane their boats onto the wall in bad weather. It is a pleasant place to anchor off in settled weather but beware of rocks inshore.

Restaurants and tourist shops surround the bay, with more up the hill.

Puerto de Los Gigantes

28°14'8"N 16°50'5"W

Plan

Spanish 515 (1:50,000)

Lights

- 2831-4 Breakwater elbow 28°14'8"N 16°50'6"W
Q(9)15s10m4M
West cardinal tripod with I topmark 3m
- 2831-5 Breakwater head 28°14'9"N 16°50'5"W
Fl(2)G.6s10m3M Green tripod 3m
- 2831-6 Eastern mole 28°14'9"N 16°50'5"W
Fl(2)R.9s10m3M Red and white
diagonally striped tower and red tripod 4m
- 2831-65 Eastern mole spur 28°14'8"N 16°50'6"W
Fl.R.3s5m1M Red post 2m
- 2831-55 Breakwater spur 28°14'8"N 16°50'6"W
Fl.G.3s5m1M Green post 2m
- Breakwater spur, angle 28°14'9"N 16°50'5"W
F.W.5m2M White post 2m

Harbour communications

Marina tel 922 868002, Fax 922 860637,
email Igmoffice@losgigantesmarina.com, VHF Ch 09, 16
(0800-1900 daily)



General

Los Gigantes is a rapidly expanding tourist town and the marina was constructed as part of the development (which probably accounts for the high proportion of small speed boats, mostly owned by local residents). Situated as it is at the southern extremity of enormous sheer cliffs which reflect incoming swell, the marina is very prone to surge. There are 368 berths for vessels of 6-20m overall, and though in theory more than 70 of these are reserved for visitors, in practice there is frequently no room available during the busy autumn season.

Los Gigantes has an ongoing problem with silting of the approaches and entrance, which can become extremely dangerous at times, and unless conditions are near-perfect entry should not be attempted – see the Caution below. This problem is evidently recognised by the harbour authorities, who have drawn up ambitious plans to extend the breakwater further northeast and build a short opposing mole out from the cliff face. However, while protection within the harbour would be much improved, it is not certain that the narrow, north-facing entrance would be any easier to negotiate than the current one. These plans are still at the development stage, but if and when work commences details will be included in the ongoing supplement to this book carried on the publishers' website www.imray.com.

Two marine farms, each marked by four buoys with x topmarks, all Fl.Y.5s3M, have been established in the vicinity of 28°15'8"N 16°50'8"W and 28°15'9"N 16°50'9"W, about 1M northwest of Puerto de Los Gigantes.



The large and somewhat angular marina at Los Gigantes, seen from the east.

Approach and entrance

Punta Teno light lies about 8M northwest, situated on a low-lying spit backed by the northern end of the spectacular cliffs of Los Gigantes sweeping some seven miles to the southeast. From any direction, it is not difficult to identify the town on a steeply rising promontory south of the cliffs. At a distance of 2M the marina wall can be made out under the cliff end, though the dog-leg entrance faces northeast in an endeavour to provide some shelter. There is a speed limit of 2 knots in the immediate approach.

Call on VHF Ch 09 while still offshore. Entry should not be attempted with a ground swell running from north, northwest or west and is not advisable in strong southerly winds when surge builds up inside the harbour. At low water there is currently no more than 2m in the entrance and 4m inside, which may be significantly reduced by this surge. Dredging is planned, but it is not known when this will take place.

Caution

When even an apparently insignificant swell is running a yacht may encounter breaking waves

Waves breaking across the shallow entrance to Los Gigantes, which should only be approached in the most settled conditions.

Anne Fleck



BEFORE reaching the entrance – almost certainly the reason an 11m yacht was lost a few years ago. Approaching early in the morning, it seems very possible that the shadow thrown by the cliffs, combined with the low height-of-eye of the helmsman, masked these breakers until she was beyond the point of no return.

Though perfectly feasible in the right conditions, Los Gigantes must be approached with great caution and a close eye on the echo-sounder. Even then, if in any doubt at all, **DO NOT ATTEMPT TO ENTER**. The choice is either to reef down for the beat around to Santa Cruz, free off and make the 17M downwind passage to San Sebastián de la Gomera, or to heave-to a few miles offshore whilst waiting for conditions – and not least the prevailing light – to improve.

Berthing

The reception pontoon is located inside the short spur jutting out from the eastern quay and is shallow at low water. Visiting yachts are normally berthed either at the western end of the breakwater (the eastern end is used by several large tourist boats) or stern-to the northern end of the pontoon which parallels the western arm. However surge can create problems, particularly around high water.

Formalities

Visit the marina office, 922 868002, *Fax* 922 860637, *email* Igmooffice@losgigantesmarina.com, www.losgigantesmarina.com, by the reception berth with ship's papers and passports. Office hours are 0800-2100 daily.

Facilities

Boatyard Limited boatyard facilities, but specialists can be summoned if necessary.

Travel-lift Capacity 60 tonnes.

Chandlery Two small chandleries overlooking the harbour.

Water Throughout the marina.

Showers Several shower blocks dotted around the marina.

Laundry In the Centro Náutico near the marina.

Electricity Throughout the marina.

Fuel Diesel and petrol pumps at the reception berth, operational 0800-1800.

Bottled gas Camping Gaz exchanges in the town.

Club náutico Unusually, the small *club náutico* near the root of the northwest breakwater makes visiting yachtsmen welcome.

Banks In the town, nearly all with cash dispensers.

Shops/provisioning Supermarkets and tourist shops in the town.

Cafés, restaurants & hotels Many throughout the resort.

Medical services In the town.

Communications

Mailing address Puerto Deportivo Los Gigantes, Santiago del Teide, Tenerife, Spain.

Fax service At the marina office, *Fax* 922 860637.

Post office In the town.

Telephones Near the root of the main breakwater and elsewhere.

Car hire/taxis In the resort.

Buses Anticlockwise around the island to Reina Sofia Airport and Santa Cruz etc.

Punta de Teno anchorage

28°20' 4N 16°54' 9W

Plan

Spanish 515 (1:50,000)

Lights

2832 Punta Teno 28°20' 5N 16°55'.4W

Fl(1+2)20s59m18M

Round white tower with red bands 20m

General

There is a possible anchorage – suitable for daylight and settled conditions only – in a small bay southeast of Punta Teno lighthouse in about 7m, protected from northeasterly winds but open to the south. Ashore there is a small fishing village and a road to the lighthouse, but little else.

Anchorage on the northwest coast of Tenerife

There are a number of small fishing harbours along this unfriendly coast, a few of which offer potential anchorages in the right conditions. However with a spectacular coast road running between the mountains and the sea there is much to be said for exploring this area by car, leaving the yacht secured in one of Tenerife's more sheltered harbours.

Garachico

28°22' 6N 16°46'W

Plans

Spanish 515, 516 (1:50,000)

General

A small fishing harbour and tourist development, occasionally visited by yachts, Garachico was once a major port until destroyed by a volcanic eruption in 1705 with heavy loss of life. The town has been rebuilt on the lava flow. The harbour is not as suitable an anchorage as San Marcos 2M further east, and the few fishing boats are hauled up on the wall when not in use. A rocky islet, Roque de Garachico, is conspicuous offshore to the northeast of the harbour.

Approach and anchorage

Though possible to anchor off in very settled conditions this is not a spot for the faint-hearted. There is at least one isolated breaking rock in the approach, very possibly more, while low reefs (reputed to be the submerged remains of a breakwater) obstruct much of the entrance – very much a case for eyeball navigation. The tiny harbour consists of no more than a rough wall running along the east side of a narrow inlet. Anchorage in the inlet is said to be possible, but would be very tight.

Facilities

Shops, restaurants and fuel in the village.

San Marcos

28°22' 8N 16°43' 5W

Plans

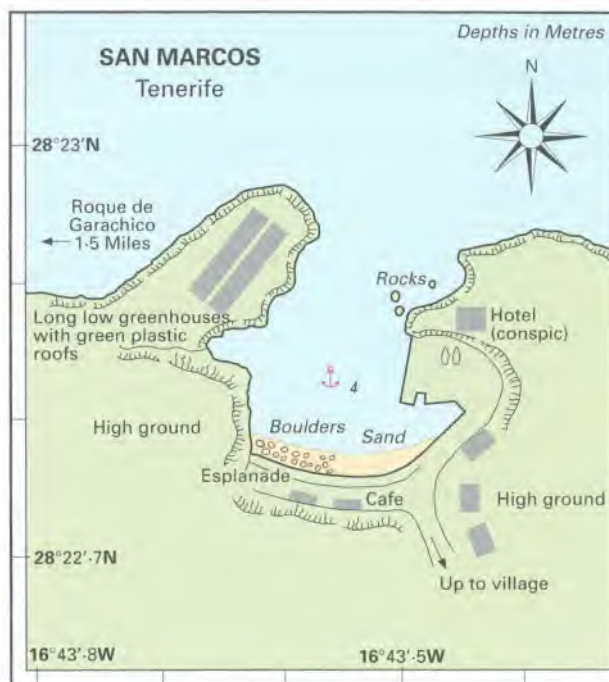
Spanish 515, 516 (1:50,000)

General

An attractive bay affording shelter in bad weather from the south and useable in light northeast winds. However cars have been swept off the wall by heavy northerly swells.

Approach and anchorage

The bay is 2M east of the conspicuous Roque de Garachico. On entry beware of outlying rocks to the east. The beach consists of black sand on the eastern side and equally dark boulders further west. Anchor



The bay at San Marcos offers good shelter in winds from the southern quadrant, but little will be found ashore other than restaurants.



in the eastern part clear of the fishermen's wall and crane, in about 4m over fine sand. Fishing boats are hauled out on the quay when not in use.

Facilities

The usual facilities of a fishing village and holiday town, with a water fountain at the quay but no fuel available. Good selection of cafes and restaurants.

Puerto de la Cruz

28°25'1 N 16°33'W

Plans

Spanish 515, 516 (1:50,000)

Lights

2833 Puerto de la Cruz 28°25'1 N 16°33'3W

Fl(2)7s30m16M Square tower 27m

2834 Western (outer) mole 28°25'1 N 16°33'W

Fl.G.2s7m4M Green column 3m

2835 Eastern (inner) mole 28°25'1 N 16°33'W

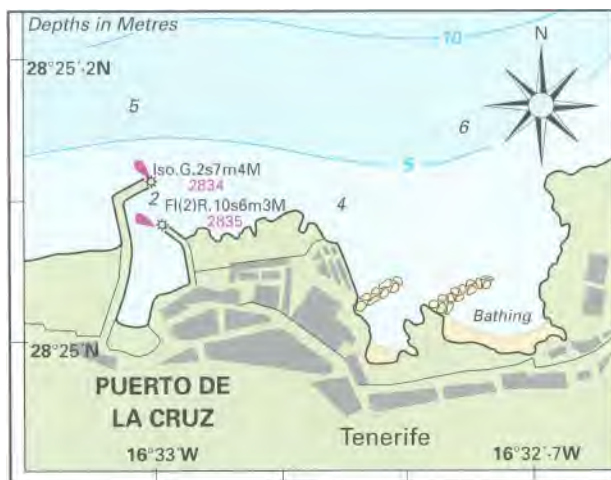
FL(2)R.10s6m3M Red column 3m

General

In the 18th century Puerto de la Cruz was the trading capital of the island, where fast schooners from Salcombe loaded soft fruit and through which much of the island's wine was exported. However the problems caused by the prevailing onshore winds and seas gradually caused the port to lose its trade to the more sheltered Santa Cruz.

Following the tourist boom of the mid 20th century the old harbour entrance was closed off to make a bathing beach, and though there is a small fishing harbour it is quite unsuitable for yachts. It might be possible to anchor off in very settled conditions, but there is no shelter from a northerly swell. The low 'breakwaters' either side of the town protect bathing beaches where one could doubtless land by dinghy.

Puerto de la Cruz was the first tourist resort on Tenerife and, though now overtaken in size by the Playa de las Américas/Los Cristianos sprawl along the southwest coast, still retains much of its charm and character. The Botanic Garden, established by King Charles III of Spain in the mid 18th century, is well worth a visit if exploring the area by road.



La Gomera

Between 28°01'N-28°13'N and 17°06'W-7°21'W

Introduction

La Gomera, with its 375km² and 18,000 population, resembles half a sphere with deep ravines, fertile green valleys with steeply terraced slopes and dense, dark forests lead up to the almost central peak of Montana Garajonay (1487m), surrounded by the *Parque Nacional de Garajonay*. Like the other western islands, much of it is extremely beautiful and it is worth making an effort to explore inland. An economical option is by bus — the route from San Sebastián to Valle Gran Rey and Puerto de Vuelgas crosses the island in an almost continuous flow of hairpin bends through constantly changing scenery.

La Gomera was the last major island in the Canaries to have a functioning airport. Work started in 1993, but it soon came to a halt and the project remained unfinished until 1999. Even now La Gomera receives only interisland flights, using small aeroplanes with limited seating capacity, and most visitors still arrive by ferry from Tenerife.

Telecommunications

Mobile (cell) phone reception appears good in each of La Gomera's three main harbours, though walkers should note that holes may exist inland. The area code of 922 is shared with Tenerife, La Palma and El Hierro, and forms an integral part of the phone number (nine digits in all) even when calling from within the island.

There are several internet cafes.

Websites

The following sites contain general information about La Gomera, some of which may be useful to the visiting yachtsman. Websites relating to specific harbours are listed in the relevant Formalities sections, those covering all or most of the Canary Islands on page 152 of the introduction.

www.gomera-island.com - a useful tourist board website in Spanish and English, covering all the usual topics (but note that some of the information regarding the smaller harbours is distinctly misleading)

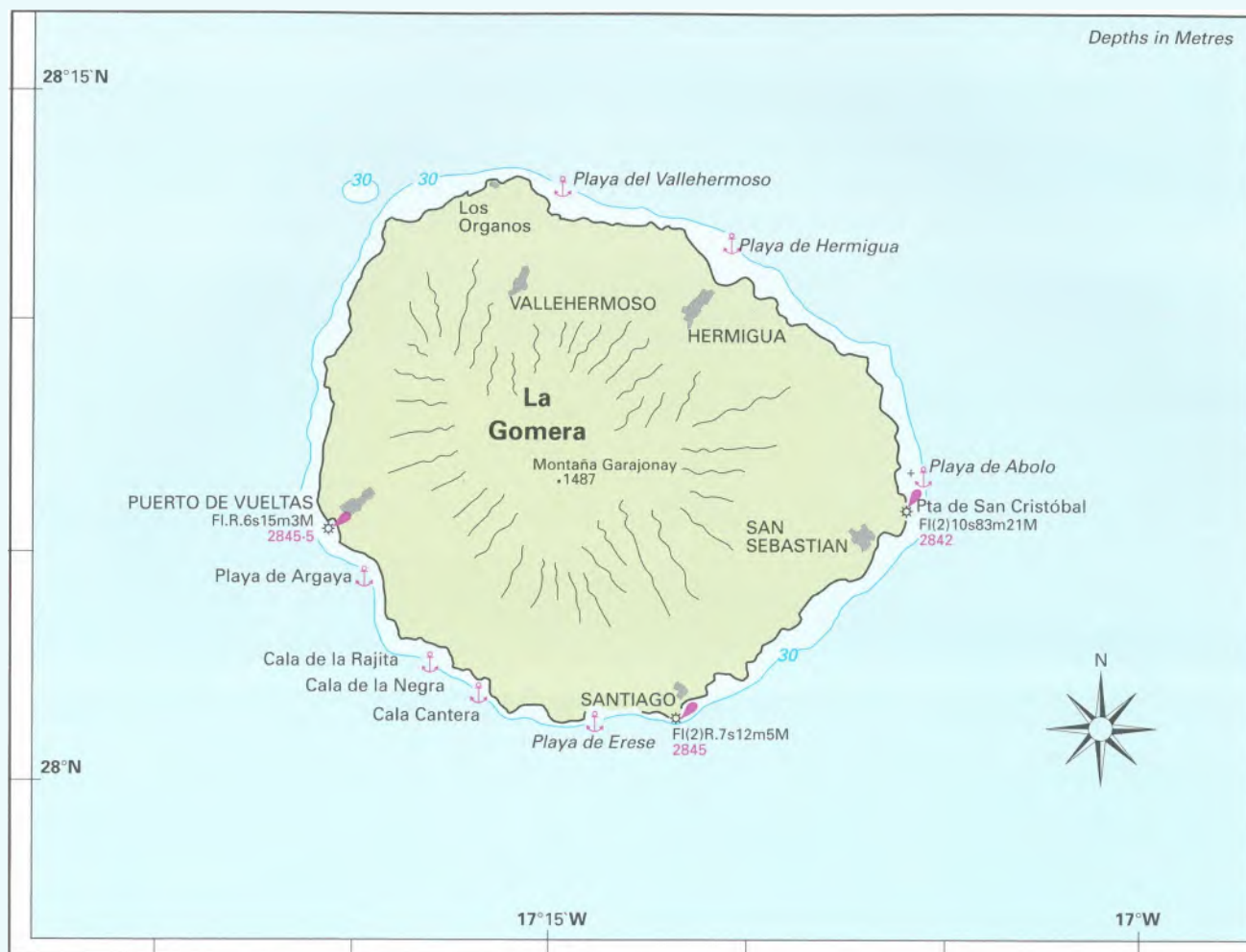
www.gomera.info - a commercial site in English and German, but nevertheless interesting and with some attractive photos

www.cabildogomera.org - homepage of La Gomera's island council, in Spanish only

www.gomera.org.uk - walkers may want to order a copy of *Alternative Gomera* — the Guide for Walkers via this site. The first chapter (online) certainly looks interesting

www.m-e-e-r.de - the homepage of La Gomera's whale and dolphin research centre, in Spanish, English and German

www.elfotographo.de - a professional photographer's gallery of dramatic La Gomera (and Hawaii) pictures



Navigation

Magnetic variation

7°35'W (2004), decreasing by 7'E annually.

Tidal streams

It has been reported that the southwest-going tidal stream may occasionally set down the east coast of La Gomera at up to 4 knots. The reverse stream is much weaker, but even so a race forms off Punta de San Cristóbal when the northeasterly trades are blowing. Details of range etc will be found under San Sebastian

Charts

Admiralty 1869 (1:300,000)

Spanish 51 A (1:175,000), 517 (1:50,000)

US 51260 (1:300,000)

Imray-lolaire E2 (1:598,000)

Lights

2842 Punta San Cristóbal 28°05' 7N 17°06'W

FL(2)10s83m21M

Round white tower with red band 15m

2845 Puerto de Santiago 28°01' 6N 17°11'.8W

FL(2)R.7s12m5M Red column 5m

2845-5 Puerto de Vueltas (Valle Gran Rey)

28°04' 8N 17°19' 9W FI.R.6s15m3M Red column 2m

Coast radio station

Gomera (24 hours) DSC – VHF MMSI 002241025

VHF 28°06'N 17°06'W, remotely controlled from

Tenerife

Ch 16, 24

Weather bulletins Ch 24 at 0833, 1333, 2033 (gale warnings, synopsis and forecast in Spanish for coastal waters)

Navigational warnings Ch 24 at 0833, 2033 (in Spanish for Canary Islands)

Approach and navigation

Prepare well if sailing from Tenerife to La Gomera as strong winds are often encountered during the final third of the passage. Northern sector winds predominate around the island, and acceleration zones have been encountered off its northwestern tip.

Harbours and anchorages

Anchorages on the northeast coast of La Gomera

General

Before breakwaters were built at the three main harbours, yachts were advised to move to the north of the island for shelter at the onset of a southerly gale. Though few would now willingly quit the

shelter of Puerto de San Sebastián in these conditions, the option of lying in the shelter of the cliffs on the north coast of La Gomera should still be considered, particularly if the marina is already over-full. In northerly winds this coast should be approached with caution.

At the northern tip of the island (28°13'.4N 17°15'.6W) are Los Organos – the Organ Pipes – a towering cliff face of basalt pipes which can only be seen from seaward. They are worth inspecting in calm conditions, but be wary of strong down-draughts from the cliffs.

Playa del Vallehermoso

28°12'.5N 17°14'.9W

General

A rather uninspiring bay but useful in a strong southerly. There is a ruin at the base of the cliff on the west side of the bay, and a stony beach at the foot of a steep-sided valley leading up to the town of Vallehermoso about 3km inland.

Playa de Hermigua

28°10'.9N 17°10'.8W

General

Open to the northeast, but pleasant in calm weather and providing good shelter in a southerly, this anchorage is easy to find with a group of long white buildings near the shore and a valley running up to the village of Hermigua a mile or so inland. Best anchorage, with good holding in 8m, is on the west side of the bay under a steep hillside with terraced houses. On the eastern side is the remains of a jetty.

Playa de Abalo

28°06'.4N 17°06'.1W

General

A pretty bay 1.5M north of San Sebastián, facing east and therefore unlikely to be usable in winter. Watch out for Roca Bermeja (marked on Admiralty chart 1869) off the headland at the north end of the bay. Anchor in 5m over sand about 100m off a rocky beach with palm trees and a few houses.



San Sebastian de la Gomera

28°05'.1N 17°06'.5W

Tides

Standard port for the Canary Islands is Casablanca, with San Sebastian a secondary port. MLWS is about 0.3m above datum and time difference on Casablanca: -0106. San Sebastian is among those ports for which tidal data is available via *EasyTide* - see page 9.

Mean spring range 2.0m

Mean neap range 0.7m

Plans

Admiralty 1858 (1:10,000)

Spanish 5170 (1:3,500)

Imray-Lolaire E2 (1:7,680)

Lights

2842 Punta San Cristóbal 28°05'.7N 17°06'.W

Fl(2)10s83m21 M

Round white tower with red band 15m

Note A red and white banded radio mast, lit by two pairs of F.R lights, is situated about 600m north of the above

2844-7 Breakwater 28°05'.N 17°06'.5W

Fl.G.5s15m6M Green tower on circular green base 7m

2844-75 Breakwater inner head 28°05'.N 17°06'.6W

Fl(2)G.7s6m3M Green post 3m (synchronized with 2844.7)

buoy Port hand No 1 28°05'.N 17°06'.7W

Fl.R.5s3M Red pillar buoy

buoy Port hand No 2 28°05'.2N 17°06'.6W

Fl(2)R.7s3M Large red can buoy

2844-6 Marina west mole 28°05'.2N 17°06'.5W

Fl(3)R.9s6m1M Slim red pyramid 3m

2844-6 Marina east mole 28°05'.2N 17°06'.5W

Fl(3)G.9s6m1M Slim green pyramid 3m

Harbour communications

Marina 922 141769, Fax 922 871362,

email mlg@marinaalagomera.com, VHF Ch 09 (24 hours,

English spoken during office hours, 0900-1300 and

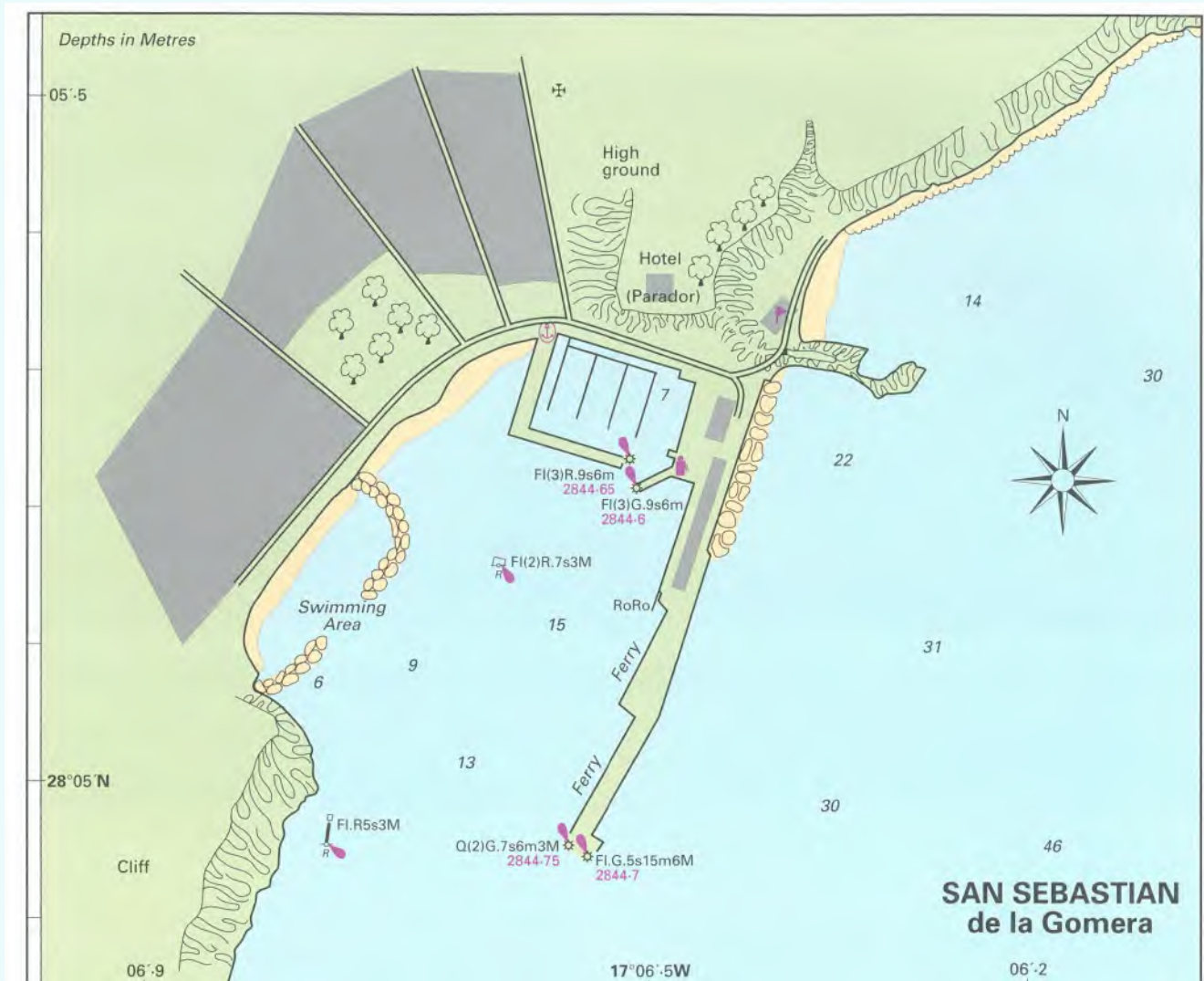
1600-1900 weekdays, 0900-1300 weekends)

General

San Sebastián is the main harbour of La Gomera, with ferries running to Tenerife and El Hierro. Open to the southeast, it is easy to enter by day or night and provides a good base from which to explore the island. The town has strong links with Columbus, whose reputed house is now a museum and art gallery. The town hall (*Ayuntamiento*) was once the home of Columbus' friend (and possibly mistress) Beatriz de Bobadilla, and the Church of Our Lady of the Assumption where Columbus and his crew said Mass before their departure is on the main street, though rebuilt several times since the 15th century.

The marina has earned continuing praise since it opened in 1995-96. 'Absolutely enchanting', 'quite the most pleasant marina in the Canaries' and 'without doubt the most helpful, well-run marina that I have come across in five years of cruising' are among the unsolicited comments received since the previous edition of this book was published. It is also almost unique in the Canaries in being adjacent to a medium-sized town in which local people go about their daily lives – neither a bustling city such as Las Palmas or Santa Cruz, nor a purpose-built

San Sebastian in the evening light, seen from near the large statue of Christ on the hills to the southwest. The outline of El Teide on Tenerife is clearly visible above the marina.



development such as Puerto Calero or Puerto de Mogán. Excellent maps of the town and of the island in general are available from the marina office.

Inevitably it is often full between September and December, October/November being the busiest months, but the marina manager has yet to turn a boat away (even though rafts on the east wall may grow to five or more), and longer term berths can be reserved in advance. One of his problems is the number of crews who check in for a couple of days and end up staying a fortnight!

Approach and entrance

From the northeast the radio mast makes a fine landmark – the lighthouse is less conspicuous and the breakwater and town are concealed by the headland. There are no outlying dangers, though a considerable tide rip can build up around Punta San Cristóbal. From the south or east the town on the north side of the valley can be seen and the breakwater will be raised on close approach. Again there are no outlying dangers and a course can be set to clear the breakwater end. Keep a lookout for the hydrofoil and car ferry and remain well clear if either is entering or leaving. The dog-leg marina

entrance is close west of the breakwater root and well marked by day and night.

The angled entrance to the marina at San Sebastian de la Gomera, with headland and town behind. The white building atop the former is the elegant *Parador Nacional*.





The well-run marina at San Sebastian de la Gomera – an enduring favourite with cruising yachtsmen – seen from the headland to the north.

Berthing

There is normally a member of staff on duty at all times (though English may not be spoken outside office hours) and it is helpful to make contact by VHF or mobile phone before arrival. The reception berth is on the inside of the marina's east mole, rafting up if necessary.

Although listed as containing 260 berths, only 180 or so – most of them reserved for visitors – can take yachts of more than 10m. All the visitors' berths, which are in the western part of the marina, are alongside finger pontoons.

Anchorage

Anchoring in the harbour is not permitted at any time, in case turning ferries are impeded. If waiting for a berth in the marina and unwilling to raft up, good anchorage over sand can be found in most conditions in Playa de la Guancha or beyond – see Anchorages on the Southeast Coast of La Gomera, opposite.

Formalities

Visit the office at the northwest corner of the marina, open 0900-1300 and 1600-1900 weekdays, 0900-1300 weekends, taking the usual ship's papers and passports, *email* mlg@marinaalagomera.com, www.marinalagomera.com, tel 922 141769, *Fax*

922 871362. In November 2003 the marina manager, who had been in the post for several years, was notably helpful and spoke good English.

If leaving the Canaries on departure it is particularly important to get an exit stamp as this will be required on arrival in the next country. Give 24 hours' notice if possible, as the documentation must be taken to the immigration office on the breakwater for stamping (a service carried out by the marina).

Prices are relatively high at around €19 per night including tax for a yacht of 13m LOA, with discounts available for longer stays.

Facilities

Boatyard/travel-lift None as yet, though both are at the planning stage. Meanwhile, Puerto de Santiago (see page 242) is the nearest available. Various individuals advertise their services for painting and general maintenance – consult the marina office.

Engineers Several small workshops around the town, but not a place for major work. Again, consult the marina office.

Electronics Juan Castilla, 922 871751, *Fax* 922 871568, *email* elemacasl@telefonica.net, has been recommended as helpful with general electrical (including computer) problems.

Chandlery Elyman SA on Avenida de Colon, tel/Fax 922 141502, *email* lagomera@elyman.com, stocks a small amount of chandlery in addition to fishing equipment and general hardware. Two other hardware stores on either side of Calle Real stock tools and, surprisingly, marine paints including anti-fouling.

The nearest large chandlery is those in Santa Cruz de Tenerife, and if really desperate the quickest solution might well be to take the express ferry to Los Cristianos and catch the connecting bus to Santa Cruz, a journey of little more than two hours each way.

Water Good drinking water on the pontoons, with hoses provided.

Showers Exceptionally well-kept showers next to the marina office.

Laundry Washing left at the marina office before 0900 will be returned clean, dry and folded in the evening, all for a very reasonable charge.

Electricity On the pontoons.

Fuel Diesel and petrol available at the inner end of the reception berth, open 0830-1300 and 1600-1800 (not very visible, but definitely there).

Bottled gas Camping Gaz exchanges are readily available in the town, including at Elyman SA. Other cylinders can be left at the marina office and will be refilled the same day (other than at weekends when the plant is closed).

Club náutico The *Club Náutico de la Gomera* has premises on the Playa la Cueva close to the root of the main breakwater. Its bar and restaurant are open to visitors, but use of other facilities (including the swimming pool) requires temporary membership.

Weather forecast Posted daily at the harbour office.

Banks Several in the town, apparently all with cash dispensers.

Shops/provisioning Several supermarkets and bakeries. The large HiperTrebor supermarket at the western end of Avenida de Colon carries everything one might need when stocking up for a transatlantic passage, though prices are slightly higher than in Tenerife due to transport costs. It may be possible to get larger orders delivered.

Produce market Combined produce/fish market outside the HiperTrebor supermarket, plus an open air market in the main square on Wednesday and Saturday mornings.

Cafes, restaurants & hotels Good selection, including the four-star *Parador Nacional* on the hill above the town.

Medical services Hospital in the town.

Communications

Post office Beyond the church on Calle Real. *Mailing address* Marina la Gomera, 38800 San

Sebastian de la Gomera, Islas Canarias, Spain.

Telephones In the square opposite the marina and elsewhere.

Fax service At the marina office, *Fax* 922 871362.

Email At the Cafe Internet El @mbigù, on the east side of the main square beyond the town hall, and elsewhere.

Car hire/taxis In the ferry terminal on the breakwater, as well as in the town.

Buses Throughout the island.

Ferries Ro-Ro ferries and large hydrofoils from Los Cristianos, sometimes continuing to El Hierro. In addition the smaller *Garajonay Expres* hydrofoil which carries foot passengers from Los Cristianos to Puerto de Santiago and Puerto de Vuelas visits six times daily (see page 151 for contact details).

Air services Interisland flights from the airport near Puerto de Santiago.

Anchorage on the southeast coast of La Gomera

General

There are at least six possible fair-weather anchorages between San Sebastian and Puerto de Santiago – Playa de la Guancha, Playa de El Cabrito, Playa de Oroja, Playa de Suarez, Playa de Chinguarime and Playa del Medio (see plan). All offer some protection from the northeast with good holding in 8m or more over firm sand. However none has much ashore other than dramatic cliffs and dry brown hillsides, though the first two can be reached by road and Playa de El Cabrito (literally 'goat beach') boasts a small landing stage and a few red-roofed houses a short distance inland.



Puerto de Santiago

28°01'6N 17°11'.8W

Plans

Spanish 517 (1:50,000)

Lights

2845 Breakwater 28°01'-6N 17°11'•8W

F1(2)R.7s12m5M Red column 5m

Northwest (inner) mole 28°01'-6N 17°11'•9W

F1(2)G.7s5M Green column 4m

Note This light marks the underwater extension of the northwest, or inner, mole. The northeast mole, which runs to a point beyond the harbour entrance, remains unlit.

Harbour communications Port

Captain 922 895275

General

A small but pleasant fishing harbour facing onto a stony beach. Space for yachts is limited, and as the bay is open to southerly swell it would be wise to leave for better shelter if winds from this direction are forecast.

Major damage to the breakwater occurred in January 1999, when it was breached by swells generated by a southerly gale, but it has since been rebuilt on an impressive scale and massively reinforced. The harbour office is at its landward end.

A 4-star hotel development occupies the clifftop to the east, with stunning views and swimming pools. A lift runs up to the hotel from the bottom of the cliff. The island's long-promised airport, finally completed in 1999, lies northwest of the town on the road to Valle Gran Rey and Puerto de Vueltas. However aeroplanes are both infrequent and small and, as yet, are more of a talking point than a nuisance.

Approach and entrance

As with the other islands, the hills fall away to the



The small harbour at Santiago de Gomera from the headland to the northeast, with a yacht at anchor very much where indicated on the plan.

south into a series of low promontories and bays. Approaching from the east a conspicuous group of tall conical evergreens on the east head of the bay present an excellent landmark, as do the low-rise white hotel buildings. The trees can also be seen over the headland when approaching from the west. The harbour opens to the east, with the high breakwater wall running northeastwards from the western headland, and has no particular hazards in the approach.

Berthing and anchorage

In very calm conditions it might be possible to lie alongside the breakwater for a short period, well clear of the ferry berth (identifiable by some seating and a small booking office), though much of the inner length is normally occupied by fishing boats. Unusually, the quay is well provided with both bollards and ladders, having eleven and six respectively.

There is no possibility of anchoring within the harbour due to fishing boat moorings. However in offshore winds secure, if somewhat rolly, anchorage can be found in 5-6m to the east of the short stone pier. Holding is good over sand and stones. Dinghies can be left on the beach or at the head of the harbour, where there are convenient steps (though a long painter will be needed if the latter are not to be impeded).

Formalities

Visit the harbour office at the root of the breakwater with the usual ship's papers and passports, though it is doubtful if much notice will be taken of a yacht at anchor.



Facilities

Boatyard Small, secure boatyard run by the *Confradia de Pescadores* (fishermen's confederation). An economical place to work on a long-term DIY project, so long as materials and fittings are not needed in a hurry.

Travel-lift Capacity 64 tonnes, but few yacht-length props. Note that an apparently minor swell, barely noticeable in the rest of the harbour, produces severe turbulence in the entrance to the travel-lift dock and up to 2m surge at its head.

Water Good water from the a tap on the harbour wall or a hose in the boatyard.

Showers Somewhat basic showers in the harbour building – a small charge is made for their use.

Electricity In the boatyard.

Fuel From the *Confradia de Pescadores* (and reported to be the cheapest on the island).

Bottled gas Camping Gaz exchanges at the nearby filling station, with refills available in San Sebastian.

Bank In the village, with cash dispenser.

Shops/provisioning Supermarket and other shops in the village, but no produce market despite the surrounding banana plantations.

Cafes, restaurants & hotels Several cafes and restaurants on the waterfront, serving excellent fresh seafood, plus the hotel on the hilltop.

Medical services Clinic 500m up the Valle Gran Rey road.

Communications

Post office Facing the square.

Telephones In the square and elsewhere.

Email Cybercafe next to the tourist office.

Fax service Faxes may be sent from the post office.

Taxis Can be summoned by telephone.

Buses To San Sebastian and Valle Gran Rey. It may be necessary to walk up to the main road.

Ferries A small hydrofoil, the *Garajonay Express*, calls at Puerto de Santiago six times daily carrying foot passengers from Los Cristianos between San Sebastian and Puerto de Vuelas.

Air services Interisland flights from the nearby airport.

The breakwater at Santiago de Gomera was massively reinforced following storm damage five years ago.

Anchorage on the southwest coast of La Gomera

General

There are several possible anchorages between Puerto de Santiago and Puerto de Vuelas. Playa del Erese, 2M down the coast, is a scenic open bay east of Punta del Becerro. Anchor in 12-16m over sand, but watch out for rocks. About 2.5M west of Playa del Erese lies Cala Cantera ('quarry creek'), where a deserted fish canning factory overlooks a small beach. A rough road loops down to the inlet. Cala de la Negra and Cala de la Rajita share a double bay, with a second deserted fish cannery at La Rajita where there is also a road and small village. The latter three all have good holding in about 8m over firm sand.

Puerto de Vuelas (Valle Gran Rey)

28°04'8N 17°19'.9W

Plans

Spanish 517 (1:50,000)

Lights

2845-5 Breakwater 28°04'8N 17°19'.9W
Fl.R.6s15m3M Red column 2m

Harbour communications

Port Captain tel 922 825476

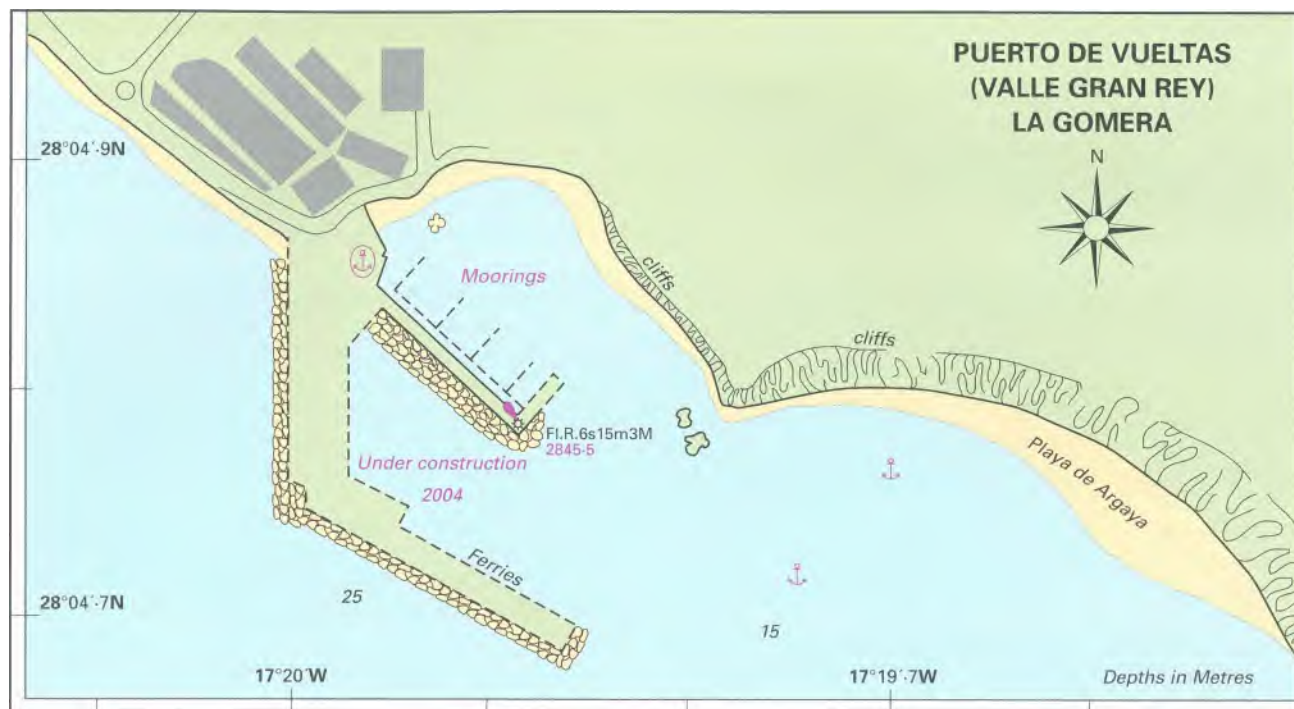
General

Puerto de Vuelas, also referred to as Valle Gran Rey after the impressive valley behind, is an old fishing harbour backed by high red cliffs which enjoys one of the most spectacular settings in all the islands. In November 2003 work was well in hand to enlarge the harbour – indeed, to build an entirely new basin outside the current one. A mole had been run out at a 45° angle from near the root of the old breakwater and work was just starting on the outer wall. This will need to be massive if it is to withstand the northwesterly swells which have in the past broken over the old breakwater, itself one of the most substantial in the archipelago. A short spur is also planned for the end of the old breakwater to increase protection within the inner harbour.

When complete, the outer basin will become the commercial area for ferries and fishing boats while the inner will be given over to yachts and locally owned smallcraft. As of November 2003 the intention was to run a pontoon along the inside of the old breakwater with up to four spurs running off it. It was not known how many berths this would provide or for what size of vessel, though on the assumption that part of the funding is coming from the EU some berths will, by law, have to be reserved for vessels in transit. Nearly all will be in depths of 4m or more.

A completion date of mid 2005 has been mentioned, though this seems somewhat optimistic and must rely on the hope that winter storms do not reduce the work already done to rubble before it can be finished. Details will be posted in the ongoing





supplement to this book carried on the publishers' website www.imray.com – as they become available. The main attraction of the area is the chance to walk up (or down) the spectacular Valle Gran Rey ('valley of the great king'). Although the ascent is not steep – most of the gradient lies either side – one possibility would be to take a taxi a few kilometres inland and walk back down the well-maintained tourist path.

The area has become popular as a tourist resort, particularly among Germans, but also retains an echo of the hippy culture of the 1970s when Valle Gran Rey was a mecca for the alternative society. Add a few yachtsmen and it presents an interesting mix.

Puerto de Vueltas seen from the base of the dramatic cliffs to the southeast. The beginnings of the new 'outer harbour' can just be seen beyond the end of the breakwater.

Approach

High cliffs line the west coast of La Gomera, but the harbour can be identified by the cluster of white houses rising up the valley behind the breakwater and the latest construction work.

From the south the conspicuous rock off Punta Iguala can be identified 2M southeast of the harbour, linked to the cliffs by a breaking reef. There are more outlying rocks just south of the entrance. Keeping 0·5M offshore, steer for the head of the breakwater when it bears northeast.

From the northwest and west the final approach should be from a similar position as there are outlying rocks west of the breakwater root, some of which have been incorporated into the new extension.





The old inner harbour at Puerto de Vuelatas. The fisheye lens makes it look larger than it really is.

Entrance and berthing

As of November 2003 it was no longer possible to berth in the harbour.

The outer part of the breakwater was cordoned off, presumably pending work starting on the planned spur, and the remaining part occupied by the *Garajonay Expres* hydrofoils. One or two yachts were moored at the head of the harbour, but these were plainly long-term residents. The northern part of the harbour was occupied by several trots of smallcraft.

Anchorage

In the usual autumn northeasterlies good anchorage can be found off Playa de Argaya, close southeast of the harbour, in 6-8m over sand. Dinghies appear to be quite safe if left on the edge of the wide slipway at the head of the harbour.

Stangely, while the beach at Playa de Argaya is composed of the usual dark volcanic sand, those who have dived to check their anchors maintain that from about the 5m line outwards the bottom sand is pale. Either way, holding is good.

Formalities

The port is operated by the *Confradia de Pescadores* (fishermen's confederation). Report to the harbour office with ship's papers and passports. If departing the Canaries it is particularly important to get an exit stamp, as this will be required on arrival in the next country. The harbour master may be able to arrange for a metered water supply from one of the manholes on the quay.

Facilities

Boatyard No boatyard, though in an emergency assistance might be forthcoming from the fishermen's confederation.

Water From a tap near the head of the harbour – the quality is usually excellent.

Showers Promised for well over a decade, but yet to materialise. Doubtless 'marina' status will change this.

Fuel By can from the filling station in La Calera, about 1 km inland.

Shops Several small supermarkets and a hardware store in the harbour area, plus more supermarkets in La Calera.

Cafes/restaurants Several close to the harbour and in the village.

Communications

Post office In La Calera.

Telephone Near the head of the harbour.

Email There is reported to be a cybercafe on the main street.

Car hire An agency just outside the harbour gates, and others in the town.

Taxis In La Calera, though taxis visit the harbour when the hydrofoil is due.

Buses To Puerto de Santiago, San Sebastian and elsewhere.

Ferries A small hydrofoil, the *Garajonay Expres*, visits Puerto de Vuelatas three times daily from Los Cristianos after calling at San Sebastian and Puerto de Santiago.

Air services Interisland flights from the airport near Puerto de Santiago.

The dramatic view into Valle Gran Rey — 'valley of the great king' — which winds down towards Puerto de Vuelatas. La Gomera richly repays inland exploration. *Sue Thatcher*



La Palma

Between 28°27'N-28°51'N and 17°43'W-18°00'W

Introduction

La Palma, with a population of around 87,000 and an area of 517km², is a prosperous and strikingly beautiful island still largely unspoilt by the tourist invasion. It is shaped like an inverted cone, with steep coastal cliffs rising towards the world's largest volcanic crater, La Caldera de Taburiente. This chasm, 27km in circumference and 763m deep, is surrounded by the highest peaks on the island, including Roque de la Muchachos at 2422m, and clothed to the tree line by a huge pine forest. The entire area forms the *Parque Nacional de la Caldera de Taburiente*. The deep valley of the Taburiente/Angustias river runs out to the southwest, breaching the crater walls and reaching the sea at the old port of Tazacorte. The most recent volcanic activity occurred in 1971 when, with due warning and consequently no loss of life, a new volcano erupted at the southernmost tip of the island.

A theory has been advanced during the past few years that it is only a matter of time before the entire



The tortuous drive up to the rim of La Palma's La Caldera de Taburiente is rewarded by dramatic views, including the world-famous observatories.

western part of La Palma detaches itself from the rest and slides catastrophically into the Atlantic Ocean. While this may well be correct — it appears that pressure inside the mountain is building all the time — estimated dates vary from 2005 to 2505 or beyond so it would be a pity to avoid La Palma on this account. (In any case, the same predictions go on to describe tidal waves bringing doom and destruction around the entire Atlantic seaboard. Probably least affected will be yachts actually at sea. . .).

La Palma is the greenest and most fertile of the Canary islands, with large cultivated areas of bananas, tomatoes, cucumbers and vines. The mountains are usually rimmed with clouds but the tops are often clear with excellent viewing, and an International Astrophysical Observatory has long been established on the northern rim of La Caldera de Taburiente. Together with other telescopes it includes the British Sir Isaac Newton reflector, controlled via satellite by observers in Edinburgh. A road runs around the crater's northern edge to serve the observatory — as well as a stunning viewpoint well worth the very tortuous drive up — while another leads to La Cumbrecita, a breathtaking viewpoint on the southern rim.

There is ample rainfall in most seasons, with the direct benefit to yachtsmen that La Palma's tap water is some of the best in the Canaries. Over the years many thousands of vessels have filled their tanks at Santa Cruz in preparation for the Atlantic crossing.

The coastline is such that there are only two harbours suitable for yachts. However the island is well worth exploring by car and the views from the crater rim are spectacular. If car hire is a treat rather than a regular diversion, La Palma would be an excellent place to indulge.



Telecommunications

Mobile (cell) phone reception is excellent in Santa Cruz and Tazacorte, though holes may exist inland. The area code of 922 is shared with Tenerife, La Gomera and El Hierro, and forms an integral part of the phone number (nine digits in all) even when calling from within the island.

There are currently at least three places in Santa Cruz where Email can be accessed – see page 250.

Navigation

Magnetic variation

7°45'W (2004), decreasing by 7'E annually. Local magnetic anomalies can increase variation by up to 2°15' near La Palma - see Admiralty chart 1869.

Tidal streams

Generally insignificant - see Tides and tidal streams, page 156. Details of range etc will be found under Santa Cruz.

Charts

Admiralty 1869 (1:300,000)
Spanish 51A (1:175,000), 519 (1:60,000)
US 51260 (1:300,000)
Imray-lolaire E2 (1:598,000)

Lights

2846 Punta Cumplida 28°50'4N 17°46'-7W Fl.
5s62m24M 1045°-vis-337°
Truncated grey tower 34m
2848-45 Santa Cruz breakwater 28°40'2N 17°45'.8W Fl.
G.5s16m5M Green tower on green base 8m 2849-51
Punta de Arenas Blancas
28°34'2N 17°45'6W Oc(3)8s45m20M
Round white futuristic tower 38m
2850 Punta Fuencaliente 28°27'4N 17°50'.7W F1(3)
18s35m14M 230-5°-vis-118-5°
Round white tower with two red bands 24m
Note The old light tower still stands nearby
2851 Punta Lava 28°35'9N 17°55'.7W
F1(1+2)20s50m20M Grey concrete tower
with vertical ribs, green lantern 48m

Coast radio station

La Palma (24 hours) DSC - VHF MMSI 002241025
VHF 28°39'N 17°49'W, remotely controlled
from Tenerife
Ch 16, 20

Weather bulletins Ch 20 at 0833, 1333, 2033 (gale warnings, synopsis and forecast in Spanish for coastal waters)

Navigational warnings Ch 20 at 0833, 2033 (in Spanish for Canary Islands)

Approach and navigation

La Palma's great height – second only to Tenerife – makes it easy to identify from many miles off in reasonable visibility. The vast majority of yachts will approach from the north or east, and will encounter no off-lying hazards until close inshore. Northern sector winds predominate around La Palma and small acceleration zones have been encountered off the northeast, northwest and southern tips of the island.

Websites

The following sites contain general information about La Palma, some of which may be useful to the visiting yachtsman. Websites relating to specific harbours are listed in the relevant Formalities sections, those covering all or most of the Canary Islands on page 152 of the introduction.

www.la-palma-tur.org - well-constructed tourist board website, in Spanish, English and German, with most subjects featured

www.islalapalma.com - general information in English, Dutch and German plus lots of excellent photos.

Check the refreshingly direct 'What NOT to expect' section

www.ing.iac.es - homepage of the Isaac Newton Group of Telescopes, just some of those on the slopes above La Palma's spectacular Caldera de Taburiente

www.ing.iac.es/PR/lapalma/lapalma.html - the Isaac Newton Group's useful guide to the island as a whole (but with no readily apparent link from their homepage)

www.lapalmabiosfera.com - the island is a World Biosphere Reserve and is justly proud of it. The comprehensive website, in Spanish, English and German, explains why

www.lapalma.com - a slightly irritating commercial site in Spanish and English, but nevertheless useful

www.digipalma.com - news, events and current affairs, in Spanish only

Santa Cruz remains one of the most attractive cities in the Canary Islands, with an abundance of cobbled streets and fine old buildings.



Santa Cruz de la Palma

28°40'4N 17°46'W

Tides

Standard port for the Canary Islands is Casablanca, with Santa Cruz a secondary port. MLWS is about 0-3m above datum and time difference on Casablanca: -0102. It is among those ports for which tidal data is available via *EasyTide* – see page 9.

Mean spring range 1.8m

Mean neap range 0.8m

Plans

Admiralty 1858 (1:75,000 and 1:10,000)

Spanish 5190 (1:3,500)

US 51344 (15,000)

Imray-lolaire E2 (1:12,580)

Lights

2848-45 Breakwater 28°40'2N 17°45'.8W Fl.

G.5s16m5M

Green tower on green base 8m

buoy Port hand 'A' 28°40'1N 17°45'.9W

Fl.R.5s2M Red pillar buoy with ■ topmark

buoy Port hand 'B' 28°40'1N 17°46'W

Fl(2)R.7s2M Red pillar buoy with ■ topmark

buoy Port hand 'C' 28°40'2N 17°46'W

Fl(3)R.9s2M Red pillar buoy with ■ topmark

buoy Port hand 'D' 28°40'4N 17°46'W

Fl.R.5s2M Red can buoy with ■ topmark

2848-4 Fishing harbour elbow

28°40'3N 17°46'.1W

Fl(4)R.11s8m3M Red post 4m

2848-5 Fishing harbour molehead

28°40'3N 17°46'.1W Fl.R.5s8m3M Red post 4m 2849

Container terminal 28°40'4N 17°46'.1W Fl(2+1)R.

21s8m3M

Red column with green band 4m

2849-2 Ro-Ro ferry ramp 28°40'6N 17°46'W Fl(

2)G.7s6m2M Green post 3m

buoy Red can 28°40'6N 17°45'.9W Fl(2)R.7s2M

Note This buoy marks work on the new marina mole and is therefore temporary. On completion it is to be replaced by a red post with the same light characteristics, placed on the extreme end of the new mole. It is currently surrounded by a number of yellow, unlit buoys.

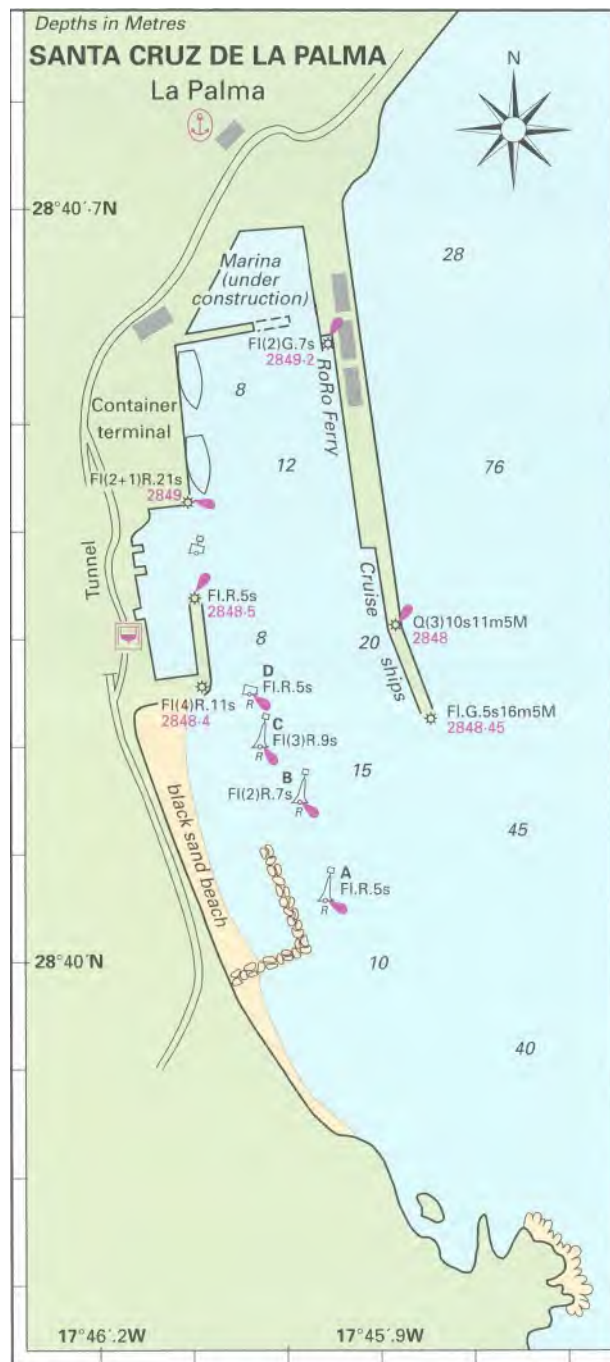
Harbour communications

Port authority tel 922 412121, Fax 922 420732, VHF Ch 16, 71 (24 hrs – English spoken during office hours, 0800-1430 weekdays only)

General

Santa Cruz is one of the most attractive towns in the Canaries, though this may be hard to hard to believe on approach from the water, when one is presented with a facade of concrete apartment blocks. Behind them, however, much of the old city remains. Cobbled streets lined by original Canarian houses with ornately carved wooden balconies (which at one time contained the heads!) lead to shady squares, generally containing a café or two. There has been relatively little tourist development compared to most of the Canary islands, possibly because there are few sandy beaches, and the city has a busy, friendly atmosphere and good facilities for storing up.

Ferries, which berth on the breakwater, run to Tenerife, La Gomera and El Hierro, and Santa Cruz is also growing as a cruise ship destination. On the landward side of the harbour is a container terminal,



likely to be extended over the next few years to berth ever larger ships, and next to it a small harbour, the Dársena Pesquera, intended for local fishing vessels and other smallcraft. However for many years there has been nowhere really suitable for visiting yachts, even though the port authorities are happy to welcome them, and for nearly as many years improvements have been promised.

At last these improvements are taking definite shape. In November 2003 work was in progress to construct a sheltering mole across the head of the harbour, behind which pontoons will be laid for both locally-owned yachts and visitors. The details – including exact layout, number of berths etc – had not been finalised, but there appears to be space for



The fishermen's harbour and docks at Santa Cruz de la Palma, seen from the cliffs to the southwest. Although from a distance the city appears to be all high-rise buildings, at street level it is most attractive.

at least 200 yachts, very probably more, in minimum depths of 6m. The entrance is expected to be some 30m wide. It is envisaged that all the usual services including water, electricity, showers, fuel and possibly a launderette and chandlery will be available on site. A completion date of mid 2004 has been set, so it is entirely possible that the facility will be up and running in time for the 2004 winter season. Details will be included in the ongoing supplement to this book carried on the publishers' website www.imray.com – as they become available.

Approach and entrance

The island is mountainous and the fall-away to the southeast is less pronounced than on Gran Canaria and Tenerife. In most weather conditions the white buildings of the city will be conspicuous at the foot of the mountains, which are often cloud covered, and aircraft will be seen coming into or leaving the airport. The buildings stop abruptly at the south end of the city due to a high cliff which is pierced by a road tunnel.

Santa Cruz is a large harbour by Canarian standards with a wide entrance opening to the south and no natural hazards in the approach. Even so, care should be taken on entry as there is considerable commercial traffic.

Berthing

Pending completion of the new marina, visiting yachts secure to the wall at the head of the harbour, even though this is far from yacht-friendly. Tall, with widely spaced bollards and almost continuous surge, merely getting ashore requires advanced mountaineering skills. Large fenders and extra long lines (protected by chafing gear where they come over the edge of the quay) are necessary, and though





In November 2003 a sheltering mole was under construction at the head of Santa Cruz de la Palma harbour, behind which the island's first marina is to be installed.

an anchor set amidships to hold the yacht away from the wall should improve matters, even then it may be unwise to leave a yacht unattended in all but the most settled conditions.

An alternative is to anchor stern-on to the disused ferry ramp at the head of the harbour, with a bower anchor down and several lines run ashore, but this would seem overly complicated for a short stay. Given the likelihood of detritus having accumulated on the harbour floor over the years, any anchor should be provided with a tripline run back to the yacht.

A third option – but practical only for the smaller visitor – would be to anchor inside the square yellow buoy in the entrance to the *Dársena Pesquera*, perhaps taking a stern line ashore. However there is little space among the permanently moored smallcraft, and again the bottom is almost certain to be foul. On no account anchor outside the square buoy, which is used by ships berthing at the container terminal.

Formalities

Call the harbour authorities on VHF Ch 71 before arrival, preferably during office hours (0800-1430 weekdays only) when English is likely to be spoken. After securing, visit the white harbour authority building, 922 412121, Fax 922 420732, which stands in its own gardens opposite the main breakwater security gates, taking the usual passports and ship's papers. As of November 2003 berthing charges were low, but this is unlikely to remain the case when the new marina – which is to be managed by a private company – is fully operational.

If needing to clear in or out of Spanish territory it may also be necessary to visit the *Ayudantía de Marina* opposite the *club náutico* to complete formalities. If departing the Canaries it is particularly important to get an exit stamp, as this will be required on arrival in the next country.

Facilities

Travel-lift 64-tonne hoist in the fishermen's harbour. No boatyard facilities and reportedly only basic skills available. Yacht-length props might also be a problem.

Chandlery None at present, though several hardware stores (*ferreterías*) supply general needs. The nearest large chandlery is those in Santa Cruz de Tenerife and, if desperate, the quickest solution might well be to take the express ferry to Los Cristianos and catch the connecting bus to Santa Cruz, though with current ferry schedules this would probably mean overnighting on Tenerife.

Water Currently delivered to yachts by tanker truck, though this may take several days to arrange through the harbour office. It can be assumed that water will be available throughout the new marina.

Showers No showers currently available to yachtsmen (the toilets in the ferry terminal are readily accessible, however). However showers are certain to be provided in the new marina development, though perhaps not immediately.

Laundry In the city. A launderette may well feature amongst the new marina's facilities.

Electricity Anticipated for the new marina, but currently not available to yachts.

Fuel Large quantities can be delivered by tanker truck, organised through the harbour office. Small quantities must be collected in cans from the filling station opposite the container terminal. Again, the new marina is likely to incorporate a fuelling berth.

Bottled gas Most bottles can be refilled at the Disa plant on the road leading south towards the airport.

Club náutico As so often in the Canaries, a social club which is wary of visiting yachtsmen.

Banks Several in the city, nearly all with cash dispensers.

Shops/provisioning Several good supermarkets and two food wholesalers. An excellent place to store up for the Atlantic passage.

Produce market The market building on Avenida del Puente (near the centre of the city) has been closed for refurbishment since 2001 and looks unlikely to re-open in the near future. Meanwhile, the market operates from a building overlooking the Barranco de las Nieves at the north end of the city.

Cafes, restaurants & hotels Wide choice at all price levels, including some delightful pavement cafés.

Medical services Doctors in the town and a hospital (which looks more like a tourist hotel) on the ^{clones to the west} communications

Post office An imposing building overlooking the roundabout at the head of the harbour.

Mailing address Puerto de la Palma, Chalet del Puerto s/n, 38700 Santa Cruz de la Palma, Islas de La Palma, Islas Canarias, Spain.

Telephones In the harbour area and elsewhere.

Email Closest to the harbour is Ciber Zone at Calle Apurón 8 (just off Calle O'Daly), open 1000-1300 and 1700-2200 Monday to Saturday – avoid the evenings when teenagers come to play computer games – which also offers photocopying, fax, scanning, webcam etc. Alternatively Copy.com on Calle A Cabrera Pinto or Ciberplay on Plaza de la Alameda.

Fax service At the harbour office, *Fax* 922 420732, and elsewhere.

Car hire At the ferry terminal on the breakwater and at the airport.

Taxis Available, but not in vast numbers.

Buses To the airport and throughout the island. *Ferries* Ferries to Tenerife, La Gomera and El Hierro. *Air services* European and interisland flights from the airport about 3M south of Santa Cruz. One return flight each week direct to the UK.

Puerto Espindola

28°48'6N 17°45'7W

General

Not a port by any stretch of the imagination, Espindola is a small village 2M south of Punta Cumplida (incorrectly placed on Admiralty chart 1858) where a few fishing boats are craned out onto the quay. Efforts to extend the breakwater southwards have been thwarted repeatedly by heavy swell, and it remains to be seen whether the latest attempt – a northwestward arm – fares any better. Either way, the small area of sheltered water is both too small and too shallow for most yachts, apart from being busy with local smallcraft.

Although it would be possible to anchor off in the right conditions it would almost certainly be preferable to visit by land, not least because the unexpectedly good road northwards from Santa Cruz offers some truly spectacular views.

Puerto de Tazacorte

28°38'6N 17°56'6W

Plans

Spanish 519 (1:60,000)

Lights

2853 Breakwater exterior spur

28°38'7N 17°56'8W Q(9)15s9m5M

West cardinal post 4m

2852 Breakwater head, outer 28°38'5N 17°56'7W F1(2)

R.7s16m5M Red metal post 2m

Note Close to a sculpture of a leaning figure which may be floodlit at night

2854 Inner harbour entrance, port side

28°38'7N 17°56'6W

F1(3)R.9s6m1M Red post 6m

2855 Inner harbour entrance, starboard side

28°38'7N 17°56'6W F1(2)G.7s6m1M

Green post with its base in the water 6m

2856 Old harbour mole 28°39'2N 17°57'W

Q(9)15s3M West cardinal post 3m

Note Not associated with the main harbour — see below.

Harbour communications

Port Captain *Tr/Fax* 922 480807 (0800-1530 Monday to Saturday)

General

Puerto de Tazacorte lies halfway down the west coast of La Palma, about 0.5M south of the original harbour. The latter is now enjoying a new lease of life, its derelict breakwater rebuilt and enlarged to shelter a swimming area and a small, black-sand beach. The end of the restored breakwater is lit'.

Both harbours occupy the mouth of the steep-sided valley that originates in the Taburiente crater. There are cliffs to the north of the valley mouth, while to the south the coastline is lower with the land behind sloping gently up to the base of the central spinal range. Terraces of bananas line all but the steepest inclines.

Work to enlarge the main harbour started late in 1997 and the massive breakwater extension was officially opened in December 2002. Somewhat sadly, it appears that no company has yet taken up the option to run a regular ferry to Puerto de

The massively extended harbour at Puerto de Tazacorte on the west coast of La Palma. A marina is to be built in the inner harbour, but work had barely started as of November 2003





Tazacorte and the massive RoRo berth remains unused.

A marina is planned for the inner harbour, now well protected other than from the south, though no details of layout, number of berths or associated facilities are yet forthcoming. A completion date of late 2004 was mentioned but without any real conviction. However work is clearly ongoing, with a new slipway and travel-lift dock built closer to the harbour entrance – it seems the old one suffered from a lack of depth. Resurfacing of the land reclaimed between the two was underway in November 2003.

Further details will be posted in the ongoing supplement to this book carried on the publishers' website www.imray.com – as they become available.

Approach and entrance

There are outlying rocks at many points along the coast and it is advisable to keep 1.5M offshore while approaching Tazacorte until the massively high breakwater wall can be identified. Steer for the breakwater end – which carries a large and unusual

sculpture of a leaning figure – when it bears 045°. A beach has formed (or possibly been created) north of the exterior spur, which is lit 2853.

The harbour opens to the south and provides good shelter from the prevailing wind and swell. However several rocky spits run out from the high ground to the east, which should only be approached with care and an eye to the echo-sounder.

A marine farm, marked by six pillar buoys with x topmarks, three F1(3)Y.9s3M and three F1(4)Y.11s3M, lies northwest of the harbour in the vicinity of 28°39'N 17°57'13W.

Berthing and anchorage

As of November 2003 it was not possible for a visiting yacht to berth in the inner harbour, but hopefully this situation is temporary. Several local yachts were in residence, either secured bows-to at the breakwater or between buoys. Although it might be possible for a visitor to lie alongside for a short time at the fishing boat wharf this is not encouraged (and note that the wall has a slight overhang, so large fenders will be required).

However there seems no obvious reason why one should not anchor in the protection of the new breakwater extension, at least until the ferry ramp comes into use. Holding is good in about 7m over sand and stones, and there are several ladders, including one just outside the inner entrance.

Formalities

Currently skippers should visit the harbour office just inside the harbour gates (normally open 0800-1530 Monday to Saturday) with the usual ship's papers and passports, though it seems likely that the new marina, once established, will have its own office. As of 2003 a small charge was made for anchoring, a much stiffer one for even the shortest stay alongside. If departing the Canaries it is particularly important to get an exit stamp, as this will be required on arrival in the next country.

Facilities

Boatyard Operated by the *Confradia de Pescadores* (fishermen's confederation) and best suited to DIY work, but with some skills available locally.

Travel-lift 60-tonne capacity.

Water In the boatyard, and presumably in the new marina when operational.

Fuel By can from a filling station not far up the road – again, likely to be included amongst marina services in due course.

Banks In Los Llanos (about 8km by road), with cash dispensers.

Shops/provisioning A few shops near the harbour with more in the town to the north. Better choice in Los Llanos.

Cafes/restaurants Several facing the beach north of the harbour, plus a cafe overlooking the boatyard.

Communications

Post office In Los Llanos.

Telephones On the quay.

Taxis In the town north of the harbour, but apparently no car hire company closer than Santa Cruz.

Buses Hourly service (via Los Llanos) to Santa Cruz and elsewhere.

Ferries Not yet..

Puerto Naos

28°35'N 17°55'W

General

Another misnomer, and without the charm of Puerto Espindola on the northeast coast. A once small fishing village, south of the new lighthouse at Punta de Lava on the southwest coast, Puerto Naos now forms one of La Palma's mercifully few tourist resorts — and not a particularly pretty one. The open bay could offer a pleasant enough daytime anchorage in calm weather, perhaps for lunch and a quick swim, but it can seldom be really free from swell. Holding is reasonable over sand and rock, but jet skis and parasailing make the area less than peaceful.

El Hierro

Between 27°38'N-27°51'N and 17°53'W-18°10'W

Introduction

The smallest, most remote, tranquil and unspoilt of the main islands, El Hierro has an area of 277km² and is populated by some 8500 Herrenos. The coastline is steep and rocky, backed by hills running into a long semicircular ridge curving around the deep northwest bay of El Golfo, the submerged basin of an ancient crater. The central plateau, much of which is densely wooded, rises to 1500m at Alto de Malpaso and the upland pastures are home to goats, cattle and a few horses. Numerous cones and lava flows are a constant reminder of the island's volcanic origins.

The capital, Valverde, is a pleasant town little affected by tourism, with a street plan said hardly to have changed since Columbus visited the island before his second Atlantic crossing. At 570m the air is chilly compared to that at sea level.

For many centuries Punta Orchilla at the western tip of El Hierro was considered to be the limit of the known world, reinforced during the 15th century when the island was also noted as having zero magnetic variation. Perhaps for both these reasons Punta Orchilla was chosen in 1634 as a prime meridian — one of several at that time — a status it only relinquished in 1884 with the international recognition of Greenwich.

Telecommunications

Mobile (cell) phone reception is good around Puerto de la Estaca and Valverde but has not been checked throughout the rest of the island. Feedback would be welcome. The area code of 922 is shared with

Websites

As might be expected, El Hierro features less visibly on the net than its larger siblings, making its one official site even more valuable. Websites covering all or most of the Canary Islands are listed on page 152 of the introduction.

www.el-hierro.org – the impressive and interesting website of the island council and Office of Tourism, in Spanish and English. Sections on geology, flora and fauna and other general interest subjects, as well as tourist information

www.dis.ulpgc.es/canarias/hierro/hierro.html – the University of Las Palmas de Gran Canaria's page on El Hierro is worth visiting for its photographs, but only Spanish speakers will be able to enjoy the text

Tenerife, La Gomera and La Palma, and forms an integral part of the phone number (nine digits in all) even when calling from within the island.

There is understood to be at least one public internet access point in Valverde.

Navigation

Magnetic variation

7°50'W (2004), decreasing by 7'E annually.

Tidal streams

Generally insignificant – see Tides and tidal streams, page 156. Details of range etc will be found under Puerto de la Estaca.

Charts

Admiralty 1869 (1:300,000)
Spanish 51A (1:175,000), 520 (1:50,000)
US 51260 (1:300,000)
Imray-lolaire E2 (1:598,000)

Lights

2838 Puerto de la Estaca 27°47'N 17°54'W Fl.G.7.
5s13m5M
Green pyramid on round grey base 7m
2837 Puerto de la Restinga 27°38'4N 17°58'.8W Q(2)G.
7s14m1M Green column 1m
2836 Punta de Orchilla 27°42'4N 18°08'.8W Fl.
5s131m24M Octagonal grey stone tower,
grey and white building 25m
Coast radio station
Hierro (24 hours) DSC – VHF MMSI 002241025
VHF 27°48'N 17°55'W, remotely controlled from
Tenerife
Ch 16, 23
Weather bulletins Ch 23 at 0833, 1333, 2033 (gale
warnings, synopsis and forecast in Spanish for coastal
waters)
Navigational warnings Ch 23 at 0833, 2033 (in Spanish
for Canary Islands)

Approach and navigation

Northern sector winds predominate around El Hierro with a protected area to the south of the island. Acceleration zones have been encountered off its northeast tip. Northeasterly winds can produce heavy swells in both the island's harbours, which should only be visited during settled periods.

Arriving from the northeast, the first houses seen



Harbour communications

Port Captain tel 922 550903, Fax 922 550160,
VHF Ch 16, 14

General

Puerto de la Estaca is one of only two harbours on El Hierro and is used by the car ferries from Tenerife, La Palma and La Gomera. The stone breakwater provides some protection but the harbour is open to the south and is uncomfortable in a swell. In the event of a southerly gale local boats shelter in a bay behind Punta Tijimiraque 1M to the south.

Plans to improve and enlarge the harbour have been in existence for some years and work finally began during 2002. It is reported that, in addition to more than doubling the length of the outer breakwater for ferries and other shipping, a 120-berth marina is to be provided complete with travel-lift, restaurants and other facilities. It is not known how many larger (i.e. 12m or more) berths the marina will contain, or how many of these will be reserved for yachts in transit, but as yet there are very few locally-owned vessels. It is hoped that the facility will be completed in time for the 2005 season.

Feedback from visiting yachtsmen would be particularly welcome, and further details will be posted in the ongoing supplement to this book carried on the publishers' website – www.imray.com – as they become available.

Harbours and anchorages

Puerto de la Estaca

27°47'·1N 17°54'·1W

Tides

Standard port for the Canary Islands is Casablanca, with Puerto de la Estaca a secondary port. MLWS is about 0.3m above datum and time difference on Casablanca: -0126. It is among those ports for which tidal data is available via *EasyTide* – see page 9.

Mean spring range 2.0m

Mean neap range 0.7m

Plans

Spanish 5200 (1:3,000) Imray-
lolaire E2 (1:5,880)

Lights

2838 Breakwater 27°47'N 17°54'W

Fl.G.7-5s13m5M

Green pyramid on round grey base 7m

Note Temporarily out of action while work is in progress to enlarge the harbour. Likely to be reinstated some distance further south in the vicinity of 27°46'·8N 17°54'W

buoy Port hand 27°46'·9N 17°54'·1W

Fl.R.5s2M Red pillar buoy with ■ topmark buoy

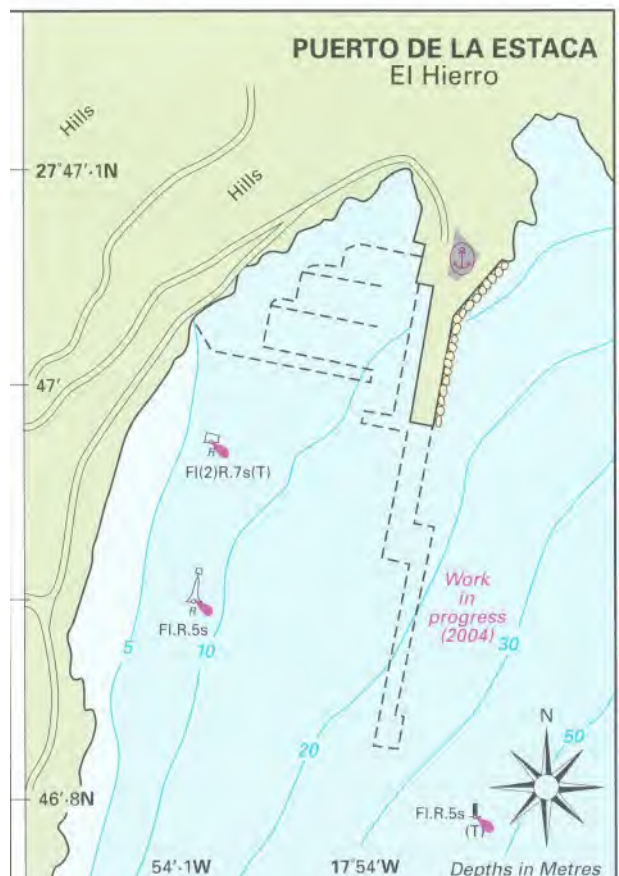
Temporary 27°47'N 17°54'·1W

Fl(2)R.7s3M Red can buoy

buoy Temporary 27°46'·8N 17°53'·9W

Fl.R.5s5M Red pillar buoy

Note The above two (temporary) buoys mark reclamation work and are likely to be moved from time to time



Approach

From the north or northeast the coast appears low and ragged with outlying rocks and hills rising steeply inland. Tamaduste, some 3M north of Puerto de la Estaca, will be the first group of white buildings to become visible. A further 0.5M south is a small airfield which caters for interisland flights, by which time Valverde, the island's capital, can be seen on a ridge inland. There are a few houses in La Caleta and, keeping more than 0.5M offshore, Puerto de la Estaca breakwater will be sighted on rounding a bluff 2M south of the airfield.

Puerto de la Estaca can best be identified from offshore by the zigzag white wall of the road running down to the harbour from Valverde.

Entrance and berthing/anchorage

A red and white windsock at the head of the pier, positioned for the benefit of the car ferry from Tenerife, confirms the strong gusts that blow down off the hills, but other than that entry is straightforward. It appears that this will remain the case on completion of the new harbour extension, with the marina entrance close to the breakwater and protected by a short spur.

However in the meantime the area should be approached with caution, in the knowledge that entry may well be prohibited.

Formalities

Visit the harbour office, tel 922 550903, *Fax* 922 550160, at the root of the breakwater with the usual ship's papers and passports. If departing the Canaries it is particularly important to get an exit stamp, as this will be required on arrival in the next country.

Facilities

It hardly needs to be stated that these facilities are likely to improve markedly on completion of the harbour improvements and particularly the new marina.

Travel-lift A travel-lift is included in plans for the new marina.

Engineering Diesel mechanics in Valverde and Frontera, but more accustomed to agricultural machinery (and certainly no yacht spares).

Water From a standpipe on the quay (located in a flowerbed behind the furthest inshore of the parking spaces!)

Fuel By can from the filling station in Valverde some 8km inland. It might be possible to get larger quantities delivered to the quay by road tanker.

Bottled gas Camping Gaz exchanges in Valverde, but no refills available.

Banks In Valverde, with cash dispensers.

Shops/provisioning Small bar/grocery store overlooking the harbour. Two supermarkets and other shops in Valverde – equal to everyday needs but not the best place to provision for an Atlantic crossing. Both supermarkets are at the opposite end of the town to the Puerto de la Estaca road.



Puerto de la Estaca from the southwest, with the Los Cristianos ferry berthed alongside, taken before work began to expand the harbour.

Cafes/restaurants & hotels Cafe on the quay at Puerto de la Estaca and another a little way up the road. Several restaurants and a couple of hotels in Valverde, plus the very comfortable *Parador Nacional* a few kilometres down the coast. Restaurants and apartments are included in the harbour development plans.

Medical services Hospital just outside Valverde.

Communications

Post office In Valverde.

Telephone On the quay.

Taxis In Valverde, or enquire at the tourist office on the quay.

Car hire In Valverde, or organise via the tourist office

Buses Bus service from Valverde to Taibique and Frontera, but first it is necessary to reach the former.

Ferries From Tenerife, La Gomera and La Palma (see Entrance and berthing, above). The ferry does not stay in the harbour any longer than necessary.

Air services Interisland flights from the airfield about 3km north of the harbour.



Anchorage on the east coast of El Hierro

General

There are several possible anchorages south of Puerto de la Estaca. Bahía de Tijimiraque (27°46'.3N 17°54'.6W), just north of the headland of the same name, is a deeply indented bay used as a refuge by local boats in strong southerlies. There is a small sandy beach.

A further 3M south lies Punta de la Bonanza, sheltering Bahía de la Bonanza (27°43'.6N 17°56'.6W) and the arched rock Roque de la Bonanza – 'Fair Weather Rock' – which is often surrounded by calm water in northerly conditions when there are breaking waves offshore. South from this headland runs a narrow strip of beach 2M long, backed by an impressive cliff and with the *Parador Nacional* at its southern end. Although a feasible fairweather anchorage this stretch is very deep – at least 30m close inshore over rock and stones.

Puerto de la Restinga

27°38'5N 17°58'7W

Lights

2837 Breakwater 27°38'-4N 17°58'.8W Q(2)G.
7s14m1M Green column 1m

Harbour communications

Port Captain tel /Fax 922 557081, VHF Ch 81

General

Puerto de la Restinga, with its very solid breakwater, has in the past often provided a quiet retreat in which thoughts can be collected before setting out into the Atlantic. Sadly, however, its appeal for visiting yachts has diminished as the number of fishing boats has increased.

In the late 1990s plans were drawn up to build a short mole southwards from a point just inside the harbour mouth, and to run two pontoons on a west-east axis in its shelter. This has not taken place, but as of March 2004 local rumour claimed that the breakwater was to be extended and a small marina built in its shelter. However no plans were available and apparently no date had been set.

Approach

A group of low volcanic cones and lava flows form the southern point of the island, and east of the harbour the swell breaks on a reef which runs out nearly half a mile from Punta Restinga. Approaching from that direction it is essential to keep well off the headland and not to steer for the end of the massive breakwater until it bears due north. The final approach from south or west should also be with the breakwater end bearing due north.

Building work around the harbour is ongoing, mainly to provide accommodation for those lured by the many diving schools (there is little else to attract visitors). Most conspicuous from offshore is a large,





Puerto de la Restinga from the northeast, showing excellent shelter inside the breakwater in spite of the seas running outside.

white five-storey building just west of the entrance, believed to be a hotel.

Entrance and berthing/anchorage

The harbour opens to the west, its northern part shallow and rocky with a close-packed mass of smallcraft moorings further in. Large concrete blocks are piled loosely along the outside of the wall, extending around its head and into the harbour to produce a slight reduction in the surge along the quay. Even so keep well to starboard on entry.

Until recently yachts were permitted to raft up against the outer half of the breakwater, where a few permanent warps were provided, attached to bollards ashore. However the entire length of the breakwater has now been taken over by fishing boats, leaving visiting yachts with the poor alternative of anchoring in the entrance, where both shelter and holding are poor. Clearing a fouled anchor is a regular occurrence in Puerto de la Restinga, but one of the several diving schools will probably be willing to assist.

One of the travel-hoist operators speaks good English, and if contact can be made before arrival it might be possible to arrange for an alongside berth, at least temporarily. Call the harbour office, tel 922 557081, VHF Ch 81, and ask for Geoff.

Formalities

Report to the harbour office near the travel lift with the usual ship's papers and passports. If departing the Canaries it is particularly important to get an exit stamp, as this will be required on arrival in the next country.

Facilities

Boatyard Well-kept boatyard with good security, run by the *Confradia de Pescadores* (fishermen's confederation). Welding, painting and other key skills are available, and DIY work is allowed.

Travel-lift Capacity 60 tonnes.

Engineers Well accustomed to fishing boat diesels, but no yacht spares available.

Water From the *Confradia de Pescadores* at the root of the breakwater, plus a hose by the travel-lift dock.

Showers No showers at the harbour, though one of the nearby hostels might be willing to oblige for a small fee.

Electricity In the boatyard.

Fuel From the *Confradia de Pescadores*. The fuelling point is near the crane at the top of the harbour.

Shops/provisioning Two small supermarkets, surprisingly well-stocked for their size, and other shops. The manageress of the upper of the two supermarkets speaks English. A travelling greengrocer selling good quality fruit and vegetables sets up his stall on the inner quay every Friday from 0830-1300. Fresh fish is available from the co-operative at the root of the breakwater.

Cafes/restaurants & hotels Several restaurants serving excellent seafood, at least one hotel, and several guest houses.

Communications

Telephones In the town.

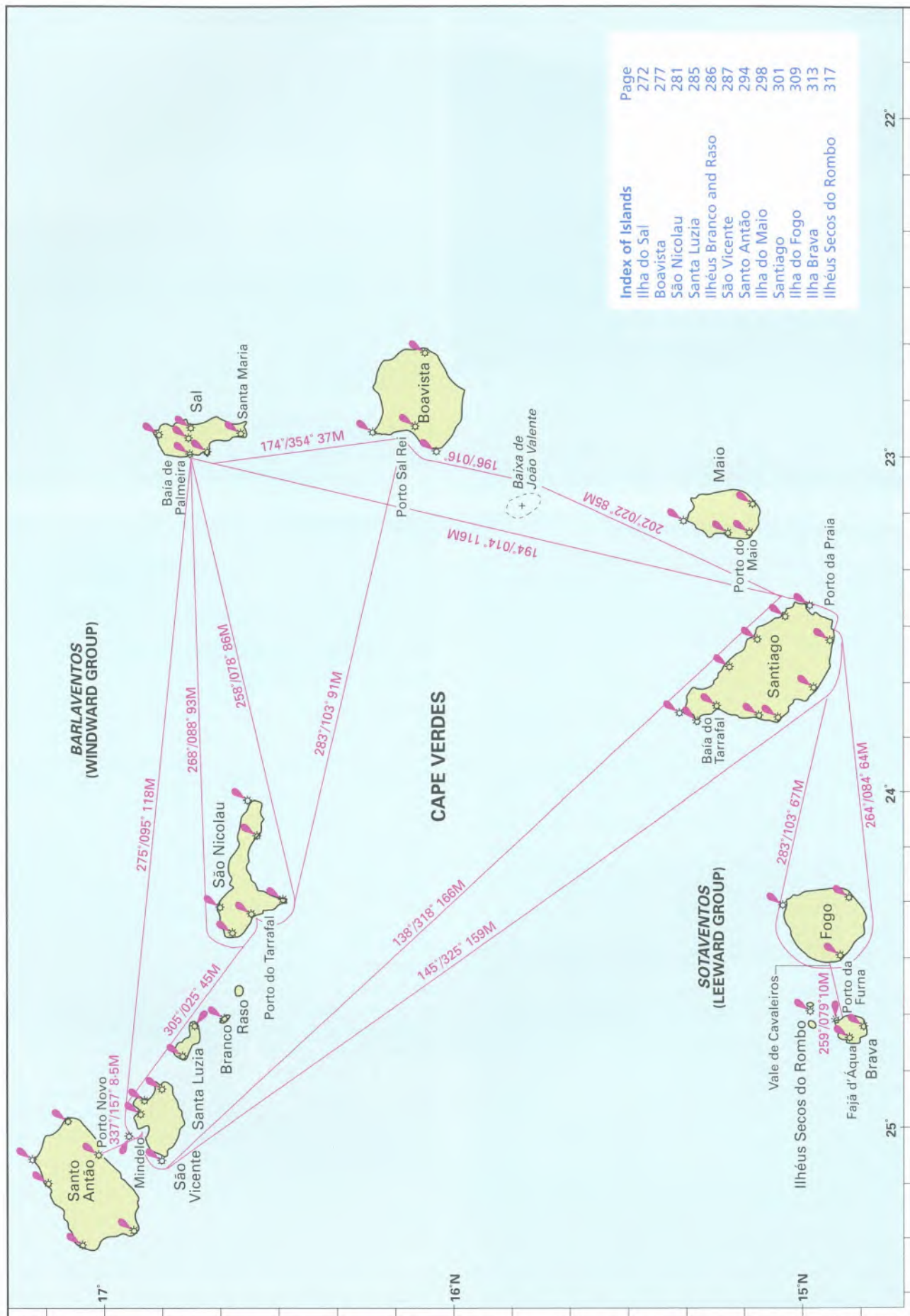
Car hire/taxis Ask at the harbour office or one of the cafés.

Buses Regular early morning bus service to Valverde.

Anchorage on the south and west coasts of El Hierro

General

The southwest coast of the island has some fine sandy beaches, is generally steep-to and is known for its excellent diving and swimming. Hammerhead sharks are sometimes seen in the area – local advice is said to be 'if one gets too close, hit it on the nose!'. One mile west of Puerto de La Restinga lies Bahía de Naos (27°38'6N 17°59'9W), a southwest-facing bay pleasant as a daylight stop in settled weather. Admiralty chart 1869 also indicates a possible anchorage off Playa del Veronal (27°44'9N 18°09'3W), south of Punta de la Dehasa in the extreme west of the island, and to the west of Punta de Salmor (27°49'1N 17°59'6W) and its associated rock and shoals in the bay of El Golfo on the northwest coast. Although these may be feasible for larger vessels, in the latter case at least the rocky shore is steep-to and by the time it is shallow enough for a yacht to anchor she will be in amongst the rocks. It would be a great deal safer to head for the next destination, be it elsewhere in the Canaries or several thousand miles distant.



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IV. The Cape Verdes



The archipelago

The Cape Verde archipelago lies just over 800M southwest of the Canary islands and is separated from the West African coast by a channel some 325M wide. Its 4033km² is made up of ten larger and four smaller islands, which together form a rough horseshoe open to the west. Taken clockwise they are Santo Antao, São Vicente, Santa Luzia, Ilheus Branco and Raso, São Nicolau, Sal and Boavista (the *Barlavento* or Windward group), and Maio, Santiago, Fogo, Brava and the Ilheus Secos do Rombo (the *Sotavento* or Leeward group).

All are of volcanic origin and most are mountainous, with several classic craters. Only Ilha do Fogo has a volcano which is still active (most recently in 1995-6), but earthquakes and tremors sometimes occur throughout the Leeward group, particularly in Ilha Brava. The islands owe their existence to the major weakness in the earth's crust known as the Mid-Atlantic Ridge, and were never part of the African continent. Since their emergence some 120 million years ago new rock has steadily been formed along the Ridge, forcing the older rock outwards at up to 0-5cm per year, until they now lie over 1200M east of the Ridge itself.

The islands have always been poor, not least due to lack of rainfall, deforestation and prolonged droughts over the past two centuries. Even so they are primarily agricultural, growing maize, fruit (chiefly bananas and oranges), sugar cane, sweet potatoes, beans and other subsistence vegetables and, in Ilha do Fogo, coffee and grapes. The fishing industry is also important, providing much-needed protein for local people as well as some exports, particularly of shellfish. Even so, much food must be imported.

By far the largest source of income is foreign aid, much of it 'in kind' either in the form of subsidised staple foods such as flour, help with education or assistance with technological projects such as new harbours and airports. Many EU countries appear to have 'adopted' an island — Luxembourg has a particular interest in Santo Antao and assisted with building a new hospital in the north of the island; Germany was largely responsible for the airport in Ilha Brava and also assists its neighbour, Ilha do Fogo; the USA supports Santiago, the site of its own embassy; France and Italy aid São Nicolau, long considered the most cultural island, and so on. Europe is also the most important trading partner, taking 60% of Cape Verdean exports and providing 80% of imports. Of these, 33% of exports and 38%

of imports are with Portugal. There is an obvious imbalance in trading of which the government is well aware, and one project to improve the economy is the promotion of a fledgling tourist industry based on the natural advantages of fine beaches and spectacular mountain scenery.

Much foreign currency is also received from the many Cape Verdeans who have emigrated, temporarily or permanently, but still support relatives at home. It is estimated that as many Cape Verdeans live abroad as in the islands themselves — about 420,000 in both cases. The greatest number (more than 200,000) are in the USA; with around 40,000 in Portugal and 25,000 each in Senegal and Angola. Italy, France and Holland also have sizeable Cape Verdean populations.

Life expectancy in the islands has increased in recent years from 50 to almost 70 (66 for men and 73 for women) and continues to rise, with infant mortality very low compared to much of Africa at about 50 per 1000 live births. Even so, population growth has levelled at less than 1%, and few women chose to have more than four children. The average age is no more than 19, with an estimated 70% of the population under 30. A proud boast is that all young people have the opportunity to complete their secondary education — the literacy rate of nearly 77% far outshines that of most neighbouring countries — and many then go to Mindelo or Cidade da Praia to continue their education in subjects such as agriculture, languages or tourism. Even so, unemployment and downright poverty — particularly in the more remote country districts — are still major problems and likely to remain so for the foreseeable future. In contrast the cities, and particularly Mindelo, are growing fast. Most houses are built on bank mortgages, often with the owner doing his own work — even down to making breeze-blocks on site! An engineer is assigned to each building, checking structural progress for safety, and is then held responsible rather than the owner. This practical approach — typical of much Cape Verdean thinking — has resulted in a marked absence of the shanty towns so common in many parts of Africa and the Caribbean. The government is justly proud of its first place ranking in the United Nations' 'quality of life' index for West Africa.

The islands are visited by surprisingly few English-speaking yachtsmen — doubtless partly due to the popularity of the ARC race leaving from the Canaries — the vast majority being French or Scandinavian, with a few Swiss and other Europeans. Until recently very little information was

available regarding harbours and facilities, and it has taken a long time to shake off a residue of the difficult reputation gained in the first few years after independence in 1975.

Yachts are becoming less of a novelty and almost every island now expects to see at least a few each year, while the more popular anchorages may get quite crowded. Undoubtedly the best harbours are Porto da Palmeira (Ilha do Sal), Porto do Tarrafal (São Nicolau), Mindelo (São Vicente) and Porto da Praia (Santiago), with the anchorages at Baía do Tarrafal (Santiago) and Porto de Sal Rei (Boavista) also very appealing. Most other harbours and anchorages are distinctly weather dependent. As so often, the smaller the harbour the more enthusiastic the welcome and the safer it is likely to be in terms of theft – said to be a major problem only in Mindelo, Baía do Tarrafal and Porto da Praia, though the situation in the former has improved greatly over the past few years. In the less frequented anchorages it may be difficult to prevent curious locals (particularly children) from climbing aboard, so tempting items such as knives, fishing gear etc. are best stowed out of sight. A large crew or big dog would probably dissuade boarders, but the best precaution throughout the archipelago is rigorously to observe the standard rules – never invite local people below, never leave the yacht unlocked and never leave her unattended after dark.

Having said that, it should be stressed that the one yachtsman who experiences problems is far more likely to publicise the fact than are the fifty who do not, and that the vast majority of Cape Verdeans are friendly and hospitable towards strangers. Theft from yachts and youthful pickpockets ashore are an acknowledged problem, particularly if basic precautions are not taken, but violent crimes such as muggings are almost unknown. It is perfectly safe for visitors to walk through the streets of Mindelo or Porto da Praia late at night – can the same be said of many other major cities?

Apart from the interest of visiting a fascinating and relatively little-known area, the practical advantages of breaking the transatlantic passage in the Cape Verdes are obvious. If en route to the Caribbean the distance to Barbados is cut to under 2000M, compared with 2700M from the Canaries or 2900M from Madeira, and as the islands lie well within the trade wind belt a direct course can usually be steered. For the typical small cruising boat this may mean at least a week less spent at sea, with a passage of around 16-18 days as against 25 or more. Other yachts visiting the Cape Verdes are heading for Brazil – the shortest possible crossing in these latitudes is Ilha Brava to Fernando do Noronha – with a few on their way to West Africa, most often Senegal or The Gambia.

History

In common with the majority of the Atlantic islands discovered by the fleets of Prince Henry the Navigator, the Cape Verde islands were already rumoured to exist before the arrival of the first Portuguese in the mid-15th century. There is some evidence that the Romans and Carthaginians were aware of their existence, while Arab seafarers may have visited in the 12th century. The year of their official discovery is in doubt, being placed anywhere between 1451 and 1460, and the truth is probably that they were explored and recorded piecemeal, as happened in the Azores. Almost certainly named after Cap Vert on the African mainland, they were also known to the Arabs as *el ras el khader* – the green top – and were uninhabited when Diego Gomes and Antonio da Nola sighted and named Ilha do Maio and Ilha de São Tiago (now Santiago), the island chosen by the first permanent settlers in 1462.

References to the islands over the next century are few, though by 1541 the capital city of Ribeira Grande, on Santiago, was sufficiently wealthy to attract the attention of attacking pirates. The period following King Philip II of Spain's invasion of mainland Portugal in 1581 brought even greater troubles, with an attack in 1583 by forces supporting the Prior of Crato, claimant to the Portuguese throne. Neither was the city spared by English and Dutch privateers, the traditional enemies of Spain. Sir Francis Drake sacked it in 1585, in 1592 a Dutch fleet attempted a less successful attack, and on visiting the islands the following year Sir Richard Hawkins's opinion was that 'It is wisdom to shunne the sight of them'. After a further attack on Ribeira Grande in 1712, this time by the French, in 1772 the site was abandoned in favour of the more easily defended hilltop position on which Cidade da Praia stands. (Ribeira Grande, now known as Cidade Velho or 'old city' though little more than a village, is well worth a visit whether by land or water – see page 306.)

As well as providing a base for Portuguese merchants trading with the African continent, many slaves were imported to work in the sugar plantations or to be resold further afield. However, even with free labour, agriculture was never more than marginally successful, and when Charles Darwin visited Porto da Praia in the *Beagle* in January 1832 he remarked on 'the novel aspect of an utterly sterile land'.

However this had not always been the case, and until the mid-18th century rainfall was regular if limited. Then in 1747 came the first of a series of droughts, exacerbated by the felling of trees for agriculture and overgrazing by goats. As Darwin pointed out, 'When the island was discovered the immediate neighbourhood of Porto Praya (sic) was clothed with trees, the reckless destruction of which has caused here, as at St Helena and some of the Canary Islands, almost entire sterility.' He also remarked on the 'impalpably fine dust which

falls in such quantities as to dirty everything on board, and to hurt people's eyes; vessels even have run on shore owing to the obscurity of the atmosphere.' Repeated droughts over the next two hundred years killed well over 100,000 people, with almost no assistance received from Portugal or any other source.

In the later 19th century the islands became a regular port of call for American whaling ships from New Bedford, and were known as a source of skilled crew who would work for almost nothing. Not surprisingly many Cape Verdean seamen settled in America, founding the sizeable emigrant communities which exist in New England today. The further decline which followed the abolition of slavery in 1876 was alleviated to some extent by the growing importance of Porto Grande (now generally referred to as Mindelo), both as a bunkering station for steamships *en route* to the South Atlantic or Pacific, and as a centre of submarine-cable laying operations, with links to the African continent and the Americas. However the opening of the Suez and Panama Canals, the demise of coal-burning ships in favour of oil, and later the introduction of radio communications, spelt the end of this short-lived period of relative prosperity.

For several centuries the islands were administered as a colony from mainland Portugal together with Portuguese Guinea (now Guinea-Bissau), an arrangement which was only terminated in 1878. After the split they remained as a colony until 1951 when their status was changed to that of an overseas province or territory. Full Portuguese citizenship was extended to all islanders in 1961, but in spite of this, local desire for independence in company with Guinea-Bissau grew steadily. Guerrilla warfare began on the mainland in the early 1960s, headed by the African Party for the Independence of Guinea and Cape Verde (PAIGC) and led by Amílcar Cabral, son of a Cape Verdean father and Guinean mother. In spite of this neither the PAIGC nor guerrilla fighting ever really took hold in the islands, and Cabral's assassination in 1973 increased the rift. When a new Portuguese government was installed after the relatively peaceful revolution in 1974 independence was granted to Guinea-Bissau. However Cape Verde chose to maintain a separate identity though still under the PAIGC banner, finally achieving independence from Portugal on 5 July 1975 as the Republic of Cape Verde.

The initial intention was for unification with Guinea-Bissau at some time in the future, but after a coup in that country in 1980 all references to a union were removed from the constitution and PAIGC was renamed PAICV (*Partido Africano da Independência de Cabo Verde*). For ten years the Cape Verdes continued to be governed by the left-wing PAICV, with Amílcar Cabral the hero of many islanders. However the easy-going Creole outlook fused with Marxist economic principles to produce an unusual but practical situation where state control actively encouraged private enterprise. Although the islands



Hauling a small fishing boat ashore at Porto da Ponta do Sol, Santo Antão

considerable strategic importance the PAICV wisely vetoed construction of foreign military bases, thus remaining on good terms with countries as diverse as the USA, Russia, Cuba and China — and at one stage receiving aid from all four simultaneously.

Gradually other political parties were allowed to emerge, culminating in elections in 1991 in which the PAICV were defeated and the MPD (*Movimento Para a Democracia*), founded and led by Carlos Veiga, came to power with the PAICV forming the Opposition. A new national anthem and redesigned flag were adopted the following year. Ten years on the situation changed again, with the PAICV narrowly beating the MPD in the election of February 2001. Senhor Pedro de Verona Rodrigues Pires — who had previously led the country from independence in 1975 until 1990 — took over as President from Senhor Carlos Veiga, founder and leader of the MPD. His Prime Minister is Senhor Jose Maria Pereira Neves while two senior posts — those of Foreign Minister, and Justice and Internal Administration Minister — are now filled by women. The Republic of the Cape Verdes is thus one of the very few African countries to have achieved truly stable democratic government, and to have done so peacefully and without bloodshed.

Natural history

The waters surrounding the Cape Verde islands are particularly rich in cetaceans (whales and dolphins), while several of the islands have bird and plant species found nowhere else in the world.

Amongst the species recorded during a recent cetacean survey in Cape Verdean waters were pilot whales*, bottlenose dolphins*, Atlantic and pantropical spotted dolphins*, sei, bryde, sperm', fin* and humpback whales. (Descriptions of those marked by an asterisk will be found on pages 18-19 of the current edition). Sperm whales, though usually in depths of 500m or more, were found northwest of Ilha do Sal and between Boavista and São Nicolau, as were fin whales (which had not previously been reported in the area). Humpback whales are thought to calve in the lee of Ilha do Sal, Boavista and Ilha do Maio.

Ilha do Maio, together with Boavista, Sal and São Vicente, is a favourite laying area for several species of turtle. Although most laying takes place in summer when few yachts will be around, they do breed throughout the year. The slightly contradictory recommendations state that one should not disturb or approach turtles too closely while they are out of the water, but equally that one should note down the number on any tag spotted and report it to the natural history museum of one's home country.

Cruisers with a particular interest in birds and plants should refer to Eraldo De Gioannini's excellent website at www.caboverde.com (see page 267). As of early 2004 it contained a section entitled *As de Cabo Verde* detailing 48 local species complete with pictures, while the *Planta Endemicas e arvories indigenas* section did the same for some 60 plants. However a dictionary may be necessary, as in both cases the text is in Portuguese only.

General information

Nationality and language

The population, estimated at around 420,000, is of mixed African and European – mainly Portuguese – descent, but since 1975 the Cape Verde islands have formed an independent republic. (In this volume the term Cape Verdes is used to describe the archipelago as a whole.) The national flag is predominantly blue, with white and red horizontal stripes and a circle of ten gold stars to represent the ten islands.

The native tongue of nearly all Cape Verdeans is *Crioulo* or *Kriolu* – a language with its origins in West Africa but owing much to Portuguese – but the latter is the official language and it is rare to encounter anyone who cannot speak it. For many years considered the language of the uneducated, as Cape Verdeans have come to place more value on their own culture *Crioulo* has lost its 'second class' status. However it remains almost entirely a spoken

language, not least because of the major differences between the version spoken in the northern islands and that in the southern chain which themselves reflect the varied ethnic origins of the population. See *Portuguese and Creole : Two Old Rivals* in Aisling Irwin and Colum Wilson's excellent *Cape Verde Islands* (Brandt Travel Guides) – see page 322 – for a far more detailed analysis.

Many older people, including shopkeepers and taxi drivers, have some command of French, while English is more likely to be spoken by the young. Many of the street vendors who speak fluent English are immigrants from the African mainland.

Cape Verdean representation abroad

Embassies and consulates

Washington DC (Embassy): 3415 Massachusetts Avenue NW, Washington, DC 20007, tel 202 965 6820, Fax 202 965 1207, email ambacvus@sysnet.net cvesemedo@sysnet.net

Boston (Consulate): 4th Floor, 607 Boston Street, Boston, Massachusetts 02116, USA, ' 617 353 0014, Fax 1617 859 9798, email cgcvbost@aol.com

Paris: Rue Jouffroy D'Abbans, 80 75017 Paris, Tel 1 4212 7354, Fax 1 4053 0436, email AMBASSADE-CAP-VERT@wanadoo.fr

Berlin: Dorotheenstrasse 43, D-10117 Berlin, Germany, Tel 030 2045 0955, Fax 030 2045 0966, email info@embassy-capeverde.de http://embassy-capeverde.de

Lisbon: Avenida do Restelo 33, 1400 – Lisbon, Portugal, tel 21 301 9521; Fax 21 301 5308, email emb.caboverde@mail.telepac.pt

In Western Europe there are also embassies in The Hague, Brussels, Rome, Luxembourg and Vienna; and consulates in Madrid and Stockholm amongst other places. However there is currently no diplomatic representation of any kind in London.

The Cape Verdean tourist office

Responsibility for promoting tourism and other forms of inward investment lies with PROMEX (the *Centro Promocdo Turistica*) based at Avenida OUA-Largo AN, Caixa Postal 89/C, Praia, Ilha de Santiago, Republica de Cabo Verde tel 622621/ 622689, Fax 622657 email promex@cvtelecom.cv.

Although national tourist offices exist in several countries, including Portugal and the United States, those with access to the internet will do far better to visit the organisation's pages on the www.caboverde.com website (see Further information, page 267).

Diplomatic representation in the Cape Verde Islands

US: Rua Abilio Macedo 81, Cidade da Praia, Ilha de Santiago, Republica de Cabo Verde, tel 615616, Fax 611353

France: Prainha da Praia, Ilha de Santiago, Republica de Cabo Verde

Germany: Prainha da Praia, Ilha de Santiago,
 Republica de Cabo Verde, 612076

UK: interests in the Cape Verdes are looked after
 by the British Embassy in Dakar, 20 rue du Dr
 Guillet, Dakar, Senegal, Te^l 237392, 239971, Fax
 232766, and by an Honorary Consul in Mindelo, São
 Vicente.

Personal documentation

All foreigners need valid passports and, unless
 spending every night aboard the yacht for the
 duration of their visit most foreigners, including
 citizens of Europe, the USA and Canada, also need
 visas. Insist on one being issued if leaving by air, or
 if planning to spend even a single night ashore —
 perhaps to go hiking in the mountains of São
 Nicolau or Santo Antão — even if immigration
 officials say that it is not necessary. It is, and it is the
 hapless visitor who will suffer if an error is made. In
 theory visas are issued for 90 days, but officials
 sometimes issue them for shorter periods for no
 obvious reason, so state the duration required — and
 then check that it has been granted. (Strangely, while
 an individual staying ashore can only get a visa valid
 for 90 days, a yacht — and by extension those aboard
 her who do not need visas — can, apparently, remain
 indefinitely.)

If arriving by air from a country without a Cape
 Verdean consulate a visa, for which a fee of CVE
 2500\$ is payable, will normally be issued at the
 airport on Ilha do Sal. An extra passport photo may
 be required, so it is wise to carry several spares. See
 also Entry and regulations, page 267.

As in many countries the law requires visiting
 foreigners to carry identification at all times.
 However it is accepted that passports are vulnerable
 to theft, particularly in the cities, so a photocopy of
 the visa and the 'information' page (on the same
 sheet of paper), will normally be accepted in lieu.

Time

The Cape Verde islands use UT —1 throughout the
 year.

Money

The Cape Verdean escudo (*escudo Caboverdianos*)
 has been remarkably stable over the last decade. As
 of early April 2004 exchange rates were CVE
 110\$25 to € 1, CVE 116\$43 to £1 and CVE 90\$87
 to US 1\$. As can be seen, the ubiquitous dollar sign
 is, in theory, used to separate escudos and cents
 though in practice the latter are rarely seen and may
 soon be phased out entirely. Daily exchange rates
 can be checked on the internet at www.bcv.cv, the
 website of the Banco de Cabo Verde.

Import and export of CV escudos is forbidden and
 it is therefore impossible to get currency through a
 home bank before departure, but once in the islands
 travellers' cheques, euros, sterling and US dollars
 can readily be exchanged. Banking hours vary
 according to the size of the community served and
 are generally given in the text. There is no weekend
 opening, though some currency exchanges — *câmbios*

— operate on Saturday morning and may remain
 open until 1700 or 1800 during the week. All
 transactions require a passport.

There is no limit on the import and export of
 foreign currency provided it is declared on arrival,
 though yachtsmen who are carrying considerable
 amounts of reserve cash aboard will probably prefer
 not to publicise the fact. In theory it is possible to
 change excess escudos back into other currency on
 departure, provided the original exchange receipt
 can be produced, but in practice not all banks hold
 a sufficient reserve to change large amounts.

If changing travellers' cheques it is wise to confirm
 in advance that any commission will be charged on
 the transaction as a whole rather than on each
 cheque. If changing currency — on which commission
 is not generally payable — show each note to the
 bank clerk individually to demonstrate that it is in
 good condition, to prevent a damaged note being
 substituted and politely 'refused'.

An increasing number of banks (including
 branches of the Banco Comercial do Atlântico) will
 give cash against a VISA card, both the credit and
 direct debit varieties, for which a charge of CVE
 1000\$ per transaction is payable (to cover the
 international telephone call confirming
 authenticity). Though many banks now have cash
 dispensing machines (ATMs) outside, these generally
 accept only the Cape Verdean 'National Card', not
 VISA etc. Machines intended for automatic
 conversion of currencies are installed in the lobbies
 of a few banks, but in late 2002 not one could be
 found working.

Credit cards are proving relatively slow to catch
 on with companies in the Cape Verdes, and if
 intending to use one it is essential to check that it
 really will be accepted before committing oneself —
 the fact that a VISA sign is prominently displayed
 outside does not mean that the machine is
 necessarily in working order... Having said that,
 many car hire firms, larger restaurants and better
 hotels now accept VISA — though few other cards
 —but it can seldom be used to pay for fuel, for
 either boat or car.

Shopping

Shopping — and particularly the variety of foods
 available — varies dramatically from island to island.
 By far the best choice is available in Mindelo (São
 Vicente) and Porto da Praia (Santiago) where there
 are busy produce markets in addition to surprisingly
 well-stocked supermarkets. On some of the smaller
 islands, local shops can barely meet day-to-day
 needs. In either case, all visiting yachts would be well
 advised to store up as fully as possible before arrival,
 not least because prices of most items are much
 higher than in Madeira or the Canaries. Shops are
 generally open 0800-1200 and 1430-1800 Monday
 to Friday, 0800-1200 Saturday. Market hours are
 much the same, though the best choice is generally to
 be found early on. Although in theory market prices
 are set, a little good humoured bargaining will
 sometimes produce results particularly if buying in

quantity. Strong bags – and egg boxes – are not always available, and if provided the former will generally be charged for.

Almost everything is shut on Sunday – with the exception of the ubiquitous 'Shell Select' convenience stores to be found at most (but not all) Shell filling stations. Prices are somewhat higher than in locally-owned establishments, but the Shell Select stores are air-conditioned, spotlessly clean and, like many of their brethren in the UK, carry an unexpectedly wide range of goods.

Alcohol of all descriptions is for sale almost everywhere, with Portuguese wine a particularly good buy and some brands of Cuban rum very cheap indeed. The locally made Kleps and Superbock lagers go down very well, though European brands are generally available if one is willing to pay. However mixers are expensive and tonic, in particular, may be unobtainable.

Cape Verdean rum – known as *grogue*, *aqua-dente* or *Sant' Anton* – is mainly produced in Santo Antao, where the sugar cane is crushed by cattle or donkey mills with the 'ovens' (stills) nearby, and deserves to be treated with caution. Ponche – rum mixed with a honey syrup – is considerably less potent, or try coupada, which lies somewhere between the two.

A variety of local vendors work the more popular yacht anchorages and it is often possible to buy fish at very reasonable prices – less so prawns and crayfish. In other harbours fishermen may sell their catch on the beach. In both cases bargaining appears perfectly acceptable.

Some notes regarding ships' stores – principally fuel, bottled gas and chandlery – will be found on page 268.

Communications

Mail

The postal service is generally reliable (though very slow), as is *poste restante*. Letters for yachts sent *do Poste Restante* to post offices at the larger ports will normally be held for one month pending collection and then returned to the sender. Mail usually takes between one and three weeks from Europe, slightly less from the USA or Canada. Outgoing mail generally takes around two weeks to reach Europe or North America.

Note that post offices in smaller towns may be closed all day Saturday, as well as Sunday, and that post boxes for stamped mail appear to be unknown. *Telephones and fax*

International calls can be made from most post offices (marked *Correios* or CTT) as well as from CV Telecom offices. Many of the former also have fax machines. Nearly all public telephones require phone cards, purchased at post offices and elsewhere, and most now accept international calls – or rather claim to, since a high proportion do not actually work.

Mobile (cell) phone coverage via CVMovel is excellent (though expensive) throughout the islands. However as of late 2002 the system did not allow access to the internet using a notebook computer

connected to a mobile phone.

Calls to the United Kingdom begin with the prefix 044, followed by the area code (without the initial zero) plus number. Calls to the United States and Canada begin with the prefix 01 and the area code plus number.

The international dialling code for the Cape Verde islands is 238. There are no individual island or area codes.

E-mail and the internet

Internet access, usually at cybercafes, is widely available in the larger towns – see individual harbour details. As stated above, it is not yet possible to access the internet via the mobile phone system.

Electricity

Electrical current throughout the Cape Verdes is 220v 50Hz, as is standard in western Europe. The chances of plugging a yacht into mains current are slight other than on the boatCV pontoon in Mindelo (see page 291), though it might be possible to use power tools ashore in Porto da Palmeira (Ilha do Sal), Porto do Tarrafal (Sao Nicolau) or Mindelo (Sao Vicente) by arrangement with the port captain or *clube náutico*.

Transportation

International flights

Amilcar Cabral Airport on Ilha do Sal in the northeast of the archipelago is the Republic's major international airport, handling flights to Lisbon, Paris, Amsterdam, Munich, Rome, New York, Boston and Johannesburg, amongst other destinations. In addition to TACV (see below), TAP-Air Portugal, Luxor (also Portuguese), Condor (a German charter company) and SAA-South African Airways run regular services. A few TACV flights to

Everyone - and everything - travels by *aluguer* (literally 'to hire') in the Cape Verdes





Who needs a Playstation when you have friends and a skipping rope?

and from West African destinations go direct to Santiago.

A schedule of flights calling at Ilha do Sal can be found at www.caboverde.com/ilhas/tacv.htm

From Britain No direct flights – most travellers go via Lisbon, Paris or Amsterdam.

From the USA Regular TACV flights from Boston and SAA flights from New York.

Interisland flights

There are small airfields on all the islands other than Brava (see page 316). However interisland flights are frequently booked up well in advance and if planning a crew change it would undoubtedly be simplest to do so at Porto da Palmeira on Ilha do Sal. All flights are run by TACV (*Transportes Aeroes de Cabo Verde*), established nearly 50 years ago and with an enviable safety record. It currently runs a mixed fleet of well maintained propeller and turbo-prop planes, plus a single Boeing 757 on its European service. It is normally possible to buy tickets by VISA card in the larger TACV offices, where modern computer booking methods are employed, but do not rely on this. Allow enough time to queue at TACV, queue at the bank and queue again at TACV – time is cheap in the Cape Verde islands ...

Possibly because of the limited number of aeroplanes available, last minute schedule changes are frequent and departure times are as likely to be brought forward as to be put back. For this reason all pre-booked flights should be confirmed 72 hours in advance and then again the previous day – and again in the morning in the case of an afternoon or evening flight. Although in theory check-in is 60 minutes prior to departure, in practice it is wise to allow at least 90 minutes as standby passengers are occasionally given preference if a booked passenger

is late to arrive. Interisland flights seldom depart at the time specified, but every effort is made to ensure that passengers make their international connections, if necessary holding the long-haul flight until the interisland flight arrives.

Interisland schedules can sometimes be checked online via the company's entry on the main Cabo Verdean website at www.caboverde.com (see Further Information, below), or failing that on their German website at www.tacv.de. In neither case are schedules available for more than a few weeks in advance.

Ferries

Three German-built ferries – the older *Barlavento* and *Sotavento* and the newer *Praia d'Aguada* – run a regular service linking the major islands, in particular Fogo and Brava (which has no airport), to Santiago. All three carry passengers (150, 150 and 200 respectively) and some cargo, and run to schedules posted outside the Arco Verde offices in Mindelo (São Vicente) and Praia (Santiago). In addition, the smaller *Porto Novo* and *Ribeira de Paul* share the regular daily run from Mindelo to Porto Novo (Santo Antão) and back – see page 294.

Road transport

The Cape Verdes are well worth exploring inland. Car hire, though generally available, is expensive compared to the Azores or Canaries and there may be a kilometre charge. A British or American (ie. not international) driving licence is accepted, and payment can generally be made by credit card. A comprehensive list of car hire companies, complete with contact details, will be found at www.caboverde.com/rubrique/services.htm

In practice it is often simpler and more enjoyable to hire a taxi for the day, agreeing in advance on the number of passengers, approximate route, expected hours and fee. A tip can then be added if justified. The vehicles on offer range from the impeccable to the extremely dubious-looking, their drivers likewise. Rates are often set over common routes such as airport to town.

Buses seldom run to a formal schedule, but most of the islands have plentiful *aluguer* (literally 'to hire') pickup-trucks and minibuses. These private-enterprise buses do not carry a destination board – simply ask the driver where he is headed, and if not lucky first time around one will almost certainly be directed to the right vehicle. Competition for passengers is such that no driver leaves until his vehicle is full – it then gets fuller, and fuller, and fuller en route. Fares are low and it helps to have the right change. On arrival, be sure to check what time the driver will be leaving for the return trip – asking him to write it down will avoid possible misunderstandings.

Walking and hitchhiking

There are some superb walks in the Cape Verde islands, notably in the mountains of Santiago, São Nicolau and Santo Antão, many described in detail in the excellent *Cape Verde Islands* by Aisling Irwin and Graham Wilson (see page 222). A number of

specialised walkers' maps have also become available recently – again, see the above guide. Finally, if offered a lift, be sure you have not flagged down an unmarked taxi or aluguer with a driver who will expect to be paid.

Medical

Other than in Ilhas Fogo and Brava it is probably best to avoid drinking local water, which in any case is somewhat chlorinated. The yacht's tanks should have been filled in Madeira or the western Canaries and, if possible, this water kept for the Atlantic crossing. Bottled water is available everywhere.

The climate is generally healthy though the usual 'tropical' problems (diarrhoea, infections, ulcers etc) can and do occur. Although malaria occasionally crops up in the mountains of Santiago in the 'wetter' autumn months, MASTA (the Medical Advisor Service for Travellers Abroad, website www.masta.org) no longer advises visitors to take any form of preventative medication. Leprosy has been reported in Santo Antao and Fogo and tuberculosis throughout the archipelago, but neither are serious risks for the short-term visitor.

Medical facilities in the Cape Verdes have improved radically over the past few decades, particularly in the major cities. However the country does not have the infrastructure of Europe or North America and drugs in particular may be in short supply. Needless to say, anyone with a chronic or recurring condition should take a good supply of medication with them, and any yacht passing through the islands should carry a comprehensive first-aid kit put together with tropical areas in mind. There are pharmacies in most towns and villages

A young Cape Verdean helps her mother pound maize, as chickens roam around their feet and fishing nets are spread out in the foreground.



They don't come much fresher than this! Tuna for sale on the quay at Porto do Tarrafal, Sao Nicolau

where non-prescription medicines and general items can be found, but outside the two major cities their stocks are likely to be limited. Prescription medicines, if available, will be expensive. Both dentists and opticians exist in the larger towns, and wearers of glasses would be wise to carry a copy of their prescription (in addition to at least one reserve pair).

Finally, note that a chemist or pharmacy is a *farmacia* – a *drogeria* is a building supply merchant!

National holidays

1 January	New Year's Day
20 January	Heroes' Day
1 May	Labour Day
5 July	Independence Day
15 August	Feast of the Assumption (<i>Nossa Senhora de Graça</i>)
12 September	National Day
1 November	All Saints' Day
25 December	Christmas Day

Although Good Friday is not an official holiday, the vast majority of Cape Verdeans are Roman Catholic and some shops may be closed. The same is true in Mindelo and some other towns during the run up to Lent, when Carnival is in full swing.

Further information

For general background on the Cape Verdes including social history, suggested walks, ecology and wildlife, interisland travel and island-by-island guides to hotels and restaurants, see the *Cape Verde Islands* by Aisling Irwin and Colum Wilson, published by Bradt Travel Guides and already in its second edition. It is available online via the Cape Verdes' own website (see below), as well as from www.amazon.com or any good bookseller.

The Cape Verdes have a growing presence on the internet and the following sites (listed alphabetically) contain general information, some of which may be useful to the visiting yachtsman. If carrying out a search, note that some addresses use the local form of the name, 'Cabo Verde', rather than the English, 'Cape Verde'.

<http://allafrica.com> - searchable site in English, carrying current news stories on all African countries including the Cape Verdes

<http://capeverde-islands.com> - private site run by John M Pinto, a Cape Verdean resident in New Bedford, Massachusetts. Takes a while to download (unless you have broadband) but well worth the wait

http://travel.state.gov/cape_verde.html - the US Department of State's Consular Information Sheet on the islands, updated regularly

<http://virtualcapeverde.net/news2/index.php> - run by the Embassy of Cape Verde in Washington DC, with links to articles on all subjects relating to the islands in English and Portuguese

www.afrol.com/countries/cape-verde - entry to the Cape Verde pages of the Afrol News Agency, established in 2000 and already boasting an impressive archive and links. An excellent place to start serious research

www.arq.de/english/projects_caboverde.htm - part of the website of Arqueonautas Arqueologia Subaquatica SA, a commercial company which between 1995 and 2002 held an exclusive license to conduct maritime archaeological operations in the territorial waters of Cape Verde. The fascinating *Centro de Restauracao e Museologia* - see page 302 - was the result. In English and German

www.bcv.cv - website of the Banco de Cabo Verde with current conversion rates. In Portuguese only **www.boatcv.com** - the website of Kai Brossmann's boatCV

- see page 291 - currently in German only though an English version is planned

www.caboverde.com - THE website for the islands, from which almost everything can be accessed. Italian

webmaster Eraldo De Giovannini deserves a three star commendation, not only for building such an entertaining, user-friendly site but for keeping it up-to-date over several years (I first visited it in December 2000). An excellent place to start any kind of research on the islands, in English and Italian. Or download the recipes for *Cachupa Rica* or *Canja de Galinha* (in English) and get a culinary foretaste...

www.caboverdepages.com - describing itself as the CV Business Link, this site (in Portuguese only) gives access to a wide range of subjects and useful listings. Oh and check out the Mindelo Carnival photos on the 'fotografia' link...

www.caboverdesailing.de - the only company to offer yacht charter in the Cape Verdes, run from Mindelo by Kai Brossmann (see page 291) with an office in Frankfurt. Site in German and English

www.capeverdetravel.co.uk - homepage of Cape Verde Travel, believed to be the only company in the UK specialising in travel to and within the islands

www.cia.gov/cia/publications/factbook - just that, with a wealth of useful information and statistics on all aspects of Cape Verde life, updated regularly

www.eyeballs.net/verde - a fascinating collection of modern and historic photographs of the islands posted by American anthropologist Traudi Coli

www.governo.cv - website of the government of the Republica de Cabo Verde, in Portuguese only **www.mindelo.info** - current news and topics, including a page for *Voiliers* (sailors) and another of practical questions and answers. In French only

www.parlamento.cv - website of the government of the Assembleia Nacional de Cabo Verde, in Portuguese only

www.travel-images.com - a search using 'Cape Verde' (not 'Verdes') brings up some attractive photographs of Ilha do Sal and Santiago, but almost no text

www.umassd.edu/SpecialPrograms/caboverde/capeverdean.html - homepage of the University of Massachusetts Dartmouth, with links of all kinds

www.wtgonline.com/data/cpv/cpv.asp - the Cape Verde pages of Columbus Travel Publishing Ltd, with a wealth of practical detail though some of it a bit superficial

www.sul.stanford.edu/depts/ssrg/africa/capev.html - the Cape Verde pages of Stanford University, who describe it as 'an annotated guide to internet resources on Cape Verde for students, faculty, librarians, teachers.'

Sailing and navigation

Practicalities

Entry and regulations

After a short period in the 1990s when entry regulations for yachts arriving in the Cape Verde islands appeared to be becoming more relaxed, in July 1999 the rules were changed. Since then it has been an offence to make landfall anywhere other than at Palmeira on Ilha do Sal, Mindelo on São Vicente or Porto da Praia on Santiago — designated 'Official Sea Border Posts'. (The republic's three largest airports, on the same three islands, are designated 'Air Border Posts'). Clearance out of the islands must be made from one of the same three harbours, effectively preventing yachts from legally visiting either Fogo or Brava before continuing westward.

Caution

These apparently inflexible rules have been introduced in an attempt to combat the growing problem of illegal immigration from various West African countries, for whose inhabitants the peaceful Cape Verde islands often hold great appeal. Breaches of them can supposedly attract fines of up to CVE 5,000,000\$ - more than £30,000, €45,000 or US \$55,000. YOU HAVE BEEN WARNED!

Because entry formalities vary markedly from island to island — even between the 'big three' — full details for each harbour are given in the text. Most commonly it will be necessary for the skipper (or in a few places the entire crew) to visit the *capitao do porto* (port captain) or, in less important harbours, the *delegação marítima* (harbour office), the *policia marítima* (maritime police) and sometimes the

policia de fronteira (immigration), though not necessarily in that order. Elsewhere the local policia deal with paperwork with an enthusiasm which varies from place to place. The usual ship's papers, crew list and passports will nearly always be required, while the *policia de fronteira* may request an extra passport photo (but will seldom return it), making it wise for each crew member to carry several spares.

In most harbours a small fee (currently less than CVE 500\$, about £3/€4.50) is levied by either the capitao() do porto or the delegacao maritima. Office hours vary markedly, but as a general rule the best time to catch the necessary officials at their desks appears to be at around 1000 on a weekday morning.

See Personal documentation, page 263, regarding passport and visa requirements, particularly the necessity for crew leaving by air to obtain a visa in addition to the 'transit' entry stamp issued to those arriving and leaving by water.

Laying up

The only place where a yacht could be laid up ashore with any degree of confidence would be in Mindelo (Sao Vicente), at either the Cabnave or Lusonave yards – see page 292. Even so it should only be considered in an emergency.

For a short period it would undoubtedly be both simpler and probably safer to leave her on the boatCV pontoon in Mindelo – see page 291 – under the watchful eye of Kai Brossmann and his staff.

Ships' stores

All kinds of ships' stores are very limited, including good drinking water which is in short supply in most of the islands. It must usually be carried from the tap, so plenty of 5 or 10 litre cans are essential – local children will probably be more than keen to help carry them in return for a few escudos. Only in Porto da Palmeira (Ilha do Sal), Mindelo (Sao Vicente) and Porto da Praia (Santiago) is one likely to be able to fill tanks by hose, but even there water may be of doubtful quality – see Medical, page 266. Bottled water is on sale almost everywhere.

Diesel and petrol (*gasoleo* and *gasolina*) can be found in most harbours, but again will probably need to be collected by can. Only in Porto da Palmeira, Mindelo and Porto da Praia is it possible to take on fuel by hose, the fishing harbour at Mindelo – see page 293 – being by far the simplest option. Paraffin or kerosene (*petróleo*) is generally sold by pharmacies but is expensive, though it is reported to be available in bulk from the Shell plant at Porto da Palmeira.

Camping Gaz exchanges are available in most towns (generally at the Shell filling station), and other gas cylinders can be refilled (with butane) in Porto da Palmeira, Mindelo and Porto da Praia – see individual harbours for details. It would be wise to carry a selection of valve adapters if relying on getting cylinders refilled, or possibly a few metres of rubber hose fitted with the necessary connector for

the bottles aboard, in the (reasonable) hope that the depot will have a connector for their end.

Almost no yacht spares or other chandlery are available in the Cape Verdes beyond those held by boatCV in Mindelo – see page 292 – which will also order from abroad as necessary. Non-specialist items, including electrical goods, hose and some stainless-steel fittings, are readily available from hardware stores in the larger towns, as are a wide variety of tools.

Cruising

General

Although still viewed by most British yachtsmen as little more than a convenient stop *en route* to the Caribbean or Brazil – or perhaps a bolt hole in which to sort out problems – other nationalities, in particular the French, are visiting the Cape Verde islands in ever-increasing numbers. It can only be a matter of time before this leads to improved facilities in islands beyond Sao Vicente, and before the authorities begin to realise that providing basic infrastructure for visiting yachtsmen – and easing the paperwork burden – can do nothing but good both for both the reputation and the economy of the Republic.

From the northern yachtsman's point of view they certainly have the weather in their favour – consistently high but not baking temperatures, combined with an almost total lack of rainfall. In Mindelo (Sao Vicente) this averages only 126mm annually, almost entirely during the months of August to November. Some higher areas may receive up to twice this amount, but droughts of several years' duration are common. Humidity averages about 70% and mid-day temperatures at sea level vary relatively little, from around 31°C in September to 26°C in January, dropping to the low 20s at night. However it can feel surprisingly chilly at altitude –perhaps if walking in Santo Antao, Santiago or Fogo – when warm clothing will be appreciated.

The nine inhabited islands are spread over a distance of 145M in latitude and 155M in longitude, forming a neat horseshoe when viewed on the chart. Most passages between adjacent islands can be completed in daylight, while longer distances may entail night departure as there are no harbours other than Mindelo on Sao Vicente which can safely be entered after dark – and even that should be avoided if possible.

Winds and swell

The Cape Verde islands lie squarely in the path of the northeast trades with over 80% of winds coming from that direction, together with occasional northerlies or easterlies. According to published statistics speeds average around 10-12 knots with a 5% incidence of calms, while true wind speeds of 35 knots or more occur on average only four times a year and are unknown between July and January. However in practice it generally appears to blow

and spring, averaging nearer 18-20 knots between December and May and frequently reaching 25-30 knots. Gale or near-gale force winds appear to be much more common in the *Barlaventos* (the northern or 'windward' chain) than in the *Sotaventos* (the southern or 'leeward' chain).

This overall picture is further complicated by local land effects, the most obvious occurring in the channel between São Vicente and Santo Antão, a classic venturi (see page 290). In both groups, gusts funnelling down the ravines may create sudden squalls. One yacht reported 55 knot gusts in a true wind strength of 30 knots while sailing down the west coast of Santiago, and gusts of up to 35 knots may occur in mean winds of 10-15 knots. At sea, line squalls may be encountered. These heavy banks of cloud, usually lying on a north/south line and moving westwards at around 25 knots, are often preceded by gusts of up to gale force followed by heavy rain and sometimes thunder.

Wind strengths fall off towards the end of May, with light variables predominating from May to November interspersed with occasional periods of absolute calm, though these seldom last more than twenty-four hours. Southerly or southeasterly winds are common at this time of year, and though seldom exceeding 15 knots may occasionally become strong or even gale force. They tend to rise very suddenly with no visual or barometric warning. Both the pier at Santa Maria and the breakwater at Vale de Cavaleiros, Ilha do Fogo were damaged by summer southerlies, and some years ago winds and swell from this direction put both a yacht and the interisland ferry ashore at Ilha Brava. A heavy southeasterly swell may also cause problems at Porto de Sal Rei, Boavista, making it difficult to exit the bay.

Swell can arrive from almost any direction for no apparent reason. Local winds may be constant in strength and direction but storms further north (December to May) or south (June to November) can give rise to a nasty swell capable of running for several hundred miles. Almost any of the anchorages in the Cape Verdes may suffer, but those flanked by good beaches are usually most at risk — after all, something caused the beach to form in the first place!

In light of the above it has been suggested that the best time to cruise the islands is in late September or early October, when there is likely to be less wind and swell than a month or so later, so making some of the smaller anchorages much more inviting. While this may well be true, it would still be unwise to approach the Caribbean before the end of the hurricane season, which can extend into December.

Visibility

True fog is almost unknown in the Cape Verdes, though visibility may sometimes be cut drastically by dust haze carried from the interior of Africa by a hot, dry wind known as the *harmattan*, and if the northeast trades are (or have been) blowing at 17 knots or more such conditions should be expected.

Most common between November and March, the effects of the *harmattan* can extend up to 600M from the mainland, usually cutting visibility to 5M or less (though a reduction to 0.5M is not unknown and 50m has been recorded). Indeed, more than one crew's first sight of the islands has been of surf.

Although GPS has eliminated the problem of accurate position fixing in such conditions, the possibility of collision with another vessel should not be overlooked. Neither should the fact that charting of the islands is still far from perfect — see Chart Datum and Satellite Derived Positions, below — and that many of the major lights are frequently unlit.

In *harmattan* conditions the horizon may appear quite firm with the overhead sky a clear blue, and without any external reference it is quite possible to remain unaware of the potential problem. In winds of more than 15 knots all yachts, and particularly those without radar, should approach the islands with extreme caution.

Sources of further information

Further statistics are available from a number of sources — the British Admiralty *Routeing Charts (North Atlantic Ocean) (5124)*, the US National Geospatial-Intelligence Agency *Pilot Charts of the North Atlantic Ocean (Pilot 16)*, James Clarke's *Atlantic Pilot Atlas* (see Further Reading, page 322) and Imray Laurie Norie & Wilson Ltd's new *Chart 100, North Atlantic Ocean Passage Chart* (though note that the landfall and departure islands suggested on the latter are, in fact, illegal).

Weather forecasts

The Cape Verde islands are covered by Weatherfax transmissions from several sources, and during some parts of the year a general forecast for the area is included in the Radio France International broadcast. In addition, a number of websites provide excellent, and sometimes longer-term, predictions — see International weather forecasts, page 7, for details of all the above. There is no Navtex coverage. A local weather forecast may sometimes be posted on the noticeboard at the *clube náutico* in Mindelo (São Vicente), or consult boatCV in the same harbour regarding the daily SMS weather-service which can be received via mobile phone.

Magnetic variation

Variation throughout the Cape Verdes decreases by about 1° from west to east, in 2004 averaging 11°50'W and decreasing by about 8'E annually.

Tides and tidal streams

Volume 2 of the Admiralty *Tide Tables: The Atlantic and Indian Oceans including tidal stream predictions (NP 202)*, published annually, covers the Cape Verde islands with Dakar, Senegal as standard port. Much the same information is available on the internet using the UK Hydrographic Office's excellent *EasyTide* programme at www.ukho.gov.uk — see page 9 — which gives daily tidal data for eight

choices are a little strange and there is potential for confusion due to the fact that island names are not included. In particular, the Baia do Tarrafal quoted is that in Santo Antao, rather than the more obvious choices of São Nicolau or Santiago, and there are no predictions at all for either Fogo or Brava. Note also that, for some esoteric reason, the Cape Verdes are indexed under the South Atlantic!

Tidal ranges are small, São Vicente having less than 1m at springs (0.4m above datum) and only 0.5m at neaps, and are given for each island. Tidal streams are also negligible offshore but can run strongly in the passages between islands, particularly in the Canal de São Vicente and the Canal de Santa Luzia where, combined with the ocean current, it may attain over 4 knots. A 2 knot east-going tidal stream has been reported to occur off the south coast of Santiago close west of Porto da Praia at mid-ebb.

Currents

The Cape Verdes lie in the path of the Canary Current, itself generated by the northeast trades, which sets southwest at up to 15 knots. It is heavily influenced by recent wind conditions and can be cancelled or even reversed by a southerly gale.

Navigational aids

Radio communications

Details of radio information available to yachtsmen, including weather bulletins, navigational warnings and harbour communications, is available from a number of sources. By far the most convenient for the yacht without unlimited bookshelf space is *Maritime Communications – Caribbean (NP290)* published biannually in the Admiralty Leisure series, which also covers Madeira and the Canaries in addition to the Caribbean, parts of Central America

and the southern part of the US East Coast. Its companion volume, *Maritime Communications – United Kingdom and the Mediterranean (NP289)* includes the Azores.

Buoys and lights

All lights and the few lit buoys in the Cape Verdes follow the IALA A system, as in Europe. It must be emphasised, however, that during the fifteen years since this guide was first published numerous yachtsmen and women have reported that many – possibly most – lights simply DO NOT WORK.

In early 2002 a large number of new, apparently major, lights were reported as having been established. However these appear no more eager to function correctly than their older brethren, and even four years into the 21st century Cape Verdean navigation lights are still notoriously unreliable – sadly the marked improvement in the infrastructure as a whole does not yet appear to have extended to navigational aids.

Some lights, even though working, may not exhibit their listed characteristics and even when this is intentional details of changes can take a year or more to appear in Admiralty *Notices to Mariners* (downloadable from the UK Hydrographic Office website at www.ukho.gov.uk – search for the relevant chart number, followed by 'Corrections'). Other lights and their supporting structures are still included in the current Admiralty *List of Lights* even though they disintegrated years ago.

All in all, night sailing between the islands and especially landfalls after dark should be avoided if at all possible. If forced to do so, note that not every light listed in the text can be shown on the plans, in particular on the small-scale 'island' plans. Refer instead to the relevant Admiralty or local chart.

Courses and distances within the Cape Verdes

Harbour	Course/Reciprocal	Distance
Palmeira, Ilha do Sal - Porto Grande, São Vicente	275°/095° & by eye	118M
Palmeira, Ilha do Sal - Tarrafal, São Nicolau (via north coast)	268°/088° & by eye	93M
Palmeira, Ilha do Sal - Tarrafal, São Nicolau (via south coast)	258°/078° & by eye	86M
Palmeira, Ilha do Sal - Porto da Praia, Santiago	194°/014° & by eye	116M
Palmeira, Ilha do Sal - Porto de Sal Rei, Boavista	174°/354° & by eye	37M
Porto de Sal Rei, Boavista - Tarrafal, São Nicolau	283°/103° & by eye	91M
Porto de Sal Rei, Boavista - Porto da Praia, Santiago	016°/022°/202°+	
(avoiding Baixa de João Valente)	196° & by eye	85M
Tarrafal, São Nicolau - Porto Grande, São Vicente	305°/025° & by eye	45M
Porto Grande, São Vicente - Porto Novo, Santo Antão	337°/157°	8-5M
Porto Grande, São Vicente - Porto da Praia, Santiago		
(via east coast)	138°/318° & by eye	166M
Porto Grande, São Vicente - Porto da Praia, Santiago		
(via west coast)	145°/325° & by eye	159M
Porto da Praia, Santiago - Vale de Cavaleiros, Ilha do Fogo		
(via north coast)	283°/103° & by eye	67M
Porto da Praia, Santiago - Vale de Cavaleiros, Ilha do Fogo		
(via south coast)	264°/084° & by eye	64M
Vale de Cavaleiros, Ilha do Fogo - Porto da Furna, Ilha Brava	259°/079°	10M

Charts

All charts of the Cape Verde islands should be used with caution, though a little more confidence can be placed in the current (May 2002) edition of Admiralty 367 (which covers the islands' three primary harbours and their approaches), and the small but growing number of charts produced by the *Direcção Geral de Marinha e Portos* (Director General of Marine and Ports) in São Vicente. All other charts are based on surveys which predate electronic position fixing, including a few going back a century or more. It must also be remembered that the ARCS digital versions of older charts — in this case 366 and 369 — need to be used with just as much care as their paper counterparts. Modern technology does not necessarily imply a recent survey.

The first locally surveyed and printed Cape Verdean charts became available early in 2001 (previously all charts of the islands had been surveyed and printed by Portugal). The first three covered the islands' major harbours — No 21: Porto da Palmeira, Ilha do Sal; No 41: Mindelo (Porto Grande), São Vicente; and No 71: Porto da Praia, Santiago. A further two followed during 2002 — No 31: Porto do Tarrafal, São Nicolau; and No 11: Porto Novo, Santo Antão. More are anticipated over the next few years. They retail at around CVE 3000\$ each and can, in theory, be ordered from the Casa das Bandeiras, tel 238 321391, Fax 238 321559, at Rua Governador Calheiros 14, Caixa Postal 16, São Vicente, Republica de Cabo Verde — see page 292. Having said that, it proved necessary for this author to buy them in person on arrival in Mindelo, attempts to order from the UK having met with no response whatsoever.

Other than the above, the most detailed charts of the Cape Verdes are those published by Portugal, surveyed before the islands gained their independence in 1975 and currently comprising four small-scale charts and nine large-scale plans (see the Portuguese Hydrographic Institute website at www.hidrografico.pt/hidrografico). They are now seriously out of date, but if required can be ordered from either Azimute (Aprestos Marítimos Lda), Tel (+351) 213920730, Fax (+351) 213974494, email azimute@azimuteam.pt www.azimuteam.pt or J Garraio & Ca Lda, tel (+351) 213473081, Fax (+351) 213428950, email info@jgarraio.pt www.jgarraio.pt, both in Lisbon, Portugal.

British Admiralty charts, www.ukho.gov.uk cover the archipelago on three sheets, one small scale and covering all the islands, the other two containing between them three medium-scale island charts and 15 larger-scale plans of approaches, harbours and anchorages. However a number of the harbour plans previously found on the non-metric 369 have been deleted from recent editions, and almost half of this chart now consists of blank space. An old copy (used with discretion) might be a useful addition to the portfolio if one can be found, though there is little on it which does not appear in this book. Even on

the current edition, several of the remaining plans — all based on very old surveys — are misleadingly inaccurate, particularly in terms of latitude and longitude (see below).

The US National Imagery & Mapping Agency (NIMA), website erg.usgs.gov/nimamaps, which has recently become part of the US National Geospatial-Intelligence Agency (NGA), website www.nga.mil, also covers the Cape Verdes on three sheets, each including several islands and one harbour plan. Finally Imray Laurie Norie & Wilson Ltd's *Imray-lolairre* series covers the archipelago on a single sheet, E4, with eight inset harbour plans. The company, tel 01480 462114, Fax 01480 496109, email ilnw@imray.com www.imray.com, will mail both British Admiralty and their own charts worldwide, the former corrected to date of despatch. See Appendix I, page 319, for chart lists.

Chart datum and satellite derived positions

None of the three British Admiralty charts of the Cape Verdes islands are yet based on WGS84 Datum — e.g. positions taken from Admiralty 366, *Arquipelago de Cabo Verde* must be moved 0.1 minutes north and 0.4 minutes east to comply with both WGS84 and the plans in this guide. Metric chart 367 uses three different datum references for the islands of Sal, São Vicente and Santiago and their related harbour plans, while the venerable, non-metric, 369 pre-dates the whole concept of datum entirely and is moreover sometimes distinctly nebulous regarding both position and scale. For a fuller explanation see Horizontal chart datum in the Passages section, page 10.

Guides, pilots, etc

The Cape Verdes are covered in the British Admiralty *Africa Pilot* (NP 1), with particular emphasis on coastal features and anchorages plus a very useful section detailing ocean currents, sea conditions and climate off the West African coast. The comparable American publication, the US Defense Mapping Agency's *Sailing Directions for the West Coast of Europe and North West Africa* (Pub 143) also contains much useful information, including four pages of sketches. However it should be remembered that both these publications are written with considerably larger vessels in mind.

The fifth edition of *The Atlantic Crossing Guide* covers the islands briefly, with additional harbour detail on Mindelo (Porto Grande). In addition Donald M Street Jr's *Street's Transatlantic Crossing Guide* (1989 with later supplements) has recently been reprinted in a facsimile edition, but though still highly readable should not be relied upon as, inevitably, much of the information given is now seriously out of date.

Finally, those who can read German are strongly advised to obtain a copy of Kai Brossmann's *Kapverdische Inseln : Der Nautische Revierführer* — see page 323 — the only cruising guide in existence devoted solely to the archipelago. Its 200 or so colour pages are presented in a sensible ring binder.

allowing replacements to be slotted in as harbours change. It can be ordered from the Cape Verde Sailing website at www.caboverdesailing.de.

Caution and request

Although tremendous progress has been made in the Cape Verde islands over the past 15 years, it is nevertheless essential to remember that they are not an outpost of Europe. They are very much a part of Africa, albeit a remarkably successful one in many ways, and that the needs of visiting leisure sailors do not rate highly on the list of government priorities. Local people know their own waters, ships – unless visiting Mindelo or Praia – stay well clear, and search and rescue facilities are effectively nonexistent.

Charts may be dangerously inaccurate in some areas, the surveys on which they are based may in a few cases be more than a century old, and several years may elapse between changes in light characteristics, harbour developments, etc taking place and appearing on new editions of charts – if they ever do. Even a brand new chart, fully corrected, should not be assumed to be fully up-to-date in all respects. See also the remarks regarding the frequent unreliability of lights.

Where changes come to the notice of the author and/or publisher they will be incorporated in the ongoing supplement to this book carried on Imray Norie Laurie & Wilson Ltd's website at www.imray.com. Feedback of all kinds is therefore very welcome, and should be sent either by *email* to ilnw@imray.com or to Imray Laurie Norie & Wilson Ltd, Wych House, The Broadway, St Ives, Cambs PE27 5BT. Thank you.

Ilha do Sal

Between 16°35'N-16°51'N and 22°53'W-23°W

General

The most northeasterly of the Cape Verde islands, Ilha do Sal covers an area of some 216km². Much of this is low and flat, the highest point being Monte Grande (Monte Verhelho) at 407m. It is amongst the most developed of the Cape Verdes, with the archipelago's largest airport – Amílcar Cabral International – near the centre of the island and a population of around 10,000. As a whole it is arguably the least attractive of all the islands, though there are some very fine beaches at Santa Maria in the extreme south, the focus of a growing tourist development.

Together with Sao Vicente and Santiago it is one of the three islands at which yachts may clear into the Republic of Cape Verde, and is obviously the most convenient at which to rendezvous with crew arriving by air or to wave off departing crewmembers.

Telecommunications

Mobile (cell) phone reception throughout the island is good, though note the limitation detailed on page 264. There are no individual island or area codes. There are at least three places on the island where the internet can be accessed – see under individual harbours for details.

Navigation

Magnetic variation

11°20'W (2004), decreasing by 8'E annually. Local magnetic anomalies are reported to exist west of Ilha do Sal.

Tidal streams

Tidal streams around Ilha do Sal are generally weak. However allowance should be made for the current, which generally sets southwest at 0-5 to 1 knot but is strongly influenced in both rate and direction by the wind.

Charts

Admiralty 367 (1:200,000)
Portuguese 208 (1:100,000) US
51520 (1:250,000)

Lights

2925 Amílcar Cabral airport (Monte Curral) 16°44' N 22°56'•7W

Alt.F1.WG.7-5s83m26M Airport control tower Note Operates only when an aircraft is due 2919-75 Ponta Norte 16°15'•1N 22°54'.9W

F1(3)12s16m8M Metal tower 5m

2923-5 Pedra de Lume 16°45'•2N 22°53'•4

F1(5)20s28m8M Metal post with gallery 5m

2919-9 Rabo Junco 16°41'•8N 22°59'.2W

FI.4s15m8M Metal tower 5m

2922 Ponta do Simão 16°35]-3N 22°55]-3W F1(2+1) 15s11m8M 300°-vis-142° Square grey tower 9m

Harbours and anchorages

Porto da Palmeira

16°45' 3N 22°59'W

Tides

Time difference on Dakar: 0000, on Mindelo (Porto Grande)
: +0045.

Mean spring range 0.8m

Mean neap range 0.4m

Plans

Admiralty 367 (1:12,500)

Cabo Verdean 21 (scale unknown)

Portuguese 259 (1:5,000) (first published 1954)

Imray-lolaire E4 (1:14,700)

Lights

2921-3 Breakwater 16°45'2N 22°59'W

Iso.R.4s11m5M Lantern on metal mast 5m

Note May sometimes be turned off when there are brightly lit vessels alongside

2920 Casa Valente, Lts in line 064° (occas)

16°45'2N 22°58'6W

F.R.8/13m5M (lights 435m apart)

2921 Oil pipeline, Lts in line 044° (occas)

16°45'3N 22°58'7W FI.3.5s9/15m5M

Red posts 9/15m (lights 95m apart)

Note Both the above pairs of lights in line indicate the oil pipeline and tanker berth – they are NOT leading lights buoy Tanker berth No 1 16°45'1N 22°59'W

buoy Tanker berth No 2 16°44'9N 22°59'W

Both Q.R. on metal ships' mooring buoys, plus other unlit buoys nearby

General

A deeply indented bay on the west coast of Ilha do Sal, Porto da Palmeira offers good shelter from northwest through east to south, further improved by a breakwater to the northwest. The village is clearly visible from offshore, with two prominent wind generators to the northwest (at 16°46'.1N 22°59'W) and a cluster of silver oil storage tanks to the southeast.

The well-protected anchorage can accommodate thirty or more yachts without serious overcrowding, but it is somewhat bleak and often subject to swell. Facilities are improving, and as in many Cape

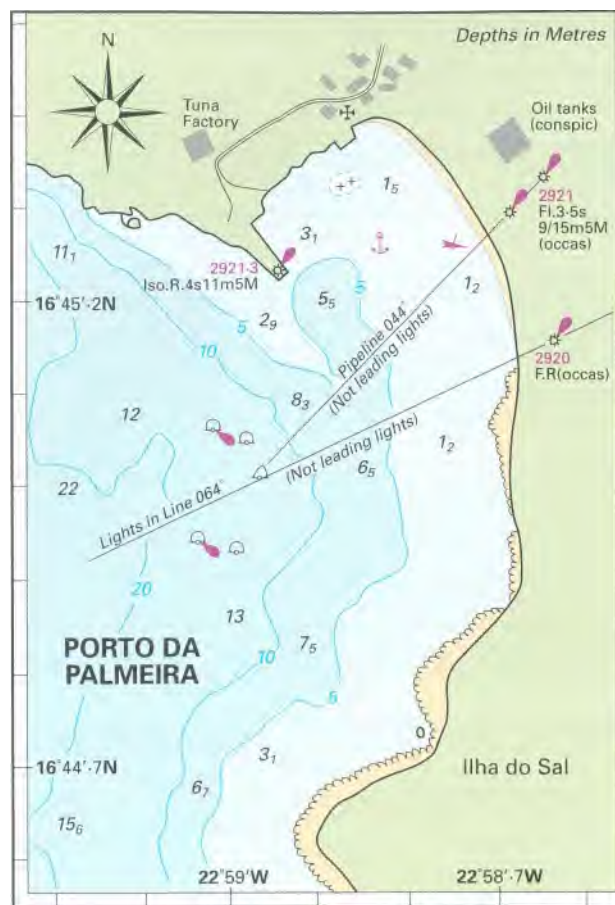
Porto da Palmeira – one of only three harbours where yachts can clear into the Cape Verdes – is becoming increasingly popular. The camera is looking southwest



Approach

Much of the island is low, with a few isolated hills of which the highest, at 407m, is Monte Grande (Monte Vermelho) in the extreme northeast. Thus it can often be lost in haze until very close in. An offing of 0.5-1M is sufficient around the northern part of the island, but the southern part should be allowed a minimum of 1M due to the long sand spits which extend offshore in several places. The current in the vicinity of Ilha do Sal usually sets southwest at about 0.5 knots but may sometimes be much stronger, particularly when the northeast trades are blowing.





Verdean villages a great deal of building work is in progress. There appear to be few problems with security and it is not usually considered necessary to employ a yacht or dinghy 'watcher'. (Though see note page 260).

Approach

Straightforward by daylight, and quite feasible at night in reasonable weather. If approaching in darkness care must be taken to avoid the five steel mooring buoys marking the tanker berth, only two of which are lit, both Iso.R.

A shoal extends nearly 250m from the end of the breakwater – see plan – which should be avoided if any swell is running, though 2m is to be found within 50m of the breakwater head.

Anchorage

Best yacht anchorage is in the northeast of the harbour in about 3-5m over sand and stones, though holding is variable (it seems that, once set, an anchor is generally secure). The inside of the mole is in continuous use by cargo boats, ferries and fishing boats.

Dinghies can be left at the small quay in the north corner of the harbour, though both consideration and a long painter should be employed as local people land (and sometimes haul their dinghies out) on the quay and, reasonably enough, do not appreciate being impeded by flocks of inflatables on short painters.

Formalities

Palmeira is currently one of only three ports in the archipelago where inward clearance to the Republic of Cape Verde can be obtained – see Entry and regulations, page 267 – though it is necessary to visit the *policia de fronteira* office at Amilcar Cabral Airport to clear immigration.

The *delegação marítima* (harbour office) occupies a blue house on the outskirts of Palmeira, on the left side of the road to Vila de Espargos. It is open mornings only and little interest appears to be taken in yachtsmen, who are normally told to go directly to the airport. There are no harbour dues for yachts. At the airport the ship's papers are inspected and the skipper given a form to complete, for which a charge of US \$1 is made. This requires all the usual details, plus the proposed itinerary whilst in the Cape Verdes and the intended port and date of departure. All passports are stamped (though it is not necessary for all the crew to present themselves in person) for which there is no charge.

Facilities

Little is available in Palmeira itself and it is generally necessary to visit Vila do Espargos, about 2M inland, for more than routine needs. Taxis are relatively inexpensive or a lift may be offered.

Boatyard None as such, but there is a large road

crane at the airport should lifting out be unavoidable.

Water By can from the *fontana* – a blue concrete structure north of the main street – the only source of supply for many local people. It is usually locked between 0900 or 0930 and early evening. Water comes from the nearby desalination plant, and though the quality is generally good it may be unwise to drink it without treatment of some kind.

Showers A public shower block has been built on the harbour front (look for the Sentina sign) but the hours of the lady in charge appear to be irregular.

Diesel By can from the Shell depot to the east of the harbour. Large quantities (possibly to be shared between several yachts) can be delivered to the breakwater by road tanker.

Petrol From a filling station in the village or from the Shell plant, by can only.

Bottled gas Butane refills at the Shell plant overlooking the harbour (but note that even the familiar Camping Gaz cylinders have a different fitting to those in the UK, so direct swaps are unlikely to be possible).

Banks Two in Espargos, open 0830-1500 Monday to Friday. VISA card accepted for cash advances (passport necessary). Both have cash dispensers outside but these appear only to accept the 'National Card', not VISA etc – see Money, page 263.

There is both a bank and a 24 hour currency exchange at the airport, the latter charging no commission.

Shops/provisioning Several small mini-markets in

afternoon from a house on the main square, but a better choice in Espargos with tinned, dried and some fresh goods. The *Central* has a well-stocked freezer, deli counter, and some imported fresh vegetables. Also two bakeries, clothes shops, small stationery store, etc.

Produce market Small produce market in Palmeira, with a larger one in Espargos.

Cafes, restaurants & hotels Several bar/cafes and at least two restaurants in Palmeira, with more in Espargos, where there are also hotels and other accommodation.

Medical services Hospital in Espargos, where there is also an immaculately kept pharmacy.

Communications

Post office CTT office in Espargos (open 0800-1200 and 1430-1800), *Fax* 411555. Individual phone booths for international calls. Phone cards are on sale, but note that these may not operate the public telephone in Palmeira.

Telephone Just outside the harbour gate, and able to handle international calls. The security guard normally has cards for sale.

Email At the airport, open 0800-2200 Monday to Friday (with occasional 30 minute breaks), 1100-1500 Saturday, closed Sunday. Also Cyberspace, off the main street in Espargos, nominally open 0930-0000 daily.

Car hire In Espargos and at the airport. See Road transport, page 265.

Taxis Readily available in Espargos, but it may be more difficult to find one in Palmeira itself. *Ferries* Regular interisland service.

Air services Frequent interisland and international flights. There is a left luggage facility at the airport, operational (and manned) around the clock.

Baia da Mordeira

16°41'6N 22°58'W

Lights

2919 9 Rabo Junco 16°41'N 22°59'2W FI.
4s15m8M Metal tower 5m

General

A very beautiful anchorage with clear water, Baia da Mordeira (Murdeira on local maps) is nearly 3M wide and almost semicircular. Situated on the southwest coast of Ilha do Sal, it gives good protection from northwest through northeast to southeast. The centre of the bay is a prohibited anchorage due to submarine cables which terminate at a red building on the shore — a line from this building to the northwest point of the bay (Ponta Pesqueirona) marks the northern limit of the cables. Most yachts opt to anchor in the northern corner of the bay, where the bottom shelves gradually and fetch can be reduced by working into 5{6m over rock and sand. A tripline is advisable. Excellent snorkelling, but care is needed when landing as a big surf runs on the beach — landing is probably easiest in a small cove off the main bay, also used by

fishermen. There are no facilities ashore, but buses to Palmeira or Santa Maria run along the road behind the bay.

A tourist resort has recently been built around a small, semi-circular lagoon on the southeast shore of Baia da Mordeira, but entry is totally unsuitable even for dinghies — which in any case would probably not be welcome.

Baia de Santa Maria

16°35'.7N 22°54'.6W

Plans

Admiralty 367 (1:20,000)

Portuguese 260 (1:10,000) (first published 1957)

US 51520 (1:15,000)

Lights

2922 Ponta do Sine) 16°35'3N 22°55'.3W

F1(2+1)15s11m8M 300°-vis-142° Square white tower 9m

29225 Ponta de Vera Cruz 16°35'8N 22°54'.3W

F.R.6m3M 300°-vis-049°

White tower emerging from building

Note A wind generator tower lies some 600m to the northwest

General

Formerly a salt shipping port, Santa Maria is now the archipelago's first serious venture into the tourist industry with several large hotels — windsurfing is the principal attraction — and a multiplicity of bars and restaurants. A long range of cream buildings with pink tiled roofs (the Morabeza Hotel) lie near the head of the bay and are easily seen from seaward. If conditions permit the yacht to be left unattended, Santa Maria offers perhaps the broadest range of nightlife options in the archipelago.

In November 2002 the wreck of a large schooner lay on the reef off Ponta do Sino, said by local people to have been there for at least two years.

Anchorage

Shelter is good from southwest through north to east, though northeasterly swells frequently work into the bay and some rolling is almost inevitable. Best anchorage is quite close southwest of the roughly repaired pier in the middle of the hay,





Looking west-southwest along the fabulous beach at Santa Maria towards the old pier

outside the local boat moorings, but depths shoal suddenly so approach with care. Holding is good in 5m or more over sand, and some yachts favour a second anchor to hold them into the swell.

Santa Maria can be a good choice in swells from the north-northwest, which may make both Palmeira and Mordeira – not to mention Sal Rei on Ilha da Boavista – quite untenable.

Landing on the superb white sand beach can be difficult as there is nearly always some surf, but there are ladders each side of the pier and dinghies on long painters can be left on the lee side, clear of the ladders which are in constant use by local, tourist and yacht traffic all day and much of the night. There appears to be no need for a minder.

The old customs house at Santa Maria, now converted into cafés and shops. The stone buildings on the left belong to one of the beachfront hotels



Windsurfers and scuba equipment are available for hire from several points on the beach.

Facilities

Water Bottled water readily available in the shops and bars.

Showers Several of the hotels have beach showers, for which a small charge is likely to be made.

Bank Two, open 0800-1500, with cash dispensers accepting the 'National Card' only – see Money, page 263.

Shops/provisioning Several small general stores plus bakery etc.

Produce market Small market – though much of it has been taken over by souvenir sellers – with fresh fish often for sale at the pier.

Cafes/restaurants Good choice, including several on the beach.

Hotels Santa Maria is the tourist showplace of the Cape Verdes, with accommodation at all levels.

Medical services Small health centre, with a hospital in Espargos.

Communications

Post office/telephones In the village, with individual phone booths for international calls and two phone boxes outside.

Email At the Wind Pub Internet Grill, two streets back from the waterfront about 200m east of the pier. Open evenings only.

Car hire Hertz, Avis and other companies hire out both standard and four wheel drive vehicles. See Road transport, page 265.

Taxis Plenty.

Buses Frequent aluguer minibuses to Espargos via the airport.

Air services About 20 minutes to the airport by taxi.

Porto de Pedra de Lume

16°45'5N 22°54'W

Plans

Admiralty 369 (1:18,000) (based on surveys dating from 1956; soundings in fathoms)

Portuguese 261 (1:5,000) (first published 1956)

Lights

29235 Pedra de Lume 16°45'2N 22°53'4W

Fl(5)20s28m8M Metal post with gallery 5m

29232 Ldg Lts on 306° (occas) 16°45'5N 22°54'1W

Front F.G.14m2M Low pyramid 3m

Rear, 2F(vert)21m2M

Framework tower on house 7m (lights 215m apart) Note

None of the other light structures shown on

Admiralty 369 or quoted in the various light lists still exist

General

On the exposed east coast of Ilha do Sal, Porto de Pedra de Lume provides shelter from south through northwest to northeast, but would be uncomfortable and probably dangerous when the northeast trades are blowing. The tiny inner harbour has little more than 1m depth. Parts of the bay are rocky, but during summer when the trade winds are down it might be possible to anchor south of the quay in 7-8m over sand and rock. There are no facilities ashore other than a small cafe/bar.



Little can have changed at the tiny Porto de Pedra de Lume since its heyday in the salt trade. Now, despite a few small fishing boats and an antique sheerlegs, it has an almost eerie atmosphere

Porto de Pedra de Lume was used for many years for exporting salt, which forms naturally in a nearby volcanic crater. The area is well worth a visit by road to see this (unique?) phenomenon together with its antique and sadly dilapidated machinery.

Selling fish, Cape Verde style!

Sue Thatcher



Boavista

Between 15°58'N-16°14'N and 22°40'W-2°58'W

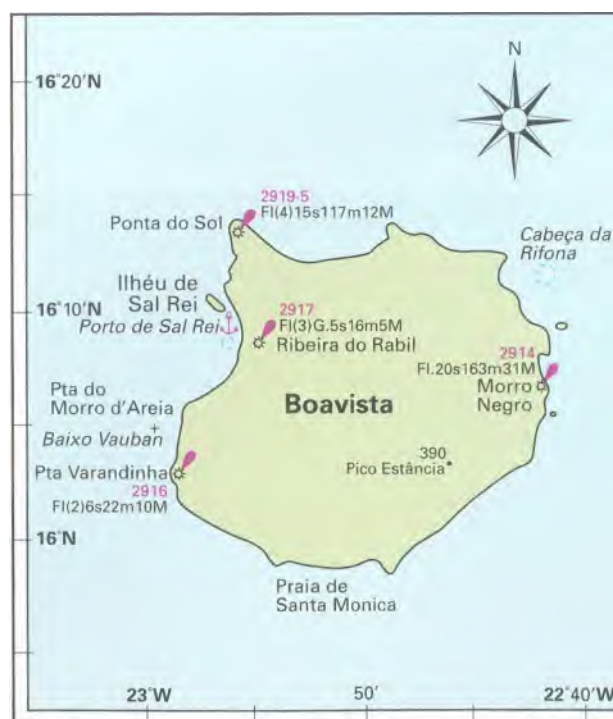
General

Ilha da Boavista is the most easterly of the Cape Verde islands, lying just over 21M south of Ilha do Sal and 42M north-northeast of Ilha do Maio, and covering an area of some 620km². Much of the eastern part is high, reaching 390m at Pico Estância, but visibility is sometimes deceptively poor and the island hidden by haze until only a few miles distant. It is one of the least developed of the Cape Verde islands – there are fewer than 4000 inhabitants – and with its giant sand dunes and thousands of date palms has aptly been described as 'a small piece of the Sahara adrift in the Atlantic Ocean'. However its miles of white sand beach, excellent windsurfing and interesting diving (more than 200 known wrecks litter the shores of Boavista) have begun to attract an increasing number of foreign visitors, including yachtsmen. It is also well worth visiting the unexpectedly attractive interior.

In addition to the two anchorages off Porto de Sal Rei, between January and March it may be possible to anchor off the long white beach at Santa Monica on the south coast of the island, but later in the year swell makes this unpleasant or downright impossible. The so-called Porto Ferreira on the east coast is a port in name only, unsuitable for yachts and with very little ashore.

Telecommunications

Mobile (cell) phone reception is good in and around Sal Rei, though note the limitation detailed on page 264. There are no individual island or area codes. There are at least two places where the internet can be accessed – see page 281.



Navigation

Magnetic variation

11°20'W (2004), decreasing by 8'E annually. Local magnetic anomalies are reported to exist east of Boavista.

Tidal streams

Although tidal streams as such are weak, generous allowance must be made for the strong south-southwest setting current in the channel between Ilha do Sal and Boavista.

Charts

Admiralty 366 (1:500,000)

Portuguese 208, 209 (1:100,000)

US 51520 (1:250,000)

Imray-lolaire E4 (1:510,000)

Note If sailing in the vicinity of Boavista it is essential to carry current editions of all charts, as some older editions show the island several miles west of its true position.

Lights

29195 Ponta do Sol 16°13'7N 22°55'W F1(4)

15s117m12M 017°-vis-272°

Metal tower 7m

2914 Morro Negro 16°06'2N 22°40'.7W F1.

20s163m31M 163°-vis-035°

Square white turret on building 12m

2916 Ponta Varandinha 16°02'7N 22°57'.7W F1(2)

6s22m10M Lantern on red structure 7m 310°-vis-

194° Racon V every 30s 24M

Caution

In late 2002 the Port Captain at Porto de Sal Rei took pains to stress that there was a major problem with the lights on Boavista, many of which did not operate for weeks or months at a time. He considered that any approach to the island in darkness was dangerous in the extreme.

Approach

Ilha da Boavista is most likely to be approached from the north or east, both of which require particular care. Generous allowance must be made for the strong south or southwest-going current, and an offing of at least 4M maintained along the northeast coast to avoid the breaking reefs of Cabeça da Rifona. The island should be closed to

within 1M only after Ponta do Sol comes abeam.

If departing Sal Rei's southern anchorage for Ilha do Maio or Santiago it is essential to leave on a bearing of not less than 220° in order to clear the Baixo Vauban, a reef running almost 2M offshore some 1.75M west-southwest of Ponta do Morro d'Areia.

Anchorage

Porto de Sal Rei

16°10'N 22°55'.2W

Tides

Time difference on Dakar: —0020, on Mindelo (Porto Grande): +0025

Mean spring range 1 Om

Mean neap range 0.4m

Plans

Admiralty 369 (1:50,000) (based on surveys dating from 1905 and 1950, and seriously inaccurate; soundings in fathoms)

Portuguese 262 (1:20,000) (first published 1957)

Imray-lolaire E4 (1:31,300)

Lights

29196 New breakwater 16°10'7N 22°55'.5W

Iso.R.4s7m5M Concrete column on wall 1m

Ilheu de Sal Rei, northern point 16°10'6N 22°56'2W (PA) F1(3)G.

10s Lantern on metal post

Note Operational since 2002 or earlier but still not included in any official publication

2918 Calheta do Velho (Ilheu de Sal Rei)

16°10'4N 22°56'W F1(5)WR.20s28m11M

220°-R-355°-W-220°

Column close to grey building 8m

2919 Old quay 16°10'5N 22°55'.1W

F1(3)R.12s8m5M Red lantern on building 6m

Note Not operating as of November 2002

2917 Ribeira de Rabil 16°08'5N 22°54'W

F1(3)G.5s156m5M 010°-vis-120°

Metal tower with lantern 5m

Note Situated at the airport about 1M inland

Boavista, 'a small piece of the Sahara adrift in the Atlantic Ocean'
Sue Thatcher



General

Vila de Sal Rei, lying inside the island of the same name, is a small town with a few restaurants serving excellent lobster at reasonable prices, but little else. There is a small concrete quay used by fishermen – many of whom still work under sail – but cargo is now landed at the new breakwater north of the town.

The beaches south of Sal Rei are long, clean and almost deserted, though landing is often difficult due to the swell. Sailboards are available for hire, and the area has a growing international reputation as an outstanding venue for the sport. There are also two PADI-accredited dive schools. A wreck lies in 6m of water about 800m northwest of Ribeira de Rabil light'. Parts of it break the surface and the snorkelling around it is particularly rewarding.

In addition to the two anchorages detailed below, there is reported to be a good spot behind Recife do Chave (marked by a prominent brick chimney) at the southern end of the long beach, from which one can walk to the village of Rabil a mile or so inland.

Approach and anchorage – southern

Visiting yachts normally anchor in the bight formed by the southern end of the island and the shore, sheltered from north through northeast to southeast, with some protection around to south.

Approach in daylight only, keeping well offshore in 25m or more until Ilheu de Sal Rei bears due east. Then close the island to the 10m contour (some 400m offshore) and skirt its southern end, passing inside Baixo Inglez which lies about 1M south of Calheta do Velho light structure and 0.75M off the island itself.

Turn east when the ruined fort comes abeam and hold this course until the village bears due north. Then turn northwards and work towards the village into a suitable depth for anchoring – the bottom shelves gradually but does vary – and 4-5m will be found about halfway between the southern point of the island and the shore. Holding is patchy, with rocks underlying the sand in some areas. Ilheu de Sal Rei is worth a visit, and has a small beach.



It is not possible to reach the village from the south by yacht due to shoals – access is via a dinghy passage carrying about 1m. Stone steps provide a convenient dinghy landing point, though the dinghy itself would be better left on the small beach just north of the old quay. There does not appear to be a security problem in Boavista, but even so a padlocked wire strop might be wise to deter local children from 'borrowing'.

Particular care should be taken if visiting the area during summer or autumn when south or southeasterly winds are common. Though seldom strong, they can rise without warning and set up a heavy swell which makes it difficult if not impossible for a vessel to leave the bay. Even in the winter when

The view southwest across the southern anchorage at Porto de Sal Rei, seen from the roof of the old fishermen's quay. The harbour office can just be seen beyond the tree, while the blue building on the right is a bougainvillea-shaded restaurant





'Down at the waterhole' — the water tank and communal laundry near the beach at Vila de Sal Rei are a focus of village life
Sue Thatcher

the northeast trades are established, gales further north may set up a northwesterly swell which runs down both sides of Ilheu de Sal Rei, breaking heavily on Baixo Inglez, causing the reef between the island and the town to break all the way across, and even producing white water on the 3-7m patch south of the anchorage. The only thing to do in such conditions is to get out while it is still safe to do so - conditions offshore are likely to be much pleasanter.

Approach and anchorage - northern

Weather permitting and subject to space, yachts may anchor south of the new breakwater or even lie alongside, albeit briefly, in 3m or more. However extreme caution is needed, as the area can quickly become dangerous if the weather deteriorates and particularly if a northwesterly swell develops.

Five wind farm towers, visible from well offshore,

The northern anchorage at Porto de Sal Rei, with the new breakwater on the right and Ilheu de Sal Rei on the left. The camera is looking northwest

lie close northeast of the root of the breakwater. Approach in good daylight on a course of approximately 130°, with the beacon on the reef slightly open of the breakwater end and a close eye on the depth sounder, to round the breakwater with 100m clearance. A number of yachts and fishing boats are likely to be found in its shelter, either on moorings or multiple anchors. Exact depths are unknown but are understood to be adequate for all but the deepest of yachts.

There is a slipway on the south side of the breakwater where it would be possible to land by dinghy, and although the facility is closed off by a gate complete with uniformed guard he appears to have a fairly relaxed attitude. The large Shell depot close northeast of the breakwater is not a retail operation.

Formalities

Visit the *delegação marítima* (harbour office) on the old quay, open 0800-1200 and 1230-1530 Monday to Friday, closed weekends. A fee of CVE 470\$ (about £3/€4) is payable for a stay of any duration, irrespective of the size of yacht or number of crew. Provided that immigration clearance has already been obtained at one of the three specified islands -see page 267 - there is no further paperwork.

Facilities

Water By can from a blue building on the road leading northwards out of the main square. Although it appears clean it would nevertheless be unwise to drink it without treatment. Also distinctly cloudy water from an aluminium tank on the front just north of the old quay, next to a communal laundry building. Small charges are made at both facilities. Water is not provided on the new breakwater.

Bottled water is available in every shop and is bought by all, including local people.

Showers Try one of the hotels.

Fuel By can from one of the two filling stations on the road south out of town. It may be possible to order larger quantities of diesel delivered to the breakwater by road tanker, but Palmeira and Mindelo are much better options for fuelling up.

Bottled gas Butane refills via the Shell garage.



Bank On the main square, open 0800-1500 Monday to Friday, where cash can be drawn against a VISA card (passport required). Expect some queuing.

Shops/provisioning Several supermarkets of varying size with reasonably good stocks, plus small pharmacy, hardware stores etc. There appears to be no bakery, but bread is sometimes available in the produce market — ask if it is not to be seen as it may well be covered against flies.

Produce market A new and airy produce market opened on the main square in 2001. Stocks vary depending on when the cargo ship last called but generally include a reasonable variety of tropical fruit and vegetables. Take your own bags.

Restaurants Several, both European and locally owned. Booking is generally required, particularly for fresh lobster. Credit cards are not accepted.

Hotel An ever increasing number at all levels, many Italian owned and run.

Medical services Small hospital on the main square.

Communications

Post office Just off the road north out of town.

Telephone & fax At both the post office and the internet cafe (see below).

Email At the Hot Dog Cafe & Internet Point a couple of blocks north of the main square, open 0730-2300 every day other than Tuesday. Also reported to be available at the Marine Club Resort and possibly at other hotels.

Taxis Readily available, or negotiate with an *aluguer* driver for a day trip. Car hire is also possible, but given that Boavista's better roads are cobbled and the others no more than dirt tracks, most people will prefer to hire their car complete with local driver.

Ferries In theory the interisland ferry calls every week, but poor weather — particularly northwesterly swell — may cause delays.

Air services Small airport 5km southeast of the town, with regular flights to Ilha do Sal and Santiago.

Baixo de Joao Valente

Bisected by 15°48'4N 23°08'.8W

General

This dangerous unlit shoal lies some 17.5M southwest of Ilha da Boavista, almost straddling the direct course to Ilha de Santiago. The breaking area in the southeast, itself divided into two distinct reefs, is surrounded by depths of less than 10m stretching more than 2M north to south. Local charter boats visit for the diving, some claiming that it is the best dive site in Cape Verde for whales, sharks and other marine life. It is also a good place to sight whales on the surface.

The earlier remarks regarding the importance of using current editions of charts apply equally to the Baixo de Joao Valente, which was incorrectly positioned on older editions.

São Nicolau

Between 16°29'N-16°41'N and 24°01'W-24°26'W

General

Sao Nicolau, with an area of 346km², is the most easterly of the northwestern group of islands, lying only 9M from Ilheu Raso but approximately 60M due west of Ilha do Sal. It is very mountainous, reaching 1304m at Monte Gordo, and is thus wetter and more productive than most of the other islands with fruit, vegetables and sugar cane being grown. Much of the northern and western coastline terminates in sheer cliffs. The main town is Vila da Ribeira Brava, near the centre of the island, where the majority of the 20,000 population live.

Telecommunications

Mobile (cell) phone reception is good around both Porto do Tarrafal and the capital, Ribeira Brava, though there are almost certainly holes in some of the mountain valleys. Note also the limitation detailed on page 264. There are no individual island or area codes.

There is currently no public internet access on the island. However some asking around might well produce a local computer owner who would be willing to help out.

Approach

The exposed north coast should be given at least 1M clearance, increasing to 1.5M around Ponta Espechim. A generous 0.5M gives a safe margin along the south and southwest coasts, except if sailing from Ponta do Guincho towards Porto da Preguica, when the shoals of Baixo do Pataca should be given a more generous offing.



Navigation

Magnetic variation

11°40'W (2004), decreasing by 8'E annually.

Tidal streams

Tidal streams set west on the flood and east on the ebb at up to 2 knots.

Charts

Admiralty 366 (1:500,000)
Portuguese 201 (1:500,000)
US 51500 (1:250,000) Imray-
Iolaire E4 (1:510,000)

Lights

2934 Ponta do Barril 16°36'5N 24°25'W
F1(3)12s13m15M White square tower and building 9m
29332 Ponta Espechim 16°40'5N 24°21'W
F1(3)5s43m8M Metal tower 5m
2930 Ponta Leste
16°34'N 24°01'5W F1(4)10s73m12M
140°-vis-030° White column with red lantern 3m
29333 Ponta Delgado 16°33'N 24°06'5W Fl.WRG.4s7m5M
Metal tower 5m
29331 Ponta Vermelha 16°29'N 24°19'W
F1(5)20s18m8M Metal tower 5m

Harbours and anchorages

Porto do Tarrafal

16°34'N 24°21'5W

Plans

Cabo Verdean 31 (1:5000)

Lights

2932 Breakwater 16°34'1N 24°21'7W
Iso.R.4s8m5M Red post and lantern 5m

Note The nearby light (with identical characteristics) identified in the 2004 Admiralty *List of Lights* as Cais o Tarrafal (2933), does not exist

General

Situated on the southwest coast of the island, Porto do Tarrafal with its substantial breakwater provides shelter from north through east to southwest. A small village when visited in 1993, by 2003 it had grown into a sprawling town sporting a contrasting mixture of old and new buildings and able to meet all daily needs. Many yachtsmen familiar with the Cape Verde islands consider it their favourite anchorage.

The local economy revolves largely around fishing, with tuna and other large fish salted on the quay and a fishmeal processing plant (which generates surprisingly little smell) behind the beach. There has been talk of a tourist centre being built to exploit the excellent sport fishing in the channel between SR) Nicolau and Santa Luzia where a number of international records are held, but no start had been made by early 2003.

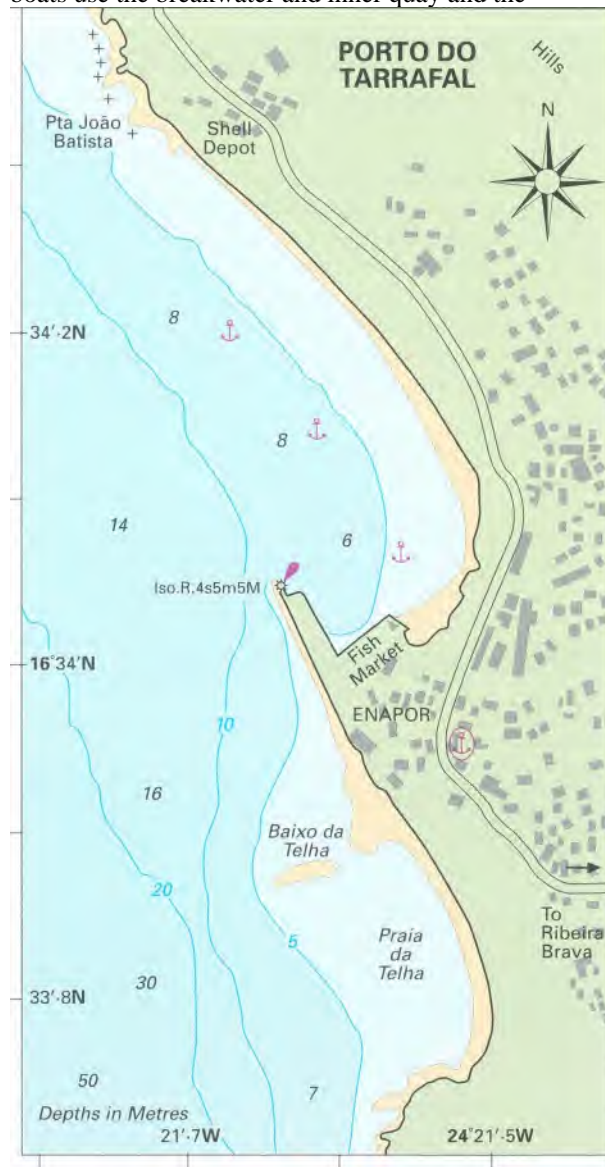
Swimming in the harbour could be unwise, but there is a clean, dark sand beach (complete with local beach bar) five minutes' walk south. The local people are friendly and relaxed towards visitors, and security appears to be good.

Approach and anchorage

The breakwater and village are easily identified from offshore with no hazards on approach, though if coming from the south a minimum offing of 300m should be allowed around the Baixo da Telha. It would be wise not to close the breakwater until it bears northeast.

Holding is good in 5-10m over black sand — fortunate, since fierce northeasterly squalls may funnel down the ravines with little warning. At other times a light onshore wind picks up, making it essential not to anchor too close in. When very crowded — and some 45 yachts were reported in late 2003 — it will be necessary to anchor in the bay to the north of the harbour, where holding is variable over rock, stones and black sand. There is a Shell depot just south of Ponta Joao Batista off which tankers sometimes anchor to unload. Long hoses are used, and any yachts in the vicinity will be asked to move.

Ferries and small cargo boats as well as fishing boats use the breakwater and inner quay and the





Yachts anchored below the spectacular cliffs at Porto do Tarrafal, looking north. Fierce squalls can funnel down the narrow ravines with little warning, so it is fortunate that the holding is good

port captain rightly insists on yachts keeping well clear of the fairway. Even so it might be possible to lie alongside for a limited time, possibly to load water or fuel – consult the port captain.

Dinghies can either be pulled up on the slipway at the root of the mole or left on the beach. The latter is likely to attract a posse of young 'boat minders' eager to 'guard' it all day for CVE 100\$ or less. When strong northeasterly squalls are blowing it can become difficult or even impossible to get ashore in an inflatable under oars for days on end.

Formalities

To find the *delegação marítima* (harbour office), walk south along the road behind the beach until it reaches the town and turn left between the two curved entrances. The (labelled) yellow door is immediately on the left. The office is open 0800-

The wide bay at Porto do Tarrafal, looking west-southwest

1530 Monday to Friday, closed weekends. A single charge of CVE 465\$ (about £31€4) is made for a stay of any duration, irrespective of the size of yacht or number of crew. Provided that immigration clearance has already been obtained at one of the three specified islands – see page 267 – there is no further paperwork.

Facilities

Facilities in the town have improved vastly during the decade since the breakwater was completed, and the trend looks set to continue.

Engineers The generating station behind the cream wall opposite the beach also contains some engineering equipment, and maintenance staff might be willing to assist in an emergency (provided the language barrier could be overcome).

Water Taps just north of the square building on the beach, and again further up the road, both turned



on at set times – enquire locally. Neither is of drinkable quality, but bottled water is readily available.

For larger quantities visit the ENAPOR office (open 0800-1530) at the top of the breakwater steps. A metered tap will be turned on, controlling a hose at the back of the steps. In 2002 water cost CVE 432\$. . per tonne!

Showers Try the Pensão Alice (a small green building opposite the beach) or anywhere else offering accommodation. A charge will, of course, be made.

Fuel By can from either of the filling stations on the road out of town. The Shell diesel pump on the quay does not serve yachts. It may be possible to get fuel delivered to the quay by road tanker –enquire at the ENAPOR office.

Bottled gas Camping Gaz from the Shell filling station (which maintains several other compounds around the town) but no facilities to refill other bottles.

Bank On the main square, open mornings only, closed weekends.

Shops/provisioning Numerous small grocery stores, including one at the Pensao Alice, stocking basic provisions including eggs, fruit and vegetables. Fish can be bought directly from the boats as they unload at the quay – or sometimes from deck to deck on their way home. There is no produce market.

Restaurants & hotels One hotel south of the harbour, with two pensaos to the north and more under construction. Both pensaos serve meals to non-residents, but some notice may be required.

Medical services Hospital in Ribeira Brava.

Communications

Post office with telephones On the main square. There are two metered phone cubicles inside, plus a card-operated box outside. Closed weekends.

Email No public internet access by early 2003, but it can only be a matter of time.

Taxis Expensive – shared aluguer minibuses are much better value. The ride across the mountain ridge to Ribeira Brava shows a completely different side of São Nicolau and is highly recommended.

Ferries The interisland ferry calls about once a fortnight.

Air services Small airport on the road between Ribeira Brava and Porto da Preguica, with regular flights to Ilha do Sal, Sao Vicente, and Santiago.



Looking southwest along the south coast of Sao Nicolau past the old town of Preguica and its tiny quay

Porto da Preguica

16°33'7N 24°16' 8W

Tides

Time difference on Dakar: –0035, Mindelo (Porto Grande): +0010.

Mean spring range 0.8m

Mean neap range 0.4m

Plans

Admiralty 369 (1:12,200) (based on surveys dating from 1904; soundings in fathoms)

Portuguese 258 (1:7,500) (first published 1963)

Imray-lolaire E4 (1:8,600)

Lights

2936 Porto Velho 16°33'7N 24°16'8W

F1(2+1)R.15s25m5M

285°-vis-016° Red lantern on white building 7m

Note The light structure on the quay shown on Admiralty 369, and listed as Cais do Preguica (2938) in the 2004

Admiralty List of Lights, no longer exists

General

Once the main port of São Nicolau, with the building of a breakwater at Porto do Tarrafal the more exposed Porto da Preguica has reverted to life as a small fishing village, where boats are drawn up on the stony beach west of a small quay. A large white building on low cliffs to the east is conspicuous from offshore.

In favourable weather it is possible to anchor off in about 10m, and yachts have been known to go alongside the quay for short periods though it would be wise to check first by dinghy for underwater obstructions. There are steps on the western side to facilitate landing by dinghy.

Any attempt to close the beach would be unwise due to moored boats and numerous floating lines. Not a harbour to be recommended, and with very little ashore beyond a couple of bars and a communal water tap.

Baia do Carracal

16°33'N 24°05'W

General

Suggested as a possible anchorage in the *Africa Pilot* (see page 322) but not visited by the author. The following description was received from Jill Schinas, to whom grateful thanks:

'The south coast of São Nicolau is of unremitting orange-brown until one reaches Baia do Carracal. Here a little clump of palm trees and acacias chokes the mouth and meeting place of two *ribeiras*. The sea has pushed its way into their mouth to form a tiny cove, and the village of Carracal sits on either side. For a yacht on passage from Ilha do Sal to Tarrafal or vice-versa it would be a good place for an overnight stop.'

Other reports confirm that the village of white houses is easy to spot, but the bay is small with shoals on either side. Though offering shelter from the northeast trades it can be roly in any swell. There is a tuna-canning factory on the shore.

Anchorage

Jill recommends: 'anchor just outside the cove in about 12m, but beware of isolated rocks on either side. It is also possible to anchor inside the cove and take a line ashore (there is insufficient swinging room for normal anchoring). Landing is easy on the black sand beach, and the local people friendly without being pushy.'

As of late 2002 it was reportedly no longer possible for a yacht to enter the inlet as a float (onto which cargo could be unloaded from a ship) was moored in the middle of the bay with lines — either floating or not far below the surface — on either side.

Santa Luzia

Between 16°44'N-16°48'N and 24°41'W-24°48'W

General

Santa Luzia is separated from Rio Vicente by the 4.5M wide Canal de Santa Luzia. At less than 12km long it is one of the smaller of the Cape Verde islands and has very little vegetation and no permanent inhabitants, though fishermen may stay for periods of a week or more, camping in the derelict village on the southwest coast. However it is said to be home to a variety of animals including donkeys, goats and dogs (though possibly the latter had travelled to the island with the fishermen).

The southeast coast is flat, uninteresting and completely exposed, and the 'landing place' marked at Praia Francisco on BA 369 could only be usable in very light winds from north or northwest.

Having been unable to visit the island myself, I would particularly like to thank Jill Schinas for much of the following information.

Navigation

Magnetic variation

11°55'W (2004), decreasing by 8'E annually.

Tidal streams

Tidal streams run strongly in the Canal de Santa Luzia, the northeast-going stream theoretically beginning 3 hours before HW and the southwest-going stream — which combined with the ocean current can reach 4 knots or more — about 2 hours after HW. In practice the former overrules the latter only after very prolonged periods of light winds. Thus if crossing from Sao Vicente to Santa Luzia or vice versa, one should aim to be heading north (up the Canal de São Vicente, or across and up the Canal de Santa Luzia) within 2 hours either side of HW.

Around the rest of the island tidal streams set west on the flood and east on the ebb at up to 2 knots.

Charts

Admiralty 369 (1:90,440) (based on surveys dating from 1952; soundings in fathoms)
Portuguese 205 (1:100,000)
US 51500 (1:250,000)
Imray-lolaire E4 (1:510,000)

Lights

2939 Ponta do Algodoeiro 16°47'-6N 24°47'W
F1(2)6s8m Metal tower 5m
29395 Ponta dos Tarrafes 16°44'3N 24°42'.2W
F1(2+1)15s8m Metal tower 5m

Approach

The surrounding waters are poorly charted and the island should therefore be given an offing of at least 1M, particularly at its eastern end. Wind over tide plus the uneven and relatively shallow depths can make for very confused seas. At times the wind can blow right round Ilha da Santa Luzia, suddenly turning the prevailing northeast wind into a southerly.

According to recent GPS readings, both Ilha de Santa Luzia and the Ilheus Branco e Raso may be incorrectly positioned even on current charts.



Anchorage

Praia do Palmo a Tostao

16°45'N 24°46'W

Tides

Time difference on Dakar: —0040, on Mindelo (Porto Grande): +0005

Mean spring range 0.8m

Mean neap range 0-6m

General

A shallow bay on the southwest coast backed by a sandy beach, affording protection from northwest through northeast to southeast. The 12m Ilhéu Zinho, with outlying rocks, lies some 600m offshore in the centre of the bay and anchorage may be made either side of it, or between it and the shore, over good holding in about 6m. The shallow shelf broadens considerably towards the southeast end of the beach. There is no fresh water or other facilities.

It is reported that the anchorage is prone to williwaws which may peak at more than twice the average wind speed, one yacht experiencing squalls in excess of 50 knots even though no more than 25 knots was encountered once on passage towards SR: Vicente. In compensation, there is almost limitless swinging room and another yacht reports laying 70m of chain after which 'the williwaws were not a problem'. However landing by dinghy proved impossible due to surf, and only those crew members prepared to swim ashore were able to set foot on the island.



Ilheus Branco e Raso

Navigation

Tidal streams and charts

See under Santa Luzia above.

General

Tiny islets both less than 3km long, Ilheu Branco lies 4M southeast of Santa Luzia with Ilhéu Raso some 3-5M beyond. Neither is inhabited. Both are nature reserves and in theory permission is required to visit,

Great care should be taken not to disturb birds or other wildlife, including the Cabo Verdean giant gecko.

Approach

Both islets are high and generally steep-to, and can safely be approached to within 0-5M.

Anchorage

Ilhéu Branco

Bisected by 16°39'N 24°41'W

Lights

2940 Ilheu Branco 16°39'3N 24°40'5W (PA)

F1(4)15s61m8M Metal tower 5m

General

Jill describes Ilheu Branco as 'magnificent'. It emerges through the *harmattan* haze as a vast white triangle and only later, as one gets closer, does the surrounding rock come into view. The white patch is of sand. As with Santa Luzia, fishermen visit and camp ashore. Frigate birds breed on the island.

The eastern extremity of Branco consists of a flat, low-lying sandy tail. In very windless conditions it might be possible to anchor here if one so desired.

Anchorage

It would be possible to anchor anywhere along the south coast of the island, inasmuch as it is shallow enough, but in normal trade wind conditions vicious northwesterly gusts (reportedly reaching 50-60 knots) may be encountered between Ponta da Parede and Ponta Delgada in the extreme southeast. More shelter should be found just west of Ponta da Parede in about 8m, where landing can be made on a small, stony beach just east of the white sand patch.

The occasional strong southwesterly gust should be anticipated when anchoring, and any variation on the usual northeast or east-northeast wind would probably allow a swell to work around one or other end of the island.

Ilheu Raso

Bisected by 16°37'N 24°36'W

General

Ilheu Raso consists of a plateau raised above the sea on a low cliff (less than 2m in places), surmounted by a number of dull, brown mounds, the tallest reaching only 164m. The island's only real attraction appears to be the colonies of seabirds which nest there, plus a species of lark reportedly found nowhere else in the world.

Visiting fishermen anchor off a tiny inlet with a ancient quay close northwest of Ponta de Casa at the southwest corner of the island, possibly in considerable depths.

São Vicente

Between 16°46'N-16°55'N and 24°52'W-25°06'W

General

Much of Sao Vicente's 227km² are hilly, in contrast to a low-lying peninsula on the northeast coast and extensive sand dunes south and east of Baía do Porto Grande on which Mindelo, the archipelago's second largest city, is situated. When seen from the northeast at 25-30M the western hills appear to be detached from the main mass centred around the 774m Monte Verde, the summit of which is often hidden in cloud.

The entire island – including the optimistically named Monte Verde – is very lacking in both natural water and vegetation, and is largely of an unrelieved sandy brown. Almost all its 60,000 population live in Mindelo and its surrounding suburbs.

The island was discovered on 22 January 1462, the feast day of Saint Vicente, hence its name. Being unsuitable for agriculture it remained largely uninhabited until 1838, when a coal bunkering station was established to supply the early Atlantic steamers and Mindelo also became a focal point for transatlantic cables. The attractive old Portuguese customs house on the waterfront in Mindelo, modelled on Lisbon's famous Torre de Belem, still bears witness to the one-time importance of the port. In late 2002 the crumbling structure was the subject of some much-needed restoration.

Carnival celebrations, said to be the most lively in the Cape Verdes, take place in Mindelo during the days before Lent. Many shops, banks and other businesses (including the airport) are closed on the Tuesday and Wednesday, and some remain shut all week.

Telecommunications

Mobile (cell) phone reception is excellent in and around Mindelo, certainly as far as the airport, but

has not been checked on the east coast of the island. Note also the limitation detailed on page 264. There are no individual island or area codes.

There are at least two places in the city where the internet can be accessed, and it may also be possible to use one's own notebook computer at the main post office – see page 293.

Navigation

Magnetic variation

12°20'W (2004), decreasing by 7'E annually.

Tidal streams

Tidal streams run strongly in both the Canal de Sao Vicente and Canal de Santa Luzia, the northeast-going stream beginning 3.5 hours before HW and the southwest-going stream about 2.5 hours after HW. The latter can reach 2.5 knots in the Canal de Sao Vicente and 3.5 knots in the Canal de Santa Luzia when combined with the southwest-going current.

Charts

Admiralty 366 (1:500,000), 367 (1:150,000)
Portuguese 205 (1:100,000) US 57500 (1:250,000)
Imray-lolaire E4 (1:510,000)

Lights

2942 Ilhéu dos Rissaros (Don Luis) 16°54' 7N 25°00' 7W F1(3)12s86m14M 057°-vis-091° and 196°-vis-258°
White pyramid with grey lantern 5m
Note Obscured from offshore 091°-196° by Santo Antao and 258°-057° by Sao Vicente, but visible if passing between the two larger islands 29445
Salamanza 16°54' 6N 24°56' 1W
F1(2)WRG.6s8m5M Metal tower 5m 29444
Baia das Gatas 16°53' 9N 24°54' 5W
F1(3)R.12s9m5M Metal tower 5m
29446 Calhau 16°51' 1N 24°52' W
F1(4)WRG.15s9m5M Metal tower 5m
2946 Ponta Machado (Dona Amelia)
16°49' 5N 25°05' 5W
F1.5s56m17M 302°-vis-172°
White square tower and building 14m

Coast radio station

São Vicente (24 hours) 16°51'N 25°W
Tr 312158, Fax 311882
MF Transmits 2182, 2439, 2601KHz SSB, receives 2049, 2160, 2182KHz SSB
VHF Ch 16, 18, 19, 20, 21, 22, 79

Approach

Sao Vicente is separated from Santo Antao to the northwest by the 6.5M wide Canal de Sao Vicente, and from Santa Luzia to the southeast by the 4.5M wide Canal de Santa Luzia. Both are deep and clear of dangers, but the strong tidal currents can build large seas, particularly on the flood. The small islet of Ilhéu dos Passaros lies 0.75M northwest of Ponta Joao Ribeira, close north of Mindelo, and can be passed in deep water on either side. There is also good water close inshore all around Sao Vicente and an offing of 0.5M is adequate except in the vicinity of Ponta Viana on the east coast where at least 1M should be allowed.



Harbours and anchorages

Mindelo (Porto Grande)

16°53'•1N 25°00'W

Tides

Portuguese tide tables are available for Mindelo (Porto Grande), alternatively the standard port is Dakar – see Tides and tidal streams, page 270. MLWS is 0.4m above datum and time difference on Dakar: -0045.

Mean spring range 0.8m

Mean neap range 0.5m

Plans

Admiralty 367 (150,000 and 17,500)

Cabo Verdean 41 (scale unknown)

US 51500 (1:20,000)

Imray-lolaire E4 (1:15,700)

Lights

2943 Cabnavé Shipyard 16°54'N 24°59'.9W

Fl.R.2s8m5M Metal post 4m

2944 Breakwater, outer arm 16°53'•3N 25°00'W

Fl.R.4s10m5M White column 8m

29442 Breakwater, inner arm 16°53'•3N 24°59'.9W

Fl.G.3s10m5M White column 8m

29443 Ferry quay 16°53'•2N 24°59'.6W

Iso.Y.4s6m5M Post 4m

29436 Comandante Naval Lts in line 075-6° (occas)

16°53'•3N 24°59'.5W

F.R.20/27m5M Buildings (lights 580m apart)

Note Not leading lights – see Approach and entrance, below

Fishing harbour detached mole, W end

16°52'•7N 25°00'W Fl.R.3m

Square white column, red lantern 2m

Fishing harbour detached mole, E end

16°52'•7N 24°59'.9W Fl.G.3m

Square white column, green lantern 2m

Note As is clear from the plan, it is not possible to pass between the above two lights as at least one yacht has attempted to do

29434 Oil tanker berth Lts in line 147° (occas)

16°52'•5N 25°00'•3W

F.G.13/29m5M (lights 790m apart)

buoy Tanker berth No 2 16°52'•8N 25°00'.7W

buoy Tanker berth No 4 16°52'•9N 25°00'•6W

Both Iso.R.1M on white pillar buoys, plus other unlit buoys nearby

Harbour communications

Port Authority a 314492, 314144, Fax 314281,

VHF Ch 15

boatCV (Kai Brossmann) 'a 324954, Fax 300092,

email info@boatcv.com, VHF Ch 09

Cabnavé Shipyard 73' 3141222, 314389, Fax 312874

General

The harbour and yacht anchorage at Mindelo – still referred to on Admiralty charts by its 'colonial' name of Porto Grande – is amongst the finest in the eastern Atlantic, giving total protection from northwest through east to south, and partial protection (with a fetch of up to 2M) from south around to west. Very occasionally a westerly swell can set in, but the anchorage is usually flat and although strong northeasterlies can produce unpredictable gusts these have little fetch. More often cool breezes of 5-10 knots from northeast or east keep the area well ventilated.

The anchorage is relatively empty of moored local craft and has on occasion seen more than 100 yachts

at anchor simultaneously, but even so shoreside facilities and support services in general have been relatively slow to improve. The two exceptions to this are boatCV run by Kai Brossmann, a German yachtsman who called at the Cape Verdes in the mid 1990s, saw the possibilities, and returned to form a sourcing, facilities and yacht charter company which has gone from strength to strength; and, secondly, a new fishing harbour on the southeast side of the bay where yachts can fill diesel and water tanks. Note however, that although the latter has a least interior depth of 3m at all states of the tide, access is via the southwest entrance only – the northeast one is partially blocked by a wreck.

In 2001 sources outside the islands stated with confidence that at least one company had already tendered to build a marina at Mindelo, probably in the vicinity of the old customs house, but that 'political problems' were holding things up. By early 2004 there was no sign of work starting, but if and when it does details will be posted in the ongoing supplement to this book carried on the publishers' website at www.imray.com

To the east of the anchorage lies the city of Mindelo, second largest in Cape Verde with a population estimated at more than 50,000. The tall buildings and cobbled streets near the waterfront date back to colonial days, with an occasional patterned pavement in the style typical of older Portuguese towns, whilst the rapidly expanding breeze-block suburbs are a great improvement on the depressing shanty-towns which so often surround the cities of less developed countries.

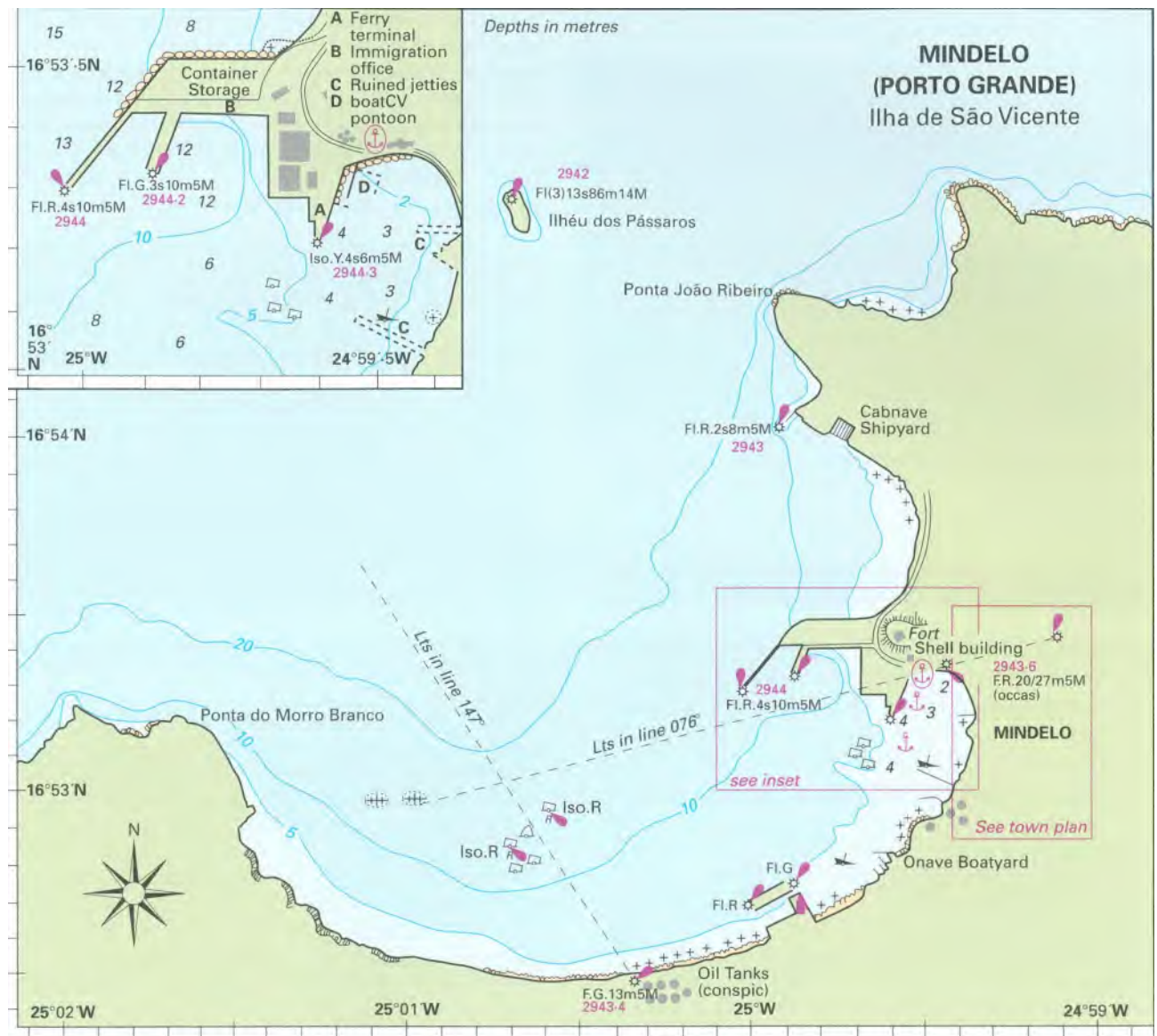
The atmosphere in Mindelo is reminiscent of the less frequented parts of the West Indies with, to some extent, the same advantages and drawbacks. The pleasure of being off the beaten track in a largely unspoilt area with friendly people, a very pleasant climate and relatively few mosquitoes is balanced by the unavoidable smells and dirt, the few but persistent sharks ashore, the perpetual film of yellow dust over everything, and a slight but ever-present awareness of the need to watch one's possessions carefully – including the dinghy and outboard lying astern.

Yachts are not allowed to anchor overnight off the beach at Praia da Laginha, the long bay north of Mindelo, but it deserves mention as the nearest good swimming to the harbour. In settled weather it offers a pleasant if slightly rolly short-term anchorage in about 8m of clear water over sand and eel grass.

Alternatively it is only a short walk to the beach whilst leaving the yacht in Mindelo. An excellent view over the anchorage, the site of the old prison.

Approach

The vast majority of yachts are likely to approach from the north, but it is straightforward from any direction. Ponta Jo-ão Ribeiro and the breakwater sheltering the Cabnavé shipyard to the north, and Ponta Chaode Sal to the west, may both be rounded



at 200-400m, and Ilheu dos Passaros passed close

on either side. Thence a direct course to the end of
the grey stone breakwater clears all dangers,

Looking south southeast over the yacht anchorage at
Mindelo, with the new ferry terminal at the centre. The
photograph was taken shortly before the new boatCV





The commercial wharves and container storage area at Mindelo, with Ponta do Morro Branco in the background

of the bay.

In darkness, bright street lighting in Mindelo and the docks shows as a distinct loom in the sky above the hills when approaching from the north or northeast. The outer breakwater light should be identified without problem, and both the breakwater itself and some oil tanks on the southern shore are brightly lit.

Caution

The channel between São Vicente and Santo Antão is notorious for its strong and gusty winds, the two islands combining to produce a classic venturi effect. Although true throughout the year this is particularly noticeable between December and May, when the northeasterly winds may increase from 15-20 knots over the open ocean to gusts of 35-40 knots in the channel. Even during the less windy season from June to November, 10 knots elsewhere may increase to 25-30 knots between the islands. Surprisingly, this fact does not appear in the published statistics but has nevertheless been reported by many yachtsmen over the years.

Entrance

Entry in daylight should present no problems, and provided the current edition of Admiralty 367 (published May 2002) is to hand neither should entry in darkness even if — as is quite probable — not all the various lights are operating. It should also be noted that the lights in line on 076° lead not into the yacht anchorage but straight onto the corner of the substantial stone quay.

There are several potentially dangerous wrecks to the south of the entry line, all unmarked. Two, both with minimal clearance, lie to the west of the tanker berth buoys. A third, much further east at 16°53'N 24°59'7W and carrying some 2.7m (9ft), appeared on previous editions of Admiralty 367 but is no longer shown. However this cannot be assumed to mean that it no longer exists. Though very visible and therefore no danger, a beached and rusting hulk has lain close north of the longest of the several

ruined jetties for the past twenty years or so, with three or four others littering the southeast shores of the bay. Lastly, a very solid lump which breaks surface off the beach from about half tide could do serious damage to a dinghy propeller when *en route* from the northern part of the yacht anchorage to the dinghy pontoon.

Anchorage

In the northeast corner of the bay, with good holding in firm sand and some mud. Depths of 5-6m in the outer part of the anchorage shoal gradually towards the beach, where some patches of poor holding have been reported. Generous scope, preferably of chain, is required as the prevailing northeasterlies occasionally pick up to gale force (35-40 knots) in the gusts. The water appears to be fairly clean but is far from clear, with visibility of less than 1m. There is no charge for anchoring.

Dinghies can be left at the small dinghy pontoon in front of the *clube náutico*, or landed on the beach. In either case it is wise to employ a 'minder' — in late 2003 this cost from CVE 500\$ (about £3/€4.50) upwards for a full day. The rate should be agreed in advance and then written down to avoid 'discussions' later. There will be no shortage of takers.

Alternatively there are a growing number of young men with dinghies (and usually with a good command of English and/or other European languages) who offer a water taxi service and will also deliver water, bread etc by arrangement. As of late 2003 the going rate was around CVE 1000\$ (about £6/€9) per day, which should be negotiated in advance, possibly for the duration of the yacht's stay. Some meet yachts on arrival (including at night) and may — probably unintentionally — give the impression of being harbour officials. Do not follow advice as to where best to anchor unless it coincides with one's own judgement.

The dinghy pontoon on the waterfront in Mindelo.



Berthing

On first arrival and whilst clearance is being obtained it may be possible to lie alongside the main breakwater opposite the *policia de fronteira* (immigration) office. However this would be strictly short-term and the yacht should not be left unattended.

A far better solution for those not wishing to anchor would be to secure a place on the pontoon owned by boatCV (official name meio-do-atlantico Lda), tel 324954, Fax 300092, email info@boatCV.com www.boatCV.com, VHF Ch 09, recently installed by Kai Brossmann in a sheltered corner next to the ferry quay. As of early 2004 this consisted of a single pontoon able to accommodate ten yachts of up to 16.5m LOA and 3m draught lying bow or stern-to (lazy lines attached to sinkers are provided – there are no mooring buoys). There are plans to extend the pontoon (see plan) to provide a further 20 berths of similar size and depth, hopefully in time for the 2004/2005 season. The pontoon has 24 hour security.

Charges vary with the season but are approximately €30 per night for a yacht of 13m LOA, increasing to €40 for a yacht of 15m LOA (about £20 and £26.50 respectively), which includes electricity but not water. Even so, the pontoon is generally full during the high season when a queuing system may be in operation – email ahead to check the situation. Payment can be made in all major currencies or by VISA card, to which others may soon be added. It is currently necessary to visit the boatCV office in the back of the *clube náutico*, but an office near the pontoon is planned.

If approaching the pontoon after dark (which might in any case be unwise) note that a chain suspended from six or eight semi-submerged buoys closes it off to the south – see photograph. Its end is marked by a light FL.R.ls – reputed to be the most reliable light in the entire harbour!

Formalities

Mindelo is currently one of only three ports in the archipelago where inward clearance to the Republic of Cape Verde can be obtained – see Entry and regulations, page 267. If a courtesy flag is not already on display one can be obtained from the Casa das Bandeiras (literally 'House of Flags') – see Charts, below.

Entry formalities change from time to time and the ideal is to check with other yachtsmen as to the current situation. As of late 2002 the *policia maritima* normally visited yachts on arrival, provided their launch was in commission. If no contact has been made within a few hours of arrival the skipper should take ship's papers and all passports to the office of the *Direcção-Geral da Marinha e Portos* (port captain/harbourmaster) on the second floor (US: third floor) of the *Radiotelevisão Caboverdiana* building on the north side of the harbour. A detailed 'Register of Entrance' must be filled in and the ship's papers surrendered until departure. Next stop is the *policia maritima*



The boatCV pontoon in Mindelo harbour in early 2004. By the autumn a second pontoon is likely to be in place (see plan)

Kai Brossmann

office a few doors down the same corridor, to complete a crew list and get all passports stamped. Both the above offices are open 0800-1200 and 1400-1800 Monday to Friday, closed weekends.

If Mindelo is the yacht's first port in the Cape Verdes it is also necessary for the skipper to take all passports to the *policia de fronteira* office near the roof of the main breakwater (helpfully labelled Emigration Office over the door), open 0800-1200 and 1430-1730 Monday to Friday, closed weekends. Particulars will be entered in a ledger, but resist any attempt to retain passports which, in any case visiting foreigners are legally obliged to carry with them for identification at all times – see Personal documentation, page 263. If anyone is due to leave by air over the weekend it is ESSENTIAL to arrive in time to clear in at all three offices, bearing in mind that this could take several hours.

The ship's papers can be reclaimed within 24 hours of departure, on payment of a fee of CVE 465\$ (about £3/€4). A receipt will be issued (and should be retained), together with a *Desembaraco de Autoridade Maritima* – particularly important if heading for the Caribbean where proof of one's port of departure is nearly always required. If the yacht is leaving the Cape Verdes, all passports should be presented at the *policia maritima* office for exit stamps.

Facilities

Kai Brossmann's boatCV enterprise already meets many of the yachtsman's needs and would be an obvious place to start enquiries if anything more complicated is required. He employs a growing number of local people, and in 2003 started a training scheme for young Cape Verdeans keen to work in the yachting industry – a very valuable initiative in an area of high unemployment.

In addition to São Vicente, Kai has contacts throughout the archipelago, necessary to the smooth running of Cape Verde Sailing's small fleet of charter yachts, of which he is manager. A few years ago he



collaborated with a number of others to write the first cruising guide devoted solely to the area – *Kapverdische Inseln : Der Nautische Revierführer*

can be ordered from the Cape Verde Sailing website at www.caboverdesailing.de.

Boatyards/travel-lift Cabnave, tel 321930, Fax 321935, email cabnave@cvtelecom.cv, cabnavesarl@cvtelecom.cv, situated about 0.75M north of Mindelo, can haul and repair almost anything from a 3000-tonne ship down to a yacht of 15m (50ft) or so. However owners are not allowed to do their own work.

Lusonave (referred to locally as Onave), 327928, Fax 327927, situated about 0.5M south of the anchorage, can haul yachts up to about 15m at a cost of around CVE 33,000\$ (£200/€300). They also have a large, secure building where GRP moulding takes place and materials can be purchased.

Finally, boatCV hope to add a travel-lift to their other resources within the next few years.

Agents If needing to bring spares or other equipment in by air it is almost certainly worth using an agent, of which there are several in the town – boatCV can advise.

Engineers Both Cabnave and Lusonave have diesel engineers available, while the former has a metalwork shop which is said to be able to fabricate virtually anything.

Electronic & radio repairs Kai Brossmann of boatCV is a qualified marine electronics engineer and has had a vast amount of experience of fixing autopilots..

Sail repairs boatCV handles repairs on two professional machines from premises at the rear of the *clube náutico*.

Rigging boatCV have a swage machine for wire of up to 7mm, and a good stock of Norseman terminals for larger sizes. If necessary they can order and set up entire rigs.

Chandlery boatCV holds some basic items including rope, shackles and common spares. Items not in stock can be ordered from abroad – delivery normally takes five days by DHL (very expensive), or four weeks by ordinary mail (usually no extra shipment cost).

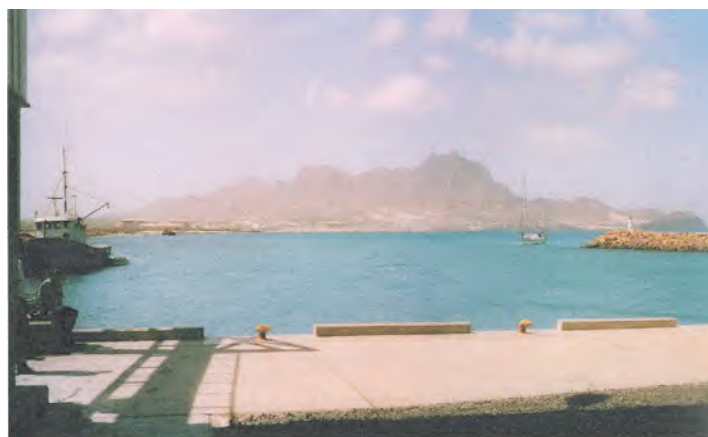
Hardware stores selling electrical cable and fittings, piping, hose clips and other plumbing items, and all kinds of tools will be found in the city, while 'fisherman-type' needs – chain, galvanised wire, rigging clamps etc – are reported to be if available one asks around.

Charts A few charts – including those published locally by the *Direcção Geral de Marinha e Portos* based in São Vicente, see page 271 – are available at the Casa das Bandeiras at Rua Governador Calheiros 14 (open 0800-1200 and 1500-1900), though it seems largely a matter of luck what is in stock. The proprietor, Senhor Manuel Inocencio, speaks good English.

Water Previously often in short supply in Mindelo, drinking water can now be obtained either from the fishing harbour (see *Diesel* below) or from the boatCV pontoon. Prices are similar, at CVE 2\$ (just over 1p/€18c) per litre from boatCV (where yachts at anchor can fill cans), or CVE 50\$ (about 30p/€45c) per 100 litres in the fishing harbour.

Showers At the *club náutico*, for which CVE 100/150\$ (about 60p/€90c) will be charged. Likely to be provided at the new boatCV office as and when they expand their fledgling marina.

The new fishing harbour south of Mindelo, looking west, with a yacht approaching to take on fuel. Note that access to the harbour is via the southwest entrance only.



Laundry At least two launderettes in the city — check the noticeboard at the *clube náutico*.

Electricity 220 volts at each berth on the boatCV pontoon, almost certainly the only source in the harbour so far as visiting yachts are concerned.

Diesel From the new fishing harbour — reputedly operational 24 hours a day, seven days a week! In late 2003 diesel cost 40\$ (about 25p/35c) per litre. Also available by can from the Shell filling station on the waterfront, where petrol is also sold, at CVE 90\$ (55p/80c) per litre.

Note that access to the fishing harbour is via the southwest entrance only — the northeast one is partially blocked by a wreck.

Bottled gas Camping Gaz cylinders can be exchanged at the Shell filling station on the waterfront. Other bottles must be taken to Enacol at the south end of town for refilling, which takes less than 24 hours (appropriate adapters may be required). Only butane is available.

Weather forecast Try the noticeboard at the *clube náutico* (where there may also be tide tables). Alternatively there is a daily SMS weather-service available for all the islands — all you need is a mobile phone which works with the Cape Verde provider. Ask for details at the boatCV office.

Clube náutico Long established in a low building with two gables, immediately opposite the anchorage and beach. After a period of seeming neglect in the 1990s, by late 2002 the *Clube Nautico de Mindelo* was thriving again under French management as a pleasant and shady yachtsmen's bar — aptly described by one visitor as 'the Cafe Sport of the Cape Verde islands'. However there was little sign of any maritime activity beyond a small compound of sailing dinghies.

Banks Two, where US dollars, sterling and travellers' cheques are readily exchanged and cash can be drawn against a VISA card (passport required). Both have cash dispensers outside but these appear only to accept the 'National Card', not VISA etc — see Money, page 263.

Shops/provisioning One of the aspects in which Mindelo has improved markedly. As of late 2002 there were several well-stocked supermarkets of which Supermercado Serradas, located south of the Praca Estrella (the main square) was the largest. UHT milk, pasta, beer etc were sold by the case at competitive, wholesale prices. The Shell Select shop opposite the filling station on the waterfront is open on Sunday. There are at least three excellent bakeries, including one on Rua Senador Vera-Cruz, opposite the market.

Other shops include several pharmacies, two photographic shops, footwear, clothing, booksellers and stationers.

Produce market Bustling produce market in the renovated *mercado* building near the Praca Estrella (the main square), selling all kinds of fruit and vegetables, familiar and unfamiliar, plus every variety of beans and pulses known to (wo)man. So much competition that the quality is

high. The surrounding booths contain several butchers, with one cubicle apparently selling nothing but eggs (take your own box). Upstairs are assorted boutiques, souvenir and music shops.

The market is open Monday to Saturday from 0800 onwards, though many of the vendors leave by about 1400. Prices are higher than in Madeira or the Canaries and bargaining does not appear to be the custom. Carrier bags, if available, are likely to be charged for.

Fish market On the waterfront next to the old customs house. A good though sometimes unfamiliar choice at very reasonable prices is to be found in surroundings of somewhat dubious cleanliness. Fish, prawns and crayfish may also be sold direct to yachts by enterprising fishermen who row around the anchorage, when bargaining is perfectly acceptable.

Cafes & restaurants No shortage of eating places at all levels, many with live local music — for a special dinner, the rooftop Restaurante Sodade deserves mention. If intending to leave the boat after dark it is essential to organise a watchman — who might well be a crewmember from another yacht.

Hotels At least a dozen hotels and *residenciais* of all standards and prices.

Medical services Hospital in the town, reported to be of good standard. Many of the doctors and other staff speak some English.

Communications

Post office At the southern end of the Pray. Amilcar Cabral (see plan). Open 0800-2200 weekdays, 0800-1130 and 1500-1700 Saturday, and 0800-1130 Sundays and holidays.

Mailing address boatCV is happy to hold mail for visiting yachts. Send to: (Name of yacht), do boatCV, CP 736, Mindelo, São Vicente, República de Cabo Verde.

Telephones At the main post office. International calls can also be made from some ordinary phone kiosks, using cards available at the post office and some shops, but note that there are several types of kiosk, each of which requires the correct card.

Email Several possibilities, including Furnhah, beneath the Restaurant Catedral on Avenida 5 Julho (near the main post office) open 0900-0000 daily, and the French Cultural Centre near the waterfront (open 0100-1230 and 1500-1900 Monday to Friday, 0010-1230 Saturday), where a time slot generally has to be booked in advance.

Alternatively take your own notebook computer to the main post office and plug into the phone socket in one of the international booths. These are of the US (as against UK or European) type, identical to a modem jack. Mains power is not available so ensure the battery is well charged.

Fax service The Cafe Lisboa, Fax 317290, is reported to be willing to act as a sender and receiver of faxes, but it might be as well to verify its continued existence before arranging for faxes

to be sent there. In an emergency boat CV would almost certainly assist.

Car hire Several companies – see Road transport, page 265.

Taxis Both taxis and communal *aluguers* are available. As with car hire, rates should be agreed in advance.

Ferries Regular interisland service, plus daily ferries to Porto Novo, Santo Antão. The ticket office, where timetables are also displayed, is on the ground floor of the imposing new building at the root of the ferry quay.

Tickets for Santo Antão (CVE 500\$ each way for the one hour crossing) can only be bought one day in advance, but it is worth arriving early to secure a seat. Departure and return times fluctuate.

Air services Frequent interisland flights from the airfield at Sao Pedro, 8km southwest of Mindelo.

Baia de São Pedro

16°49'3N 25°03' 8W

General

Just over 5M southwest of Mindelo, Baia de Sao Pedro offers shelter from northwest through northeast to southeast, though northeast winds may funnel down the wide valley and swells work their way in from the east. Best anchorage is off the small village at the east end of the black sand beach in about 10m with good holding. The airport buildings can be seen about 0.5M inland (there are no flights at night).

In addition to the venturi effect created between the islands of Sao Vicente and Santo Antão – see Caution, page 290 – the valley between Mindelo and Sao Pedro further accelerates the wind. Boardsurfing and speedsailing enthusiasts claim that the bay at Sao Pedro has the best wind in the world, and many records are set there.

A sunken wreck has been reported in the vicinity of 16°49'1N 25°04' 6W. It is not known exactly how accurate this position is, nor the depths over the wreck, so the area should be treated with caution. A bar and small general store will be found in the village, together with a restaurant and taxis at the airport, but the upmarket hotel complex at the western end of the beach does not welcome non-residents.

Baia das Gatas

16°53' 9N 24°54' 5W

Lights

2944-4 Baia das Gatas 16°53'-9N 24°54'-5W
FI(3)R.12s9m5M Metal tower 5m

General

A small southeast-facing bay on the northeast coast of Sao Vicente which has been suggested as a possible anchorage, though with depths of little more than 2m on the rocky bar it appears suitable only for shoal-draught yachts or multihulls willing

to eyeball their way in – and then only when the northeast trades are down. However the Baia das Gatas is well worth visiting by taxi to enjoy a swim in the sheltered, semi-artificial lagoon. There is a small fishing village ashore, plus some weekend holiday homes owned by residents of Mindelo. An international music festival is held at the Baia das Gatas every August.

Santo Antão

Between 16°54'N-17°12'N and 24°58'W-25°22'W

General

The northwesternmost island of the archipelago, Santo Antão, is both second largest and second highest, reaching 1979m in the far west at Tope de Cora. Due to its greater rainfall it is the most productive island agriculturally of the entire group and lays claim to being the most beautiful, particularly in the north where there are deep, dramatic valleys and forests of pine, eucalyptus and cypress. In contrast, the southern part of the island is much lower and dryer, with scrub or desert vegetation.

The only true harbour on Santo Antão is at Porto Novo, where the majority of the island's 50,000 people live, and though it is possible to visit by yacht it is far simpler to visit by ferry from Mindelo. If taking this option, buy tickets the previous day in the impressive building at the root of the ferry quay (see plan page 289) and arrive in good time to be sure of a seat on the upper deck. Finally, take plenty of spare plastic bags – you may not need them, but others upwind of you probably will!

Numerous *aluguers* meet the ferry at Porto Novo and set off northwards through spectacular



mountain scenery to Ribeira Grande (also referred to as Povoacdo) and Ponta do Sol — a fascinating though potentially chilly excursion through breathtaking scenery, which is highly recommended.

Telecommunications

Mobile (cell) phone reception is good around Porto Novo and Ponta do Sol, but has not been checked elsewhere. Note also the limitation detailed on page 264. There are no individual island or area codes. There is, as yet, no public internet access point.

Navigation

Magnetic variation

12°25'W (2004), decreasing by 7'E annually.

Tidal streams

Tides run strongly in the Canal de Sao Vicente. The northeast-going stream begins 3-5 hours before HW and the southwest-going stream about 2-5 hours after HW, with the latter reaching 2-5 knots at spring tides.

Charts

Admiralty 366 (1:500,000), 367 (1:150,000)

Portuguese 205 (1:100,000)

US 51500 (1:250,000)

Imray-lolaire E4 (1:510,000)

Lights

2952 Ponta do Sol 17°12'·2N 25°05'·7W

Fl.4s15m9M Metal post 10m

2950 Ponta da Tumba (Fontes Pereira de Melo)

17°07'N 24°58'·5W Fl(4)20s162m17M 141°-vis-321°

White octagonal tower and building 16m

2956 Porto Novo 17°00'·9N 25°03'·6W

Iso.G.4s13m6M Metal post on white base 6m

2955-1 Tarrafal de Monte Trigo 16°57'·2N 25°19'W (PA)

F1(5)WR.20s5M Metal tower 5m

2954 Ponta Mangrade 17°03'·3N 25°21'·6W

F1(2)10s112m13M 005°-vis-200°

White column with red lantern 3m

2955 Cruzina de Garca 17°10'·1N 25°10'4W (PA)

F1(2)WR.6s5M Metal tower 5m

Approach

Much of the coastline consists of cliffs with deep water within 0-5M of the shore, though headlands should be allowed an offing of at least 1M. The mountains produce a windshadow extending up to 20M to the southwest.

Harbours and anchorages

Porto Novo

17°01'N 25°03'·6W

Plans

Cabo Verdean 11 (1:5000)

Imray-lolaire E4 (1:10,000)

Lights

2956 Breakwater 17°00'·9N 25°03'·6W

Iso.G.4s13m6M Metal post on white base 6m



General

Porto Novo is the only harbour on São Antão. It is protected from the north by the land and from easterly swell by a stone breakwater used by the Mindelo ferry, small cargo boats and a few fishing craft, though most of the latter are drawn up on the beach. There is little protection, however, from northeasterly or easterly winds.

Porto Novo, with the ferry from Sao Vicente berthed alongside.



Anchorage and berthing

Best anchorage is close west of the breakwater in about 6m, exposed only to the southwest. Be sure to allow sufficient room for vessels manoeuvring to and from the breakwater – and note that the São Vicente ferry turns in its shelter on leaving. Allow also for the fact that the prevailing northeasterly wind may die during the night, or even blow onshore. The holding is generally poor.

It is sometimes possible for a yacht to lie alongside near the root of the mole in 3-4m, but there is constant surge and both lines and fenders suffer.

Facilities

Water No public tap – try the market or one of the cafes. Bottled water is readily available.

Showers May be available at one of the residencials.

Fuel By can from the Shell filling station on the road leading inland from the harbour.

Bottled gas Camping Gas from the filling station, but no refills.

Bank At the western end of the town, open 0800-1400 Monday to Friday.

Shops/provisioning At least two small supermarkets plus numerous tiny general stores.

Produce market On the road which parallels the beach, plus separate fish market (though fish can often be bought direct from the boats).

Restaurants & hotels Several residencials, though currently no hotels as such, together with the usual pavement cafés and small restaurants.

Medical services Small hospital.

Communications

Post office On the road inland from the harbour.

Telephones Several kiosks.

Car hire At least one company in Porto Novo, though the roads are such as to make a local driver preferable.

Taxis Plenty available, but somewhat expensive.

Buses The usual alugueres run a frequent service to Ribeira Grande and beyond.

Ferries Depart for Mindelo once or twice a day.

Air services Tiny airport at the north end of the island. The ferry is altogether more convenient.

Tarrafal do Monte Trigo

16°57' 1 N 25°18' 9 W

Plans

Admiralty 369 (1:12,000) (based on surveys dating from 1954; soundings in fathoms)

Lights

2955-1 Tarrafal de Monte Trigo 16°57' 2 N 25°19' W (PA)
F1(5)WR.20s5M Metal tower 5m

General

In the extreme southwest of Santo Antao, the 2M long Baía do Tarrafal is reported to offer reasonable anchorage, with good holding in 9-12m along most of its length. Although protected from northeast through east to southeast – indeed located in a complete windshadow so far as the trade winds are concerned – swell breaks almost permanently on the



Part of the very scenic cobble road leading from Porto Novo north towards Ribeira Grande and Ponta do Sol

beach of large round boulders, and landing by dinghy is often difficult, particularly in winter. With a northwesterly Atlantic swell running in the bay would swiftly become dangerous, and over the years several yachts have dragged their anchors and ended up on the beach.

Tarrafal, surrounded by green vegetation, is the first village seen when coming from the south. An isolated, semi-derelict building stands at the south end of the bay, which is very scenic with sea eagles and kites flying overhead.

My thanks to Don Goodspeed for this additional report:

'We visited Tarrafal in March 2002 and dropped anchor about 100m offshore in 9m. Two local fishermen were happy to take us ashore – we gave them CVE 500\$ (about L3/€4.50) for a round trip for which they also cleaned our propeller and waterline. Nestled in the trees is a new *residential* run by an American/German couple who also provide drinks and meals for guests. They have running water (which the local people do not), a telephone and intermittent electricity.

The locals now watch for visiting yachts and will row out to offer assistance and to sell fish and lobsters, so it is not necessary to launch a dinghy. They will also deliver water to the boat, and bottled gas refills are understood to be available. An *aluguer* makes the return trip to Porto Novo each day, leaving at 0600 and returning at 1300. We stayed for 48 hours, and managed to communicate with the friendly local people using French, Spanish and lots of sign language. We had a wonderful time and highly recommend Tarrafal as a not to be missed location.'

Baia do Monte Trigo

17°00' 8N 25°20' 4W

General

My thanks to Jill Schinas for the following information:

`Situating just north of Baia do Tarrafal, Baia do Monte Trigo is smaller and browner than its neighbour. It shares the same, almost permanent, windshadow. In theory it could become a dangerous lee shore if a southerly gale rose, but local people say that such a thing has never happened in this bay.

The shore at Monte Trigo drops off steeply and what looks like a perfect spot to anchor, 100m off the beach in the corner of the bay, is actually off soundings. However there is a 15m patch just outside the breaker line at the east end of the village. Landing needs to be timed very carefully as the waves are even bigger than at Tarrafal and the beach is of equally unsympathetic large, round stones. However the people are wonderfully friendly, probably because they seldom see any visitors. There is no surfaced road and, as with Tarrafal, the only way out of Monte Trigo is a steep track up the valley — or by boat.'

In 2003 Mary Robinson added:

'We found about 10m over sand with good holding to the east of the village, in the area suggested by Jill Schinas. There is a conspicuous white mark on the rocks which looks a bit like a giant gingerbread man, and we anchored just below it. We were in a total wind shadow and needed 360° swinging room, but had no problems. Landing looked hazardous with surf over boulders and we didn't attempt it.

There are a number of local fishing vessels and moorings to the west of the village close inshore.'

Porto da Ponta do Sol

17°12' 2N 25°05' 6W

Tides

Time difference on Dakar: -0030, on Mindelo (Porto Grande): +0015

Mean spring range 0.8m

Mean neap range 0.5m

Plans

Admiralty 369 (1:18,000) (based on surveys dating from 1951; soundings in fathoms)

Portuguese 252 (1:7,500) (first published 1951)

Lights

2952 Ponta do Sol 17°12'•2N 25°05'•7W

Fl.4s15m9M 110°-vis-250° Metal post 10m

General

A small and attractive village situated in the extreme north of Santo Antao. Its miniature harbour, the Boca da Pistola, is used by local fishing boats which are then manhandled ashore. The harbour is totally unsuitable for yachts and, though it is possible to anchor off when the wind is from well east of northeast, this is another Cape Verdean harbour which is best visited by land.



Sunlight and shadow as a local fishing boat enters the tiny Boca da Pistola at Porto da Ponta do Sol

Approach and anchorage

If approaching from north or east, allow an offing of at least a mile around Ponta do Sol — Admiralty 369 demonstrates why. Do not turn in towards the headland until it bears almost due east, when about 25m over rock and stones should be found some 300m southwest or west of the harbour entrance.

The extensive reefs provide some protection from the northeasterly swell, but in the calmer conditions of summer the outer reefs do not break at all and even the reefs close to the shore are scarcely visible. Landing by dinghy in the tiny harbour can be interesting — once again it is a matter of careful timing as the waves sometimes break across the entrance. However only accept the help of local fishermen after careful negotiation — it has been reported that they may be very eager to offer lifts ashore, only to demand an exorbitant fee for the return journey.

Facilities

Facilities are minimal, though there are several shops, a couple of cafes offering basic lunches, and at least one *residential*. For a bank, post office and better shops it would be necessary to catch a minibus to Ribeira Grande. Santo Antao's only airstrip, with flights to Sao Vicente and Santiago, is on the promontory north of the town.

Porto do Paul

17°08'•6N 25°00'•5W

General

Again, my thanks to Jill Schinas for the following information:

`A tiny quay has been built in the extreme northwest of the bay, just inside the jaw, and in northerly winds this corner would be sheltered. Lighters unload here without apparent difficulty, and it would seem to be the only place to get ashore. We found 13m at a distance of about 50m from the quay, though there were rocks clearly visible beneath the surface between us and the shore.

The only obvious purpose for visiting Paul would be to walk up the spectacular Ribeira do Paul, generally considered to be the most beautiful valley in Santo Antao or possibly in the whole archipelago. However to walk to the top and back takes a full day, far longer than one would feel happy about leaving a boat unattended in such an anchorage.'

A few shops, a produce market and a bar/restaurant are to be found in the village.

Ilha do Maio

Between 15°08'N-15°20'N and 23°05'W-23°14'W

General

At 216km² Ilha do Maio is one of the smaller Cape Verde islands and is also the most southeasterly, its nearest neighbour being Ilha de Santiago 14M to the southwest. Much of the island is arid and low-lying, though a small area in the centre around Monte Penoso (436m) is somewhat higher, and large stretches of the coast are fringed with fine sandy beaches. Some 4000 people live on Maio, mostly in the vicinity of Vila do Maio, the island's only real town. Its name is derived from the date of its discovery – 1 May 1460.

Telecommunications

Mobile (cell) phone reception is good around Vila do Maio, but has not been verified elsewhere. Note also the limitation detailed on page 264. There are no individual island or area codes. There is, as yet, no public internet access on Maio.

Navigation

Magnetic variation

11°20'W (2004), decreasing by 8'E annually.

Tidal streams

Tidal streams are weak, but the current around Ilha do Maio sets southwesterly at 0.5 to 1 knot, strongly influenced by the wind.

Charts

Admiralty 366 (1:500,000)

Portuguese 201 (1:500,000)

US 51540 (1:200,000)

Imray-lolaire E4 (1:510,000)

Lights

2874 **Ponta Cais** 15°20'N 23°11'W (PA)

Fl.7s14m10M 038°-vis-292°

Metal tower 7m Racon M

Note Light and presumably racon reported as 'temporarily extinguished' in April 1996 and apparently not reactivated since

2875 **Calheta** 15°13'N 23°13'W

Fl. WRG.4s7m8M Metal tower 5m

2872 **Porto de Maio** 15°08'N 23°12'W

Fl(3)R.12s22m9M

349°-vis-090° Platform on tower of fort 7m

2875-5 **Ponta dos Flamengos** 15°10'N 23°05'W

Fl(3)12s12m10M 038°-vis-292° Metal tower 5m



Approach

An offing of 1M is sufficient all around the island other than in the extreme north, where the breaking Baixo do Galeão extends more than 2M offshore, and the extreme south, where a potentially dangerous wreck lies about 1-25M south of Ponta da Poça Grande. Currents can be strong and erratic and, according to recent GPS readings, charted positions may be suspect. Swell tends to hook around the roughly oblong island, and 2-5m waves have been reported as breaking on the beach at Porto do Maio even in apparently calm conditions. If approaching from the northeast, refer to the caution regarding Baixo do Joao Valente on page 281. If sailing at night note also that the light at Ponta Cais, described above, is unlikely to be working.

A fish haven, marked by an orange metal buoy topped by a black and red post, lies some 11M south of Ponta da Poça Grande at 14°55'N 23°09'W. It is equipped with a radar reflector and a quick flashing white light – which should again not be relied upon.

Anchorage

Porto do Maio (Porto do Inglez)

15°08' 4N 23°12' 9W

Tides

Time difference on Dakar: -0100, on Mindelo (Porto Grande): -0015

Mean spring range 1.0m

Mean neap range 0.6m

Plans

Admiralty 369 (24,500) (based on surveys dating from 1902; soundings in fathoms)

Portuguese 265 (1:10,000) (first published 1962)

Lights

2872 Forte de São Jose 15°08' 2N 23°12' 8W

Fl(3)R.12s22m9M

349°-vis-090° Platform on tower of fort 7m

2873 New jetty 15°08' 4N 23°13' 2W

Iso.G.4s6m5M Rusty white metal post 3m

General

Porto do Maio, formerly known as Porto do Inglez due to the many English vessels which called to load salt, is little more than an open anchorage off a southwest-facing beach. There is nearly always a swell, making the anchorage rolly and landing difficult – though the beach itself is superb. The large church fronted by an attractive square is clearly visible from several miles offshore, with Forte de São

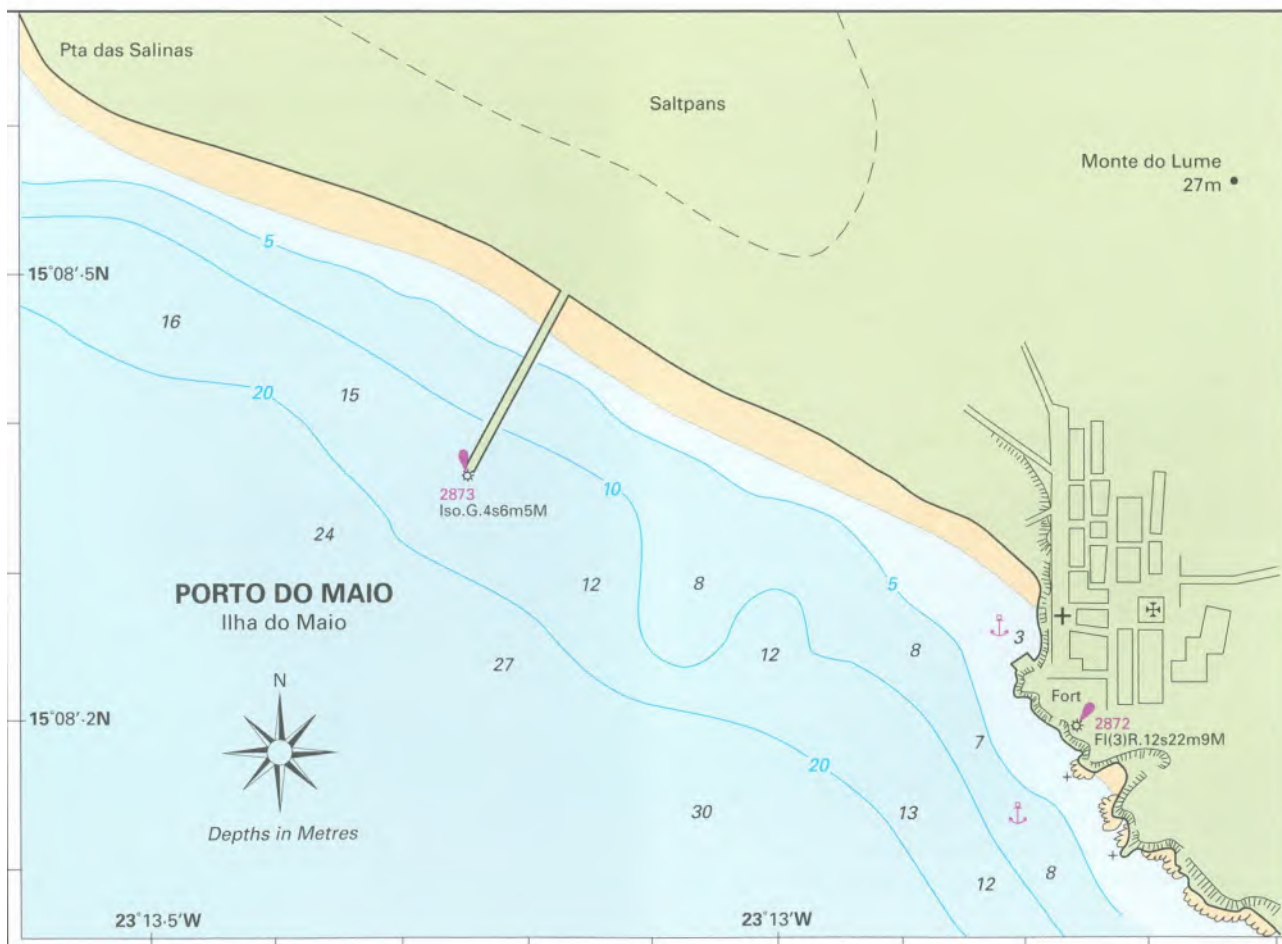


Local fishing craft share the beach at Porto do Maio with goalposts for the school football team

Jose to the south and a long jetty, completed in 1997, to the north.

Anchorage

Best anchorage is to be found at the southern end of the beach in 4-8m over sand, directly off the town. If anchoring close in a stern anchor could be wise, as both wind and current may reverse direction with little warning.





Azure waters off the long beach at Porto do Maio, looking a little north of west, with the new jetty in the middle distance and the mountains of Santiago clearly visible behind

Dinghies can safely be left on the beach — there is generally least swell near the low rocky cliff at its southern corner — or off the steps at the old quay, in which case a holding-off anchor will be needed.

The new jetty is built of ferro-concrete piles and elevated some 3-4m above sea level, making even the small section which is solid almost to water level unsuitable for a yacht to lie alongside. There do not appear to be any ladders or steps. When in commission, the cargo boat from Santiago normally calls each Tuesday.

Formalities

Visit the *policia* near the old quay — there is no *delegacao maritima* (harbour office) in the town. Yachts are still something of a rarity at Porto do Maio.

Facilities

Water Public water supply just off the main square.

Showers May be possible at one of the hotels.

Fuel By can from the filling station on the north edge of town.

Bottled gas Several 'cages' of Shell Gas (interchangeable with Camping Gaz) at various locations throughout the town.

Bank On the main square, open 0800-1300 Monday to Friday.

Shops/provisioning The Mini Mercado Paulo Jorge — continue up from the church, right at the tiny roundabout, first left, first right and in a grey building on the left — is surprisingly well stocked and spotlessly clean. The Chinese-run general store overlooking the roundabout sells everything from clothes to oil lamps.

Produce market Near the main square. Informal fish market under a shade tree near the stone cross on the front, though fish and shellfish can often be bought direct from the boats at very good prices.

Cafes, restaurants & hotels Several cafes and at least one restaurant. Two hotels/residenciales near the

Medical services Small health centre on the road overlooking the beach. Anything serious would undoubtedly mean evacuation to Santiago.

Communications

Post office with telephones The former uphill from the church, beneath the telecom tower and aerials, plus several card-operated phone kiosks around the town.

Car hire One company (with only three cars) or possibly via one of the hotels. See Road transport, page 265.

The pretty church at Vila do Maio, lovingly cared for inside and out



Taxis Available for day tours. Again, go for an all-terrain vehicle if possible.

Buses The usual irregular *aluguers*.

Ferries Weekly service to/from Santiago.

Air services Regular (but not daily) flights to/from Santiago from the airport north of the town.

Ponta do Pau Sêco

15°15'9N 23°14'W

General

A possible anchorage has been reported just north of Ponta do Pau Sêco (locally, and somewhat confusingly, known as Porto Cais), and is marked on US chart 51540. The long bay south of the point is shallow and obstructed with rocks and coral. There is nothing ashore.

Santiago

Between 14°20'N-15°20'N and 23°25'W-23°47'W

General

With a surface area of 991km² Ilha de Santiago is the largest island in the group by a considerable margin. Much of the central and northern parts are mountainous, the highest point being Pico da Antonia at 1392m, with widespread cultivation of fruit, maize and sugar cane on the lower slopes and in the valleys.



Santiago was the first island in the Cape Verdes to be permanently inhabited, and is still the leading island commercially with Cidade da Praia, the capital and seat of government, situated in the extreme south. It is home to more than half the archipelago's population – some 240,000 at the last count, of whom about half live in and around Praia.

Telecommunications

Mobile (cell) phone reception is excellent both on the south coast and around Baía do Tarrafal, though holes almost certainly exist in some of the mountain valleys. Note also the limitation detailed on page 264. There are no individual island or area codes.

There are at least three places in Cidade da Praia where the internet can be accessed – see page 306 – but, as yet, nowhere in Baía do Tarrafal.

Navigation

Magnetic variation

11°25'W (2004), decreasing by 8'E annually.

Tidal streams

Tidal streams are generally weak, though a 2 knot east-going stream has been reported to occur close west of Porto da Praia at mid-ebb. The southwesterly-setting current is felt most strongly around the northern part of the island, where it may run at up to 1 knot.

Charts

Admiralty 366 (1:500,000)

Portuguese 201 (1:500,000)

US 51540 (1:200,000)

Imray-lolaire E4 (1:510,000)

Lights

2888 Ponta Moreia 15°20'3N 23°44'9W

F1(5)20s97m10M 055°-vis-275°

Red lantern on white hut 4m

2883 Calheta de São Miguel 15°11'3N 23°35'4W

F1(4)R.15s10m5M Metal tower 5m

2883.7 Pedra Badejo 15°08'4N 23°31'6W

FI.G.4s8m6M Metal tower 5m

2883.5 Praia Baixo 15°03'9N 23°28'4W

F1(3)G.12s10m6M Metal tower 5m

2882 Ponta do Lobo 14°59'4N 23°25'7W

F1(4)15s17m6M 190°-vis-335°

Square tower and building 9m

2876 Ponta Temerosa (Dona Maria Pia)

14°54'N 23°30'5W

F1(2)6s25m15M 258°-vis-095°

White octagonal tower and building 21m

Note Difficult to identify against shore lights

2883 Mosquito 14°57'1N 23°41'4W

F1(2)WRG.6s13m8M Grey tower 7m

2883-6 Porto Rincão 15°03'7N 23°46'5W

F1(5)WR.20s9m8/5M Metal tower 5m

2884 Ribeira da Barca 15°08'3N 23°45'6W

F1(3)RGW.12s6m5M 080°-vis-121° Grey tower 3m

2885 Chão Bom 15°15'3N 23°44'W

F1(2+1)WRG.7m5M Metal tower 5m

2890 Ponta Preta 15°17'8N 23°46'3N

F1(3)12s34m8M White square building 6m

Approach

The coast is generally steep-to with 0.5M offing sufficient, except on the east coast from Ponta da Corôa to Ponta do Lobo where at least 1M should be allowed.

The west coast of Santiago can form a wind shadow, and if unwilling (or unable) to motor it may be better to sail up the east coast if on passage between Porto da Praia and Baía do Tarrafal. At other times gusts funnelling down the ravines can create sudden squalls – one yacht encountered 55 knot gusts in a true wind strength of less than 30 knots off the west coast of Santiago.

If approaching from the northeast, most probably on passage from Ilha do Sal or Boavista, refer to the caution regarding Baixo do João Valente on page 281.

Harbours and anchorages

Porto da Praia

14°54' 6N 23°30'2W

Tides

Time difference on Dakar: -0104, on Mindelo (Porto Grande): -0019

Mean spring range 1-1m

Mean neap range 0.6m

Plans

Admiralty 367 (1:150,000 and 15,000)

Cabo Verdean 71 (scale unknown)

US 51540 (1:15,000)

Imray-Iolair E4 (1:21,800)

Lights

2876 Ponta Temerosa (Dona Maria Pia)

14°54'N 23°30'5W

F1(2)6s25m15M 258°-vis-095°

White octagonal tower and building 21m

Note Difficult to identify against shore lights

2881 Cais Novo 14°54'-5N 23°30'W

Iso.G.4s10m5M

Lantern on round concrete structure 5m

Harbour communications

Port Authority 612382, Fax 616133, VHF Ch 13, 16

General

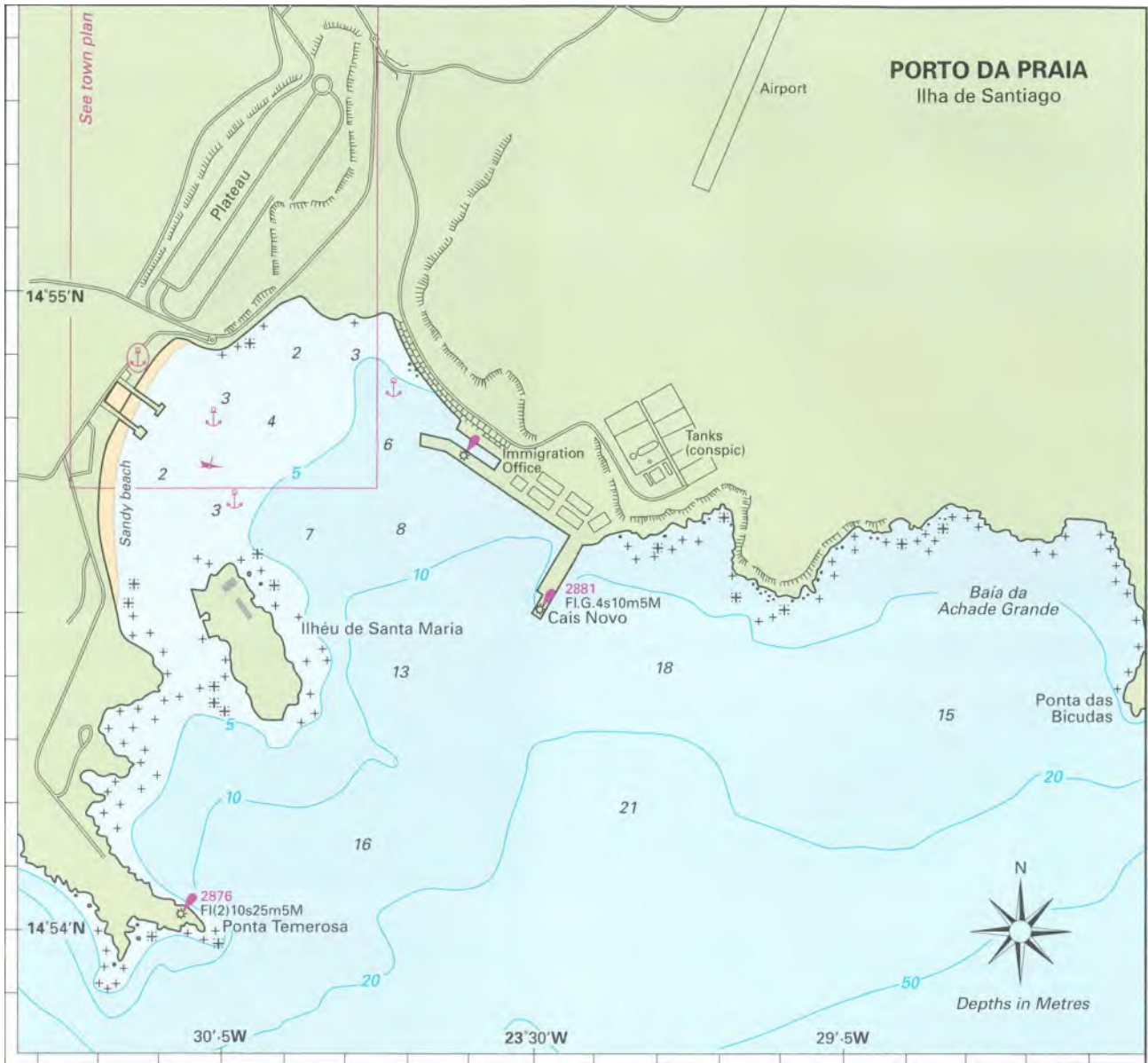
Porto da Praia lies at the head of a deeply indented bay and is well sheltered from southwest through north around to east. On the east side of the harbour there is a commercial and ferry quay with a mole extending southwestwards. Work on a new fishing harbour is currently in progress northwest of this – see plan. It has been suggested to the authorities that an area should be reserved for the dinghies of visiting yachts, possibly with a 'minder' employed for their security, but it remains to be seen whether anything comes of this. Feedback would be welcome.

The older part of the city stands on a steep-sided plateau about 30m above sea level to the north of the harbour, but building has spread in all directions over the surrounding lower land. The older areas are interesting, with several imposing churches, squares and official buildings as well as a bustling market. In the past the city has had a poor reputation for security, and wallets and other tempting items should still be carried in a secure inner pocket or waist bag. However most now consider Cidade da Praia to be a pleasant place – visibly thriving, with well-stocked supermarkets and many new cars in evidence. Perhaps with these in mind, one of the most recent projects has been the construction of a two-lane highway around the base of the plateau, connecting the southern part of the town – which includes most of the better hotels, as well as embassies and other official buildings – with the harbour and airport.

Not to be missed while in Praia are the small city museum on Avenida 5 de Julho, and the *Centro de Restauracao e Museologia*, website www.arq.de (see also page 267), tucked away below the south end of the plateau on the Rua da Alfandega (behind the CTT telephone exchange and the city's generating station). The latter holds a fascinating selection of artefacts recovered from wrecks around Cape

Porto da Praia seen from the northwest (the southern edge of the 'plateau'). The port area is at left and the long beach and jetties to the right.





Verdean shores, though sadly some of their rarest pieces have had to be sold to fund further research. A major problem for the city authorities is its annual population growth rate, currently estimated at nearly 6 percent. Said to be a combination of improved health care (leading to lower infant mortality and much increased life span), immigration (mostly from West Africa), and a drift to the city from rural areas of Santiago as well as from neighbouring islands, it imposes a vast strain on fresh water, sanitation and housing. A large proportion of the foreign aid received is currently being spent on improving basic services.

Approach

Entry in daylight is quite straightforward, with no dangers further than 400m offshore. Although entry after dark is not recommended, if necessary it could be made with the light on Cais Novo bearing between 286° and 031°. There is also considerable ambient light both on the *cais* and from the city itself.

Anchorage

Yachts are encouraged to anchor in the western part of the harbour, between the two jetties running out from the beach and Ilheu de Santa Maria, in 5-6m. However there are known to be several wrecks in the area, at least one of which still broke the surface in late 2002, and the water is surprisingly cloudy — proceed with care. Holding is indifferent in mud, and it may be necessary to lie to two anchors. There is a fetch of 800m to the northeast and the anchorage is choppy when the northeast trades are blowing. It is possible to land at steps on the southern side of the southern jetty (though these are becoming ramshackle to the point of being dangerous) or directly on the beach (difficult when the surf is running). Inflatables are best left ashore under the eye of the *policia maritima* on the northern jetty (see Formalities, below). No formal charge is made but a tip 'for a beer' would probably not go amiss.

Yachts can also anchor in the northern part of the harbour in 5m or so, a much more sheltered spot though the trade winds still funnel down the valley of the Ribeira de Trindade and the proximity of the road around the harbour creates a good deal of dust and grit. Holding in this area is good in firm, sandy mud. As mentioned previously, it remains to be seen whether any provision will be made for dinghies in the newly extended harbour. Taxis are readily available from the Cais Novo if one does not fancy the dusty walk into town.

In either spot a 'boat boy' is likely to approach each newly arrived yacht. Many of these young men speak good English and have repeatedly proved their worth in organising local services — particularly for those who speak little or no Portuguese — though it would be wise to ask to see references from other yachtsmen. It is also essential to agree payment, by the day or per 'service', in advance. Generally, once one man has been retained the others will not press their suit. If left aboard as caretaker while the crew enjoy an evening ashore — the *Capitao dos Portos* recommends that yachts should not be left unattended after dark — it is essential that the yacht be left securely locked.

Caution

If cruising the islands in August, September or October, be warned that strong southerlies are quite common and send a dangerous swell into the bay. It may be possible to seek temporary shelter inside the new fishing harbour, but it would be unwise to leave an anchored yacht unattended for more than a few hours at this time of year.

Formalities

Porto da Praia is currently one of only three ports in the archipelago where inward clearance to the Republic of Cape Verde can be obtained — see Entry and regulations, page 267. Possibly because of its position as capital and seat of government, clearance formalities at Praia have always been more onerous than elsewhere in the archipelago and must be observed in full whether or not the yacht has already cleared in elsewhere. In particular, the entire crew must visit both the *policia maritima* and the *policia de fronteira* (immigration) offices on arrival and again on departure. Any attempt to circumvent any part of the procedure is simply not worth the likely consequences.

First the entire crew must visit the *Seccia Emigraca e Fronteira do Porto da Praia* (immigration office), situated near the entrance arch on the Cais Novo (open 0800-1200 and 1400-1800 daily). Ship's papers, passports and a photograph of each person will be required, and if anyone needs a visa (see Entry and regulations, page 267) this will be issued on payment of CVE 2500\$ (about £15/€23).

Following this the skipper must visit the office of the *Capitao dos Portos de Sotavento* (at the root of the northern jetty on the west side of the harbour, the door nearest the road), where a detailed 'Register of Entrance' is filled in and the ship's papers



surrendered until departure (though a photocopy may be accepted in lieu). Office hours are the same as those of the immigration office, but without weekend opening.

Finally everyone must call at the *policia maritima* (in the same building as the *Capitao dos Portos*), to complete a crew list and get passports stamped. The *policia maritima* claim to be open 24 hours a day 7 days a week, but in practice this is not always the case.

If anyone is due to leave by air over the weekend it is ESSENTIAL to arrive in time to clear in at all three offices, bearing in mind that this could take several hours and that Cape Verdean currency will be required for the visa. Without the correct entrance stamp in their passport they are unlikely to be allowed to board a plane to leave!

The ship's papers can be reclaimed from the Capitão dos Portos within 24 hours of departure, on payment of a fee of CVE 480\$ (about £3/€4). A receipt will be issued (and should be retained), together with a *Desembaraco de Autoridade Maritima* — particularly important if heading for the Caribbean where proof of one's port of departure is nearly always required. If the yacht is leaving the Cape Verdes, all passports should be presented at the

policia maritima office for exit stamps. Finally, the *Seccia Emigraca e Fronteira do Porto da Praia* must be visited for further stamps and permissions, though as of late 2002 no further charges were made.

Sadly, rules introduced in 1999 forbid entry and departure other than via an 'Official Sea Border Post' (see Entry and regulations, page 267), currently making it impossible to visit either Fogo or Brava without breaking the law and risking a heavy fine – or beating all the way back to Santiago for final clearance. It has been suggested to the authorities that this rule should be relaxed in the case of departing yachts, possibly allowing either 5 or 7 days after formal clearance from Praia in which to visit these delightful islands, but no response has been forthcoming.

Facilities

Chandlery No chandlery as such, though there are several hardware stores selling tools and plumbing items such as hose clips etc. Similarly, non-specialist electrical items are readily available.

Water Filling tanks can be a problem, probably best solved with the aid of one of the 'boat boys' mentioned above. Even so, quality should always be checked before going ahead. Be wary of the taps on the Cais Novo – some if not all deliver salt water. Bottled water is readily (and cheaply) available.

Showers Can usually be had at one of the hotels, on payment of a fee. Several of the staff at the friendly Hotel Marisol (opposite the beach) speak good English.

Fuel By can from the Shell filling station on the road behind the beach. Alternatively diesel can be ordered at the offices of either Shell or Enacol (near the market) for delivery by road tanker to the Cais Novo. Fuel prices are low, and payment required in advance.

Porto da Praia from the southeast, seen through the window of a commercial aeroplane



Praia market is one of the most colourful in the archipelago, with a wide variety of fruit and vegetables on sale

Bottled gas Most Shell filling stations exchange Camping Gaz bottles. Other cylinders can be refilled (with butane) at the Enacol bottling plant overlooking the Cais Novo.

Banks Several around the city, plus a currency exchange just north of the produce market (open 0800-1700 Monday to Friday, 0900-1300 Saturday) where cash can be drawn against a VISA card (passport required). Cash can also be obtained against a VISA card at the Banco Comercial do Atlantico on the main square (open 0800-1430 Monday to Friday), but not at the Banco de Cabo Verde.

There are a few cash dispensers to be seen around the city, but these appear only to accept the 'National Card', not VISA etc – see Money, page 263.

Shops/provisioning Several well-stocked supermarkets on the plateau, including the Mini Mercado Felicidade, located beneath the hotel of the same name close to the produce market, plus three or four bakeries.

For major storing-up it is worth getting a taxi to the Supermercado Calu, hidden up a side-street northwest of the city and impossible to find unaided, open 0800-1900 Monday to Saturday. Take plenty of strong bags.

Produce market Colourful African-style market on the plateau, operating from 0700 or earlier seven days a week and selling a good variety of fruit and vegetables plus all kinds of beans, as well as meat and fish in the buildings in the corners. A greater variety of fish is available in the informal fish market on the Cais Novo, near where the fishing



boats berth, and where it may also be possible to buy small quantities of ice-box grade ice.

The market area in Sucupira, where fish and meat were previously sold, now handles mainly clothes and shoes, but is also a good place to buy CDs or tapes of Cape Verdean music. All three are areas in which to watch one's purse . . .

Cafes, restaurants & hotels Generally good, with food to suit most tastes and pockets. There are more than a dozen hotels and *residenciales* at all levels, though prices tend to be noticeably higher than elsewhere in the Cape Verdes.

Medical services Hospital on the plateau, plus several pharmacies.

Communications

Post office On the eastern edge of the plateau (see plan), with telephone and fax facilities.

Telephones At the post office, plus many card-operated boxes.

Email The Sofia Cyber@bar in the Palacio de Cultura on the main square, next to the Farmacia Moderna, has numerous fast terminals as well as a pleasant courtyard snack-bar. Open 0800-2300 Monday to Saturday. Other possibilities are above the library across the street from the north entrance to the produce market, and at the Business Centre one block north of the hospital.

Computer expendables, including inkjets, are available from Infotel, nearly opposite the post office.

Car hire Several companies, but inspect the vehicle carefully before signing anything. See Road transport, page 265.

Taxis Both taxis and communal *aluguer* minibuses. A trip through the mountains by *aluguer* is surprisingly cheap and gives a glimpse of a completely different world.

Ferries Regular interisland service – see Transportation, page 265.

Air services Frequent interisland flights from the airport east of Praia, and direct flights to Dakar and Bissau. The young taxi touts who frequent the airport can be very intimidating and it would be considerate for crew members to meet any new arrival flying in.

Cidade Velha

14°58' 9N 23°36' 4W

General

Several yachts have mentioned anchoring off Cidade Velha to break the passage between Baia do Tarrafal and Porto da Praia. A rocky reef runs out from the southwest end of the beach, and as the water is generally clear it is very definitely a case of 'eyeballing' in. Holding is variable in 6-8m.

Cidade Velha was the site of the islands' first capital, at which time it was known as Ribeira Grande and was the first European-built city in the tropics. However little remains of the 'old city' now – after successive attacks during the 16th and 17th

centuries the capital moved to the steep-sided plateau where Cidade da Praia now stands. All one finds now is a small village of thatched cottages with few facilities but some fascinating relics, including the imposing walls of the original cathedral and the surprisingly well preserved old church of Nossa Senhora do Rosario on the north side of the village with flagstone memorials dating back to the days of the *conquistadors*. If not planning to visit by sea it is well worth an excursion from Cidade da Praia by taxi or *aluguer*. A bar in the square sells cold drinks, but there is little *else*.

Ribeira da Barca

15°08' 3N 23°45' 6W

Lights

2884 Ribeira da Barca 15°08' 3N 23°45' 6W

F1(3)RGW.12s6m5M 080°-vis-121° Grey tower 3m

General

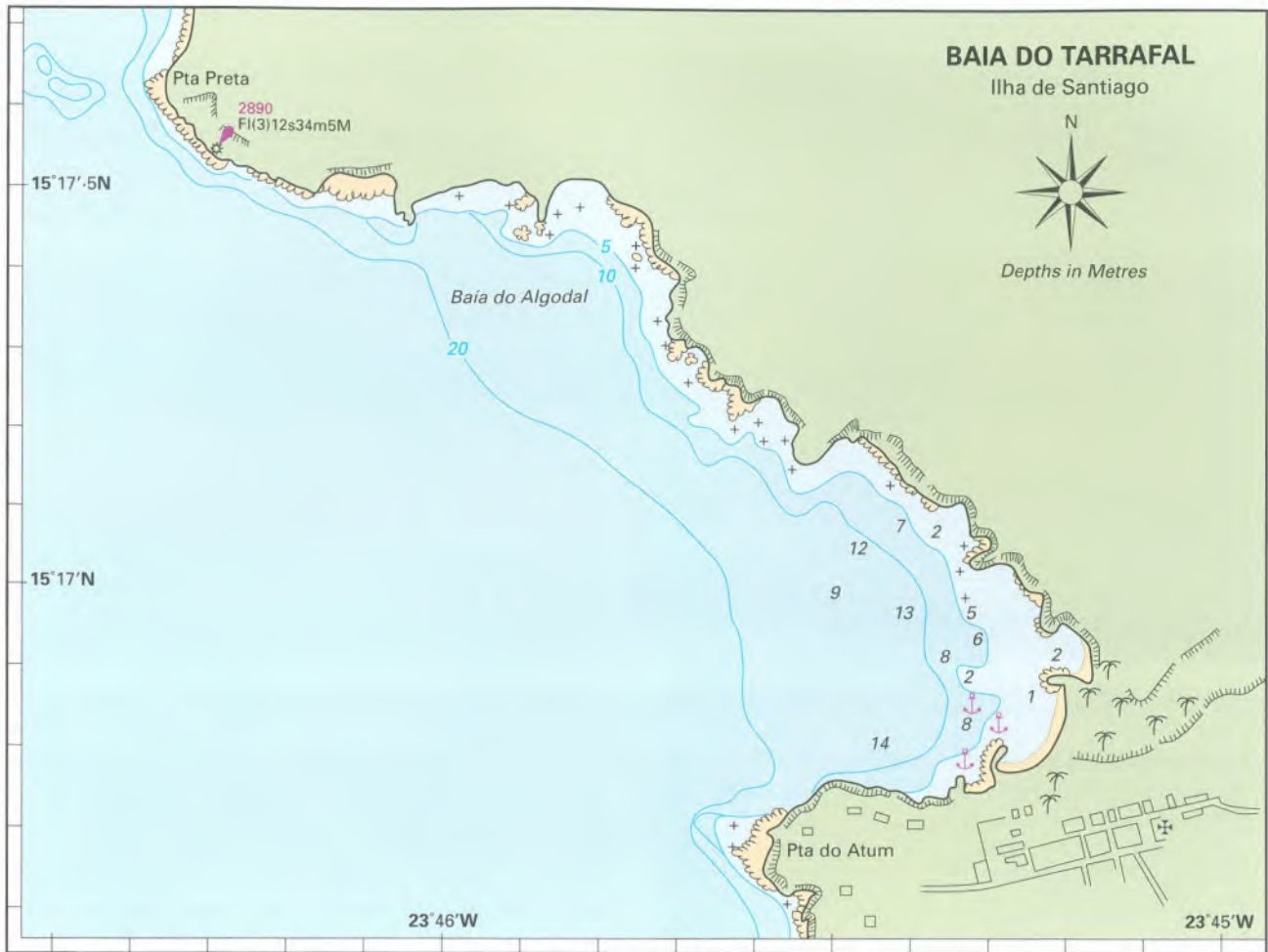
This small bay on the west coast of Ilha da Santiago, sheltered from north through east to south, is occasionally visited by yachts on passage between Baia do Tarrafal and Porto da Praia. There is a breaking rock in the middle of the bay, with a few moored fishing boats and what appears to be a cargo-unloading float further north (keep a careful watch for submerged lines if heading in past it).

The northeast trades tend to funnel down the valley and there is usually some swell, and with holding patchy in sand and rock it is prudent to lay two anchors, possibly with a third to prevent the yacht swinging inshore if the wind drops. The northeast corner of the bay contains a small quay with steps where it would be possible to land from a dinghy.

There is a small fishing village ashore with a couple of bars, but otherwise facilities are minimal.

Ribeira da Barca offers potential shelter on the passage from Baia do Tarrafal and Porto da Praia, but little more





Baía do Tarrafal

15°17' 1N 23°45' 5W

Tides

Time difference on Dakar: —0035, on Mindelo (Porto Grande): +0010

Mean *spring* range 1.0m

Mean *neap* range 0.6m

Plans

Admiralty 369 (18,500) (based on surveys dating from 1902; soundings in fathoms)

Lights

2890 Ponta Preta 15°17' 8N 23°46'•3W

F1(3)12s34m8M White square building 6m

General

Baía do Tarrafal, on the northwest coast of Ilha de Santiago, provides good shelter from north through east to south. The town with its distinctive blue and white church lies at the southeast corner of the bay, overlooking an attractive white sand beach backed by coconut palms. It has become a popular weekend venue for people from Praia and is regarded locally as Santiago's main tourist attraction. There are now more than 10,000 inhabitants, making it Santiago's second largest town.

The derelict buildings on the low plateau to the southwest of the bay were, in colonial times, a prison for political dissidents. There are plans to reopen the building as a museum.

Approach

If approaching from the south be sure not to confuse Baía do Tarrafal with Baía do Chao Bom, a wide shallow inlet some 2M further south. Ponta do Atum, which separates them, is comparatively low and can be difficult to identify from offshore. However the white tower and brown roof of Ponta

The superb beach at Baía do Tarrafal, a favourite weekend spot for residents of Santiago





The wide bay at Baía do Tarrafal seen from the southeast, with the old mole on the left and Ponta Preta just right of centre. The white lighthouse buildings can just be made out behind the yacht's mast

Preta light to the north of Baía do Tarrafal is unmistakable, standing on a ledge some 30m above the water backed by a steep hill which continues upwards to 369m.

Enter the bay on a course just south of east. There are several shoal spots close in and careful watch should be kept both on the depth sounder and over the bow – the water is usually very clear. An increasing number of moorings for local fishing craft have been laid over recent years, with more hauled up on the beach.

Anchorage

Anchor off the beach in 5-8m, as close in as local moorings permit. The sand is thin in patches and much of the bottom rock and boulders, making a tripline a sensible precaution. Holding is better west of the mole in 4-5m over sandy mud, but this position affords little protection from swell and is likely to be roly in all but the calmest conditions. Gusts come down off the hills in the evening or an onshore breeze may spring up, so two anchors are advisable, and in the unlikely event of a northwesterly ground swell building it would be wise to leave at once. Dinghies can normally be landed on the beach, but if much swell is breaking it may be preferable to use the steps on the inside of the mole.

Although previously a hassle-free anchorage, following a number of thefts it is now considered unwise to leave a yacht unattended after dark. By the same token, dinghies left on the beach appear to be relatively safe in daylight when there are plenty of people around, but the same may not be true in the evening. It is reported that reliable watchmen can be recommended by the owner of the beach bar.

Formalities

The *policia maritima* office is in the north end of an empty warehouse overlooking the mole. There is no sign, and although nominally open 0830-1200 and 1430-1600 Monday to Saturday, 0830-1200 Sunday, in practice the office is seldom manned. Mid-morning is probably the best time to catch someone. It appears that there is no longer a *delegacao maritima* at the port.

Facilities

Water Usually available by can from a communal tap at the north end of the beach, or ask from the people staying in the beach cottages.

Fuel By can from the filling station just outside the town on the main Praia road.

Bottled gas Camping Gaz exchanges at the filling station.

Bank Overlooking the main square.

Shops/provisioning The usual limited range of canned and dried stores, plus a small market selling fruit, vegetables and fish (which may also be bought directly from the fishermen on the beach).

Cafés, restaurants & hotels Two hotels on the beach with several small *residenciais* in town and the usual range of restaurants, café and bars. Beach cottages with water and electricity are available for hire by the day.

Medical services Small hospital and pharmacy.

Communications

Post office On the main Praia road.

Telephones At the post office, plus several card-operated kiosks (with cards generally available at the snack bars).

Taxis and frequent *aluguer* minibuses to/from Praia.

Ilha do Fogo

Between 14°49'N-15°03'N and 24°17'W-24°31'W

General

Ilha do Fogo lies 30M west of Ilha de Santiago, the whole 476km² island comprising a classic and spectacular single volcanic cone. A crater nearly 8km in diameter occupies the middle of the island, with a small cone on its eastern side forming the highest point at 2829m or more. The volcano still has active periods – in 1951, when lava poured down the steep eastern slopes into the sea, and more recently in early 1995, when it spewed ash, lava and molten rock at intervals for over a year.

This latest eruption, which began on the night of 2 April, was largely confined to the interior of the massive crater. Lava flows and 'bombs' of molten rock covered the single access road across its floor and almost obliterated the small village of Boca Fonte, though the slightly larger villages of Portela and Bangaieira just escaped. Incredibly, no lives were lost as local people fled their homes. Much of the vine-growing area was destroyed, either by lava or by layers of volcanic ash, but despite being provided with new houses on the mountain's southern slopes many people have since chosen to return.

When approaching from the east the island looks totally desolate, but the western side is cultivated with much terracing, though still predominantly brown. Due to Fogo's height a wider variety of crops can be grown than on most of the other islands, including coffee, vines (though wine production has been much reduced since the eruption), and the usual fruit, vegetables, maize and sugar cane. The 40,000 population appear to be more evenly spread throughout the island than is often the case elsewhere in the Cape Verdes, though the majority live in and around the capital, São Filipe.

Fogo has long been popular with yachtsmen, with an excursion to the crater a highlight of any visit to



Probably the most common reason for calling at Fogo (in Portuguese) is to see the volcano, which erupted in 1995 having been dormant for nearly 40 years.

the Cape Verdes. It is a great pity that the new rules limiting entry and departure to the three 'Official Sea Border Posts' (see Entry and regulations, page 267), apparently preclude a visit by yacht unless one is prepared to beat the 65-odd miles from Vale de Cavaleiros to Porto da Praia in Santiago for final clearance. One yachtsman did suggest clearing out of Mindelo and then developing the need for an 'emergency' stop of several days in Fogo – or simply timing one's visit for the weekend – but neither of these are legal and both carry some risk.

Telecommunications

Mobile (cell) phone reception is good around São Filipe and Vale de Cavaleiros, but has not been verified on the volcano itself – feedback would be welcome. Note also the limitation detailed on page 264. There are no individual island or area codes.

There is at least one place in São Filipe where the internet can be accessed.



Navigation

Magnetic variation

11°55'W (2004), decreasing by 8'E annually. Local magnetic anomalies are reported to exist near Ilha do Fogo.

Tidal streams

Although tidal streams are weak, the southwest-going current may attain 1 knot around the north and northeast coasts of Ilha do Fogo, but is strongly wind-influenced.

Charts

Admiralty 366 (1:500,000)

Portuguese 201 (1:500,000)

US 51540 (1:200,000)

Imray-Lolaire E4 (1:510,000)

Lights

2898 **Ponta do Alcatraz** 14°50'N 24°19'W

F1.4s135m10M 225°-vis-045°

White column 3m

2900 São Filipe (Fortim Carlota)

14°53' 6N 24°30' 1W F1(5)R.20s37m8M

Red lantern on white column near large cream building 4m

Note Unlit pending repair since late 2002, though expected to return to service in due course

2901 **Porto dos Mosteiros** 15°02'N 24°19' 8W

F1(3)RW.12s12m5M White pyramid on wall 3m

Approach

The coast is generally steep-to and 0.5M clearance sufficient. However if approaching Vale de Cavaleiros from the north, allow Baixo do Rui Pereira close north of the harbour at least 1M.

Harbours and anchorages

Vale de Cavaleiros

14°55'N 24°30' 2W

Tides

Time difference on Dakar: -0120, on Mindelo (Porto Grande): -0035

Mean spring range 1.1m

Mean neap range 0.6m

Plans

Portuguese 272 (1:10,000) (first published 1970)

Imray-Lolaire E4 (sketch plan)

Lights

2900 São Filipe (Fortim Carlota)

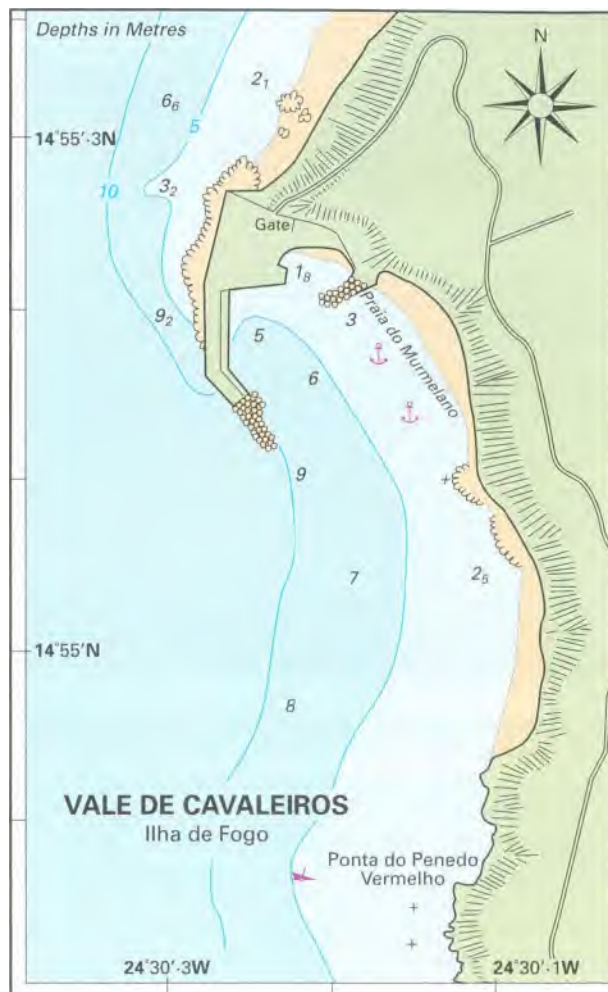
14°53' -6N 24°30' 1W F1(5)R.20s37m8M

Red lantern on white column near large cream building 4m

Note Unlit pending repair since late 2002, though expected to return to service in due course. There is no light at the harbour itself

General

Situated on the west coast of Ilha do Fogo about 1.5M north of the main town of São Filipe, Vale de Cavaleiros provides reasonable shelter from the prevailing northeasterly winds and swell. It is Ilha do Fogo's only harbour, used mostly by small cargo boats and the interisland ferries, one of which generally calls each week (schedules for the month



are posted outside the Arco Verde offices in Praia and Mindelo).

Since the breakwater was repaired and extended in early 2000 ships berth alongside. Even so, space in the harbour is very limited and if a second ship arrives any yachts at anchor may be instructed to leave immediately.

Approach and entrance

If coming from the north keep at least 1M offshore to avoid Baixo do Rui Pereira which has less than 2m. If coming from the south take care to avoid the reef about 0.5M south of the port, 'marked' by a very angular section of wreck which shows at all times. An offing of 0.75M is adequate.

The breakwater is not lit – the end is marked but an inconspicuous white post topped by a red diamond – and night entry would be unwise.

Anchorage and berthing

Yachts normally lie south of the inner mole, with a long stern line to the mole (which features one large old bollard and numerous large angular rocks) and a bower anchor down in about 4m over sand and rock. Swell-induced chafe is likely to be significant, making a chain loop around the rocks ashore a wise precaution, with nylon or other springs on both anchor and stern lines.



Vale de Cavaleiros, looking slightly south of west. The breakwater was rebuilt and extended in early 2000 after repeated storm damage

A maximum of six yachts can be squeezed in, with the most comfortable spot about a quarter of the way in from the outer end. Be sure to remain well east of the end of the mole — most ships need the entire width between the breakwater and the mole to turn (either on arrival or departure), and while this is generally done with great skill there would almost certainly be no compensation were a yacht to be damaged in the process.

Dinghies can be landed either on the beach or on the slipway north of the inner mole (taking care not to impede local fishing boats), but in either case do not venture ashore unshod. Security does not appear to be a problem.

The breakwater is in frequent use by ferries and cargo ships, but it might be possible to lie alongside for a short period to take on water and/or fuel — consult ENAPOR in their office at the harbour, both for permission to lie alongside and regarding the water hose. Swell may be a problem, though the angled breakwater end gives some protection.

Be particularly vigilant if visiting Vale de Cavaleiros between June and November, a season when the wind may swing into the south without warning. Local people take this danger very seriously indeed, and ships generally move out of the harbour overnight due to the danger of being trapped by a southerly gale.

Formalities

All formalities are handled by the *delegacao maritima* (harbour office) from premises on the

southern edge of Sao Filipe (open 0800-1500 Monday to Friday), the port captain dealing only with commercial vessels. (To locate the office, take an *aluguer* into town and listen for the (noisy) electrical generating station. Continue past it and over a bridge, past a primary school and then take the second right. The *delegacao maritima* occupy a small grey building opposite the secondary school,

Yachts lie at anchor beneath the cliffs at Vale de Cavaleiros, with stern lines to the inner mole



the Liceu de São Filipe). As of late 2002 the officials were notably helpful and welcoming, and at least one spoke good English.

The usual ship's papers, passports and crew list (giving name, passport number and place/date of birth) are required, though only the skipper need visit the office in person. A charge of CVE 480\$ (about £3/€4) is made and the ship's papers held until departure, though a photocopy may be accepted. If intending to depart over the weekend the papers will be returned on Friday, and again only the skipper need attend.

There are no immigration authorities on Fogo. While clearly keen to welcome yachts to the island, and apparently far more interested in the vessel than in the status of those sailing her, it is difficult to know what the reaction would be were one to present passports already bearing clearance stamps from the immigration office in Praia, Santiago.

Facilities

Good drinking water from a tap just inside the harbour gates, or via a hose controlled by ENAPOR (see above). It may be possible to arrange for large quantities of fuel (for one or more yachts) to be delivered by road tanker – a short (but hot) walk up the road from the harbour brings one to the main Shell depot and offices.

There is virtually nothing else other than a part-time bar (operational only when a ship is in) and the possibility of buying fish direct from the boats. It is necessary to walk some 3km south into São Filipe for shopping, though there is a good chance of getting a ride in an aluguer or a private car.

São Filipe

14°53'•8N 24°30'•1W

General

Sao Filipe is an open and exposed roadstead – the island is almost circular and the prevailing northeast wind and swell work right round it. It is generally untenable during the winter with heavy surf running, though it might be possible to anchor off its dramatic black sand beach in summer when the northeasterlies are light or the wind is in the south. Conditions are too unpredictable to leave a yacht unattended, and for the same reason it is unsuitable as an overnight stop.

Sao Filipe is Ilha do Fogo's largest town, identifiable by its large church and the old fortress of Fortim Carlota to the south. It is the oldest town in the Cape Verdes other than the largely ruined Cidade Velha in Santiago, and one of the most elegant. Many of the houses and official buildings dating back to Portuguese days are still in good condition and there are several attractive public squares and gardens. The atmosphere is pleasantly relaxed and local people are friendly towards visitors.

Facilities

Water Several taps in the town, in addition to that at Vale de Cavaleiros.

Showers Try one of the hotels or *residenciales*.

Laundry Communal washing area with public taps and apparently unlimited water.

Electricity No chance, even if berthed alongside.

Fuel Small amounts by can from either of the filling stations. See above regarding larger quantities.

Bottled gas Shell Gas available from the filling station in São Filipe and possibly from the Shell depot near the harbour, but no refills.

Bank In the southwest corner of the town, open 0800-1500 Monday to Friday.

Shops/provisioning Several grocery stores plus at least one bakery. The Shell Select shop (continue along the road which leads in from the harbour) is open on Sunday.

Produce market With a reasonable selection of fruit and vegetables, some locally grown.

Cafes/restaurants/hotels Several restaurants and hotels, but a surprising lack of seafront cafe/bars. The Hotel Xaguate has a swimming pool which is available to non-residents for a small fee.

Medical services Small hospital on the road towards the harbour.

Communications

Post office Overlooking the main square, near the back of the older part of town.

Telephones Several kiosks.

Email Four fast terminals at Eduteca Alf in the centre of the town.

Car hire Available, though prices are relatively high. See Road transport, page 265.

Taxis Taxi trips to the volcano are expensive, but if the weather is clear the cost is more than justified.

Buses The usual *aluguers*, which leave from near the market.

Ferries Either the *Sotavento* or the newer *Praia d'A guada* visit most weeks on their way to Praia, sometimes calling at Brava en route

Air services Frequent departures to Santiago, less frequently to Sao Vicente and Ilha do Sal, from the new airport some 2-5km east of Sao Filipe. The old airport at Mosteiros is now closed.

Porto dos Mosteiros

15°02'N 24°19'•8W

Plans

Portuguese 271 (1:2,500) (first published 1962)

Lights

2901 Porto dos Mosteiros 15°02'N 24°19'.8W

FI(3)RW.12s12m5M White pyramid on wall 3m

General

Not a port by any stretch of the imagination – rather a gap in the rocks where a few fishing boats are hauled ashore. Fully open to the northeast trades and quite impossible so far as a yacht is concerned.

Ilha Brava

Between 14°48'N-14°54'N and 24°40'W-24°45'W

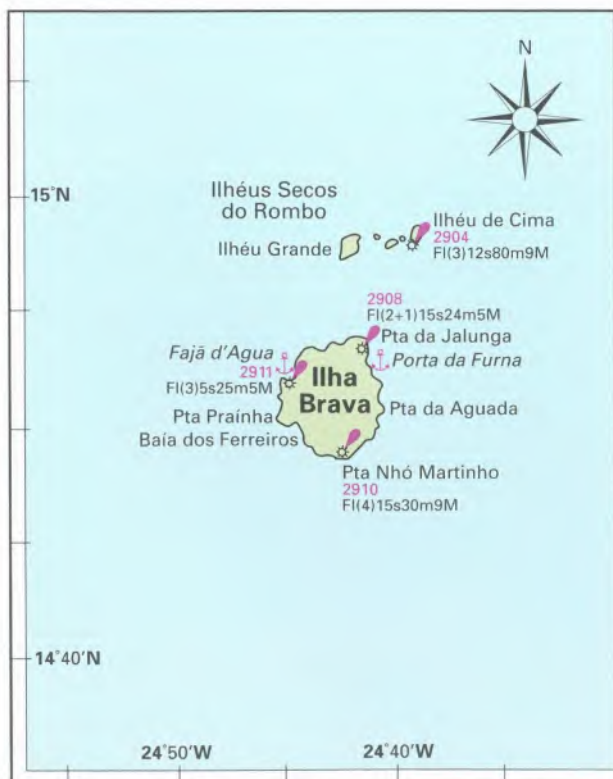
General

Ilha Brava is the most southwesterly island of the archipelago, separated from Ilha do Fogo by a 10M wide channel. With an area of only 64km² it is the smallest of the Cape Verdes to be permanently inhabited – there is a population of around 7000 – and is the only one without an operational airport. Very little of Isla Brava is low-lying, its highest point being Monte de Fountainhas at 976m. The capital, Vila de Nova Sintra, is situated in a small *caldeira* more than halfway up its northeastern slope.

It is a very beautiful island – frequently described as the prettiest in the archipelago – and unique in that even the west coast, so often dry and desolate in the other islands, is green and fertile with good drinking water and coconut palms lining the shore.

Whether anchored at Porto da Furna or at Faja d'Agua it is worth catching an *aluguer* up to Vila de Nova Sintra, an attractive little town which is nearly always shaded by a cloudcap and, for much of the year, is remarkably green with splashes of red hibiscus and indigo-flowered creeper. The young man employed to dig weeds out of the cracks between the cobblestones must surely have a job unique in the Cape Verdes..

If anchored at Furna, the walk back down the old road (see the *Brandt Guide* for details of this and many other walks) is highly recommended for those without knee problems, and offers a chance to admire the scenery at one's own pace. Only the very energetic would wish to walk back to Faja d'Agua, albeit the views are even more spectacular.



Brava used to be a favourite place from which to depart for the Atlantic passage, and it is a great pity that the new rules limiting entry and departure to the three 'Official Sea Border Posts' (see Entry and regulations, page 267), apparently preclude a visit by yacht unless one is prepared to beat all the way back to Santiago for final clearance – though see page 309.

Telecommunications

Mobile (cell) phone reception is good in both Porto da Furna and Faja d'Agua, as well as up at Vila de Nova Sintra, but has not been checked elsewhere. Note also the limitation detailed on page 264. There are no individual island or area codes. There is, as yet, no public internet access point.

Navigation

Magnetic variation

11°55'W (2004), decreasing by 8'E annually. Local magnetic anomalies are reported to exist near Ilha Brava.

Tidal streams

Tidal streams are weak but the current sets southwest around Ilha Brava at 0·5 to 1 knot.

Charts

Admiralty 366 (1:500,000)
Portuguese 201 (1:500,000)
US 51540 (1:200,000)
Imray-lolaire E4 (1:510,000)

Lights

2908 Ponta da Jalunga 14°53'4N 24°40'-5W
Fl(2+1)15s24m5M 187°-vis-007°
Grey column and building 8m
Note Resembles a farm building until close enough to see the lantern
2910 Ponta Nhó Martinho 14°48'·1N 24°42'-3W
Fl(4)15s30m9M 237°-vis-106.5°
White square tower with red lantern 4m
2911 Ponta de Faja d'Agua 14°52'N 24°44'.4W
Fl(3)5s25m5M Metal column 5m

Approach

The coast is generally steep-to with 0·5M clearance sufficient all round the island.

Harbours and anchorages

Porto da Furna

14°52' 8N 24°39' 9W

Plans

Imray-lolaire E4 (sketch plan)

Lights

2908 Ponta da Jalunga 14°53' 4N 24°40' 5W

F1(2+1)15s24m5M 187°-vis-007°

Grey column and building 8m

Note Resembles a farm building until close enough to see the lantern

2909 Ferry quay 14°53' 2N 24°40' 7W

F.R.1M

Note Demolished a few years ago during work to extend the quay and not yet replaced. A green post with I topmark marks nearby rocks

General

Porto da Furna lies 0.5M southwest of Ponta Jalunga and is well sheltered other than in a southeasterly. It is the island's main harbour and used by the interisland ferries, one of which generally calls each week (schedules for the month are posted outside the Arco Verde offices in Praia and Mindelo). The village lies at the head of the bay, from which a road runs the few kilometres up to Vila de Nova Sintra.

Security does not appear to be a problem, but some of the children are more persistent than in other harbours with demands for sweets, pens and money. A simple 'no' accompanied by a friendly smile is undoubtedly the best response, unless well prepared with suitable small gifts.

Approach and anchorage

The white buildings of the village are visible from several miles offshore unless hidden by Ponta Badejo. The buildings associated with Ponta da Jalunga are more difficult to spot, but a single, large, white wind generator stands on the hill behind. Neither side of the entrance is lit and entry in



darkness is out of the question.

Major construction work has taken place in the northern part of the harbour over the past few years and the interisland ferry (or more accurately her after half) now berths alongside the quay inside Ponta Badejo. The rocks running south from the headland are marked by an unlit green post with a west cardinal I topmark.

Even when the largest ferry, the *Praia de Aguada*, is expected — either she or the older *Sotavento* calls most weeks — there is still room for three or four yachts to tuck in off the north quay (effectively complete by late 2002 but with construction work still in progress ashore). This position gives reasonable protection from the prevailing wind and swell, though the surrounding hills may deflect the prevailing northeast trades around to southeast or even southwest within the harbour itself.

The first yacht to arrive will probably be invited to secure a bow line to the large, rusty, yellow mooring

The semi-circular bay at Porto da Furna seen from the Vila de Nova Sintra road, looking almost due east



Faja d'Agua (Porto da Faja)

Tides

Time difference on Dakar: -0135, on Mindelo (Porto Grande): -0050

Mean spring range 1.2m

Mean neap range 0-6m

Plans

Admiralty 369 (1:17,500) (based on surveys dating from 1905; soundings in fathoms)

Lights

2911 Ponta de Faja d'Agua 14°52'N 24°44'W

F1(3)5s25m5M Metal column 5m



General

A small bay providing a quiet and pleasant anchorage in the right conditions, with shelter from north through east to southwest. The village of Lagoa fringes its northeast corner. In general both adults and children are friendly and helpful without being pushy, though little English is spoken. There are good natural swimming pools at the southern end of the bay.

A fisherman pulls away from Faja d'Agua's somewhat inadequate slipway.





The wide bay at Faja d'Agua, looking northeast. The 'bird table' on the left supports the area's only light

In the late 1990s an airport was completed about 2km to the south, but unpredictable crosswinds combined with a very short runway proved such a dangerous combination that within a year or two it was closed, it appears permanently.

Approach and anchorage

Anchor off the village in the northeast corner of the bay, in 8m or less over sand with a few rocks. One or two local craft plus a few fishcages are moored off the small slipway. The seabed drops steeply to 20m or more offshore and it is essential to be well onto the shelf before anchoring. Swell can work its way right around the island, and the surrounding mountains frequently cause the wind to box the compass.

The beach is mainly boulders with some sand and getting ashore can be a damp experience, particularly with a heavy dinghy. The favoured places are either below the slipway (where a dinghy can safely be left), or further north in the shadow of the pale green church, according to wind and swell.

Formalities

There is neither *policia* nor *delegacao maritima* (harbour office) in the village.

Facilities

Facilities ashore are limited, but many yachtsmen will appreciate the opportunity to fill their tanks with good water, do their laundry and even take a (cold) shower. (Note that only the tap gives drinking water – the supply to the showers and laundry sinks is brackish). All three facilities cost just a few escudos – ask around for the young man who holds the key.

A small general store sells the usual dry and canned goods, and a limited range of fruit and vegetables is generally obtainable from local people.

Fish and fresh bread are sold from a bright green house almost opposite the slipway – it may also be possible to arrange with local fishermen for a *langouste* or two. There is one cafe/bar plus a small (three bedroom) hotel and restaurant owned by an American Cape Verdean. A second hotel and restaurant appears to have failed with the closure of the airport. Communications are limited to a single, card-operated, telephone and the occasional *aluguer*.

More shops, including a relatively well-stocked

Faja d'Agua seen from the north, with the parapet of the narrow road in the foreground
Sue Thatcher



general store, will be found some distance up the valley at Vila de Senora del Montana. Taxis are available, though the energetic will enjoy the attractive walk.

Baia dos Ferreiros

14°49'7N 24°44'2W

General

This deeply indented bay south of Ponta Prainha offers good anchorage in about 15m over sand some 100m off the beach. Favour the eastern side, as there are reported to be rocks in the western part of the bay. It is open only to the south, with limited fetch for the prevailing northeast trades though gusts blowing down off the mountain might well be fierce. A breaking reef, clearly visible in good daylight, partially blocks the entrance.

There are two or three buildings on the shore with, in late 2003, a dozen or more rowing boats drawn up on the beach outside. In addition there was one larger vessel on a mooring. In the words of Mary Robinson: 'Most of the rowing boats were launched in the dark at about 0300, each lit by a flaming paraffin torch and crewed by entire families fishing – an amazing sight. The local people were very friendly and we procured some excellent fish by barter as we had no escudos left.'

There are no permanent habitations at Baia dos Ferreiros and no road between it and the small village of Lomba, perched on a ridge high above – all communication is via a single zig-zag path. The village boasts one shop and spectacular views, but little else.

Baia dos Ferreiros on the southwest coast of Ilha Brava offers sheltered anchorage but almost no facilities ashore
Mary Robinson



Looking eastward over the rooftops of Vila de Nova Sintra, with the shadow of Fogo in the distance
Sue Thatcher

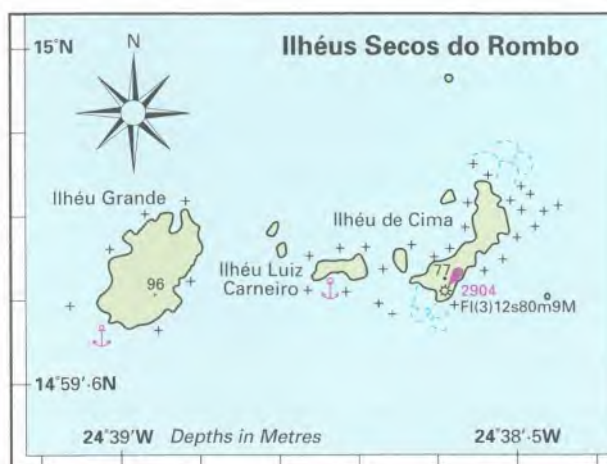
Ilheus Secos do Rombo

Between 14°57'N-14°59'N and 24°38'W-24°42'W

General

This group of four tiny and two somewhat larger islets, all connected by reefs, lies about 3.5M north of Ilha Brava and 7.5M west of Ilha do Fogo, separated from them by deep-water channels. The largest and highest of the group are Ilheu de Cima to the east at 77m, and Ilheu Grande to the west at 96m.

None of the islets are inhabited, though Jill Schinas reports that the fishing is excellent and fishermen from Brava come out each day, principally working the reef-strewn area between Ilheu Luiz Carneiro and Ilheu de Cima. In rough weather they camp out (there is a small building) rather than make the journey to and fro in their small open



general store, will be found some distance up the valley at Vila de Senora del Montana. Taxis are available, though the energetic will enjoy the attractive walk.

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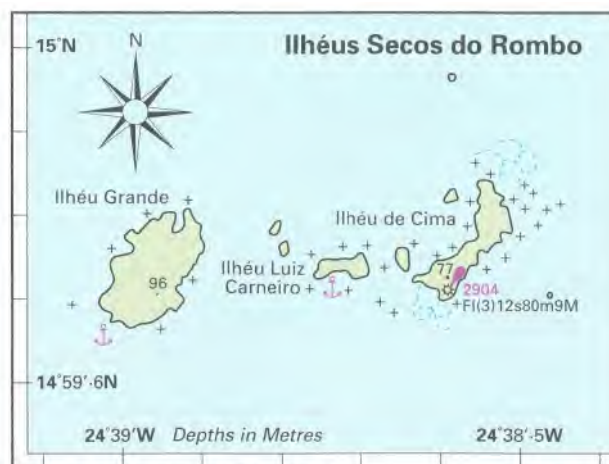
Ilheus Secos do Rombo

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General

This group of four tiny and two somewhat larger islets, all connected by reefs, lies about 3·5M north of Ilha Brava and 7·5M west of Ilha do Fogo, separated from them by deep-water channels. The largest and highest of the group are Ilheu de Cima to the east at 77m, and Ilhéu Grande to the west at 96m.

None of the islets are inhabited, though Jill Schinas reports that the fishing is excellent and fishermen from Brava come out each day, principally working the reef-strewn area between Ilhéu Luiz Carneiro and Ilhéu de Cima. In rough weather they camp out (there is a small building) rather than make the journey to and fro in their small open





The Ilheus Secos do Rombo – literally the 'islands of the dry holes' – seen from the southeast

boats. The entire group is a designated nature reserve, with large colonies of nesting seabirds including the rare Bulwer's petrel.

If on passage and not intending to stop at the islands, the entire area should be given an offing of at least 1M.

Navigation

Magnetic variation, Tides and Charts
See under Ilha Brava.

Lights

2904 Ilhéu de Cima, summit 14°57' 8N 24°38' 6W (PA)

F1(3)12s80m9M 047°-vis-252° and 304°-vis-010°

Square white hut and lantern 4m

Note Obscured from offshore 010°-047° by Ilha Brava and 252°-304° by Ilha do Fogo, but visible if passing between Ilheu de Cima and its larger neighbours



Anchorage

Two anchorages are marked on US 51540. That south of Ilheu Luiz Carneiro, the small central island, is said to be reasonable in normal conditions and easy to vacate by day or night should the need arise. The other, east of Ilhéu Grande (known locally as Ilheu de Baixo) looks quite untenable, though there is said to be a spot off the southwest tip which is somewhat better. In either case getting ashore would be a problem as there is no beach.

In his *Street's Transatlantic Crossing Guide*, Donald M Street describes a visit to the islands by chartered fishing boat, anchoring on the south side of Ilheu de Cima in the saddle between two hills in 7-9m in good holding over sand. He regards it as unsuitable for an overnight stay but usable by day in settled weather.



The emigrants' memorial at Porto Novo, Santo Antao. As many Cape Verdeans now live abroad as in the islands themselves

Appendices

I. CHARTS

Charts are listed in the same order in which islands and harbours are described in the text. They and other publications may be updated annually by reference to the Admiralty *List of Lights and Fog Signals Volume D (NP 77)* or weekly via the Admiralty *Notices to Mariners* (which can be downloaded from the UK Hydrographic Office website at www.ukho.gov.uk).

Attention is drawn to the notes regarding Horizontal chart datum on page 10, and on Chart datum and Satellite derived positions on pages 28, 119, 157 and 271.

Imray-Iolaire charts, as well as British Admiralty charts and publications, are available from:

Imray Laurie Norie & Wilson Ltd
Wych House, The Broadway
St Ives, Cambs PE27 5BT, England
tel 01480 462114, Fax 01480 496109
email orders@imray.com

Passage Charts

British Admiralty Chart Title	Scale
4011 North Atlantic Ocean Northern Part	10,000,000
4012 North Atlantic Ocean Southern Part	10,000,000
4014 North Atlantic Ocean Eastern Part	10,000,000
4103 English Channel to the Strait of Gibraltar and the Arquipelago dos Acores	3,500,000
4104 Lisbon to Freetown	3,500,000
4115 Arquipelago dos Acores to the Arquipelago de Cabo Verde	3,500,000

US National Geospatial-Intelligence Agency Chart Title	Scale
121 North Atlantic Ocean (Northern Sheet)	5,870,000
120 North Atlantic Ocean (Southern Sheet)	6,331,100
125 North Atlantic Ocean (Southeastern Sheet)	5,281,950
126 North Atlantic Ocean (Northeastern Part)	3,619,020
103 English Channel to the Strait of Gibraltar including the Azores	3,500,000
104 Lisbon to Freetown	3,500,000

Azores

British Admiralty	
1950 Arquipelago dos Acores	750,000
1959 Flores, Corvo and Santa Maria with Banco Formigas	
Ilhas Flores and Corvo	150,000

Chart Title	Scale
Santa Cruz, Flores	25,000
Lajes, Flores	20,000
Ilha de Santa Maria with Banco das Formigas	150,000
Vila do Porto, Santa Maria	12,500
Bahia de Sao Lourenco, Santa Maria	12,500
1956 Arquipelago dos Acores (Central Group)	175,000
1957 Harbours in the Azores (Central Group)	
Canal do Faial	37,500
Porto da Horta, Faial	10,000
Vila da Praia, Graciosa	12,500
Praia da Vitória, Terceira	12,500
Angra do Heroismo, Terceira	12,500
1858 Sao Miguel	
Ilha de Sao Miguel	150,000
Ponta Delgada, Sao Miguel	10,000
Capelas, Sao Miguel	15,000

Portuguese Hydrographic Institute
(Folio 94 – see page 28)

Chart Title	Scale
41101 Arquipelago dos Acores	1,000,000
43101 Arquipelago dos AcOres – Grupo Occidental	300,000
46401 Ilhas das Flores e do Corbo (pianos dos Portos das Lajes de Flores, Santa Cruz das Flores e do Porto da Casa)	50,000
43102 Arquipelago dos AcOres – Grupo Central	300,000
46403 Ilha do Faial e Canal do Faial (pianos dos Portos da Horta e da Madalena)	50,000
46201 Canal de Sao Jorge (Ilhas de Sao Jorge e Pico)	75,000
47501 Ilha de Sao Jorge (pianos dos Portos das Velas e da Calheta) e Ilha do Pico (pianos dos Portos das Lajes, Santa Cruz das Ribeiras e de Sao Roque)	7,500
46404 Ilha Graciosa (pianos dos Portos de Santa Cruz, Vila da Praia e Folga)	50,000
46405 Ilha Terceira (pianos dos Portos da Praia da Vitória e Angra do Heroismo)	75,000
43103 Arquipelago dos AcOres – Grupo Oriental	300,000
46406 Ilha de Sao Miguel (plan de Porto de Ponta Delgada)	100,000
47502 Ilha de Sao Miguel (pianos dos Portos das Capelas, Rabo de Peixe, Formoso, Vila Franca do Campo e Povoacdo)	5,000
46407 Ilha de Santa Maria e Ilheus das Formigas (pianos dos portos de Vila do Porto, Baia de Sao Lourenco)	75,000
(Folio Antigo – see page 28)	
115 Ilhas Flores e Corvo – Grupo Occidental	100,000

<i>Chart Title</i>	<i>Scale</i>	<i>Chart Title</i>	<i>Scale</i>
186 Porto de Santa Cruz, Flores	10,000	(Folio Antigo - see page 28)	
187 Porto das Lajes, Flores	5,000	100 Arquipelago da Madeira e Ilhas Selvagens	500,000
188 Vila Nova do Corvo	5,000	101 Arquipelago da Madeira	150,000
180 Porto do Cais, Pico	5,000	102 Ilha da Madeira	80,000
181 Porto das Lajes, Pico	10,000	152 Porto do Moniz	5,000
178 Portos Velas e Calheta, Sao Jorge	5,000	153 Porto da Cruz	5,000
113 Ilha Graciosa	50,000	154 Porto da Machico	5,000
e Pianos dos Portos	5,000	104 Ilhas Desertas	50,000
165 Vila Franca do Campo, Sao Miguel	10,000	105 Ilhas Selvagens	50,000
161 Porto de Capelas, Sao Miguel	5,000	156 Selvagem Grande	20,000
162 Rabo de Peixe, Sao Miguel	5,000	157 Selvagem Pequena e Ilheu de Fora	20,000
163 Porto Formoso, Sao Miguel	5,000	US National Geospatial-Intelligence Agency	
164 Porto da Povoacao, Sao Miguel	5,000	51261 Archipelago da Madeira	150,000
US National Geospatial-Intelligence Agency		51263 Baia do Funchal and Praia Formosa, Madeira	10,000
51002 The Azores Archipelago	750,000	Porto do Funchal, Madeira	5,000
51041 Flores and Corvo	250,000	51342 Salvage Islands	103,640
Santa Cruz, Flores	25,000	Selvagem Grande	20,625
Lajes, Flores	20,000	Selvagem Pequena and Ilhéu de Fora	20,700
51061 Faial, Graciosa, Terceira, Pico and Sao Jorge	250,000	Imray-lolaire Series	
51062 Plans in the Central Azores		E3 Arquipelago de Madeira	170,000
Approaches to Horta, Faial	50,000	Baia de Porto Santo	28,500
Horta, Faial	10,000	Porto do Funchal, Madeira	7,500
Approaches to Santa Cruz, Graciosa	50,000		
Santa Cruz, Graciosa	10,000	Canary Islands	
51064 Eastern Approaches to Terceira	50,000	British Admiralty	
Angra do Heroismo, Terceira	12,500	1870 Lanzarote to Gran Canaria	300,000
Praia da Vitória, Terceira	10,000	886 Estrecho de la Bacayna and approaches to Arrecife	75,000
51081 Sao Miguel and Santa Maria	250,000	Puertos de Arrecife, Naos and los Marmoles	12,500
Vila Franca do Campo, Sao Miguel	20,000	1869 Gran Canaria to Hierro	300,000
Vila do Porto, Sta Maria	10,000	1856 Plans in Gran Canaria	
51082 Approaches to Ponta Delgada, Sao Miguel	50,000	Approaches to Puerto de la Luz	75,000
Ponta Delgada, Sao Miguel	10,000	Puerto de la Luz	12,500
Imray-Iolaire Series		Punta de la Salineta	15,000
E1 Arquipelago dos Acores	759,000	Punta de Gando	25,000
Santa Cruz, Flores	5,930	1847 Santa Cruz de Tenerife	12,500
Horta, Faial	12,470	1858 Approaches to Santa Cruz de Tenerife and Santa Cruz de la Palma	
Porto das Velas, Sao Jorge	7,400	Approaches to Santa Cruz de Tenerife	50,000
Vila da Praia, Graciosa	10,400	Approaches to Santa Cruz de la Palma	75,000
Praia da Vitoria, Terceira	19,450	Santa Cruz de la Palma	10,000
Ponta Delgada, Sao Miguel	10,660	Spanish Hydrographic Institute	
Vila do Porto, Santa Maria	10,000	Lanzarote	
Madeira Group		50A Islas de Lanzarote y Fuerteventura	175,000
1831 Arquipelago da Madeira	150,000	206 Isla de Lanzarote	100,000
1689 Ports in the Arquipelago da Madeira		502 De Arrecife a Punta Gaviota	55,000
Porto de Funchal	7,500	5020 Pasos entre las Islas Alegranza, Montana Clara, Graciosa y Lanzarote	25,000
Porto de Porto Santo	7,500	5040 Puertos de Arrecife, Naos y los Marmoles	5,000
Baia do Funchal and Praia Formosa	15,000	Lanzarote and Fuerteventura	
Baia de Porto Santo	20,000	503 De punta Gaviota a playa Quemada, Lanzarote, y de la playa de los Matos a punta de Tostón, Fuerteventura	50,000
3133 Casablanca to Islas Canarias (including Arquipelago da Madeira)	1,250,000	5030 Estrecho de la Bocayna	25,000
Ilhas Selvagens (see also page XXX)	100,000	504 De punta Pechiguera a Arrecife, Lanzarote y de puerto de Rosario a punta Gorda, Fuerteventura	55,000
Portuguese Hydrographic Institute		Fuerteventura	
(Folio 94 - see page 28)		50B Islas de Fuerteventura y Gran Canaria	175,000
33101 Arquipelago da Madeira	350,000	204 Isla de Fuerteventura	125,000
36401 Ilha do Porto Santo (pianos da Baia e do Porto do Porto Santo)	50,000	505 De punta de Tostón a punta Amanay	50,000
36201 Ilha da Madeira e Ilhas Desertas	100,000	506 De puerto de Gran Tarajal a puerto del Rosario	50,000
36402 Camara de Lobos a Ponta de Sao Lourenco (pianos dos Porto do Funchal e do Canical)	30,000	5060 Puerto del Rosario	3,000
37501 Ilha da Madeira (pianos dos Portos da Cruz, do Monix, e do Machico)	7,500		
36403 Ilhas Selvagens (pianos da Selvagem Grande e da Selvagem Pequena)	100,000		

<i>Chart Title</i>	<i>Scale</i>	<i>Chart Title</i>	<i>Scale</i>
5061 Puerto de Gran Tarajal	3,000	Imray-Iolaire Series	
507 Peninsula de Jandia	55,000	E2 Islas Canarias	598,000
Gran Canaria		Puerto de los Mdrmoles and Puerto de Naos, Lanzarote	17,800
51B Islas de Tenerife y Gran Canaria	175,000	Morro Jable, Fuerteventura	
210 Isla de Gran Canaria	100,000	Puerto de la Luz, Gran Canaria	22,100
508 De Banaderos a punta Tenefe	50,000	Darsena Pesquera, Santa Cruz de Tenerife	17,300
Baja de Gando	20,000	Puerto de San Sebastian, Gomera	7,680
Bahia de Melenara	15,000	Puerto de Santa Cruz, La Palma	12,580
5080 La Isleta y bahia de Las Palmas	12,500	Puerto de la Estaca, Hierro	5,880
5081 Puerto de La Luz	5,000		
509 De punta Melenara a punta de Maspalomas	50,000	Cape Verdes	
510 De punta de Maspalomas a cabo Colorado	50,000	British Admiralty	
Puerto Rico	5,000	366 Arquipelago de Cabo Verde	500,000
511 De cabo Colorado a punta Melenara	50,000	367 Ports in the Arquipelago de Cabo Verde	
Puerto de las Nieves	10,000	Ilha do Sal	200,000
Tenerife		Baia do Palmeira, Sal	12,500
205 Isla de Tenerife	125,000	Porto do Santa Maria, Sal	20,000
512 Del puerto de Santa Cruz de Tenerife a punta Hidalgo	50,000	Approaches to Porto Grande, Sao Vicente	150,000
513 De punta del Ternerero a punta del Sauzal	50,000	Porto Grande, São Vicente	17,500
Bajo de la Mancha Blanca	20,000	Approaches to Porto da Praia, Santiago	150,000
5130 Santa Cruz de Tenerife		Porto de Praia, Santiago	15,000
De puerto Caballo a la dársena pesquera	10,000	369 Plans in the Arquipelago de Cabo Verde	
Puerto Caballo	3,500	Porto de Pedra de Lume, Sal	18,000
5132 Darsenas E y pesquera del puerto de Santa Cruz de Tenerife	5,000	Porto de Sal Rei, Boa Vista	50,000
5231 Darsenas E S y de los Llanos del puerto de Santa Cruz de Tenerife	5,000	Porto do Preguica, Sao Nicolau	12,200
514 De punta de San Juan a punta Honduras	50,000	Ilhas Sta Luzia, Branco and Razo	90,440
5140 Puerto de los Cristianos	3,500	Tarrafal do Monte Trigo, Sto Antao	12,000
515 De punta de la Fa* a punta Rasca	50,000	Ponta do Sol, Sto Antao	18,000
516 De punta Hidalgo a punta de Buenavista	50,000	Porto Inglez, Maio	24,500
Gomera		Porto da Santiago, Santiago	10,000
51A Islas de La Palma, Gomera y Hierro	175,000	Baia do Tarrafal, Santiago	18,500
517 Isla de la Gomera	50,000	San Filipe and Encarnação anchorages, Fogo	10,000
5170 Puerto de San Sebastian de la Gomera	3,500	Porto da Faja, Brava	17,500
La Palma		Direccao Geral de Marinha e Portos, Cape Verdes	
519 Isla de La Palma	60,000	21 Porto da Palmeira, Ilha do Sal	
5190 Puerto de Santa Cruz de La Palma	3,500	41 Mindelo (Porto Grande), São Vicente	5,000
Hierro		71 Porto da Praia, Santiago	
520 Isla de Hierro	50,000	31 Porto do Tarrafal, Sao Nicolau	5,000
5200 Puerto de La Estaca	3,000	11 Porto Novo	
US National Geospatial-Intelligence Agency		Portuguese Hydrographic Institute	
51380 Islas Canarias (Eastern Group)	263,900	201 Arquipelago de Cabo Verde	500,000
51343 Approaches to Puerto de Rosario	50,000	208 Ilhas do Sal e da Boavista	100,000
Puerto del Rosario	10,000	259 Baia de Palmeira, Sal	5,000
51344 Ports in the Islas Canarias		260 Porto de Santa Maria, Sal	10,000
Approaches to Puerto de la Luz	30,000	261 Porto de Pedra de Lume, Sal	5,000
Santa Cruz de la Palma	15,000	209 Ilha da Boavista	100,000
Puerto de la Luz	10,000	262 Porto de Sal-Rei, Boavista	20,000
51260 Islas Canarias (Western Group)	300,000	258 Porto da Preguica, São Nicolau	7,500
51341 Santa Cruz de Tenerife Harbour	50,000	205 Ilhas de Sto Antao, Sao Vicente and Sta Luzia	100,000
Santa Cruz de Tenerife	10,000	252 Ponta do Sol, Sto Antao	7,500
		265 Porto do Maio, Maio	10,000
		272 Vale de Cavaleiros a Na Sa da Encarnação, Fogo	10,000
		271 Porto dos Mosteiros, Fogo	2,500

Chart Title	Scale
US National Geospatial-Intelligence Agency	
51520 Cabo Verde Islands: Eastern Part	250,000
Porto de Santa Maria, Sal	15,000
51500 Cabo Verde Islands:	
Northwestern Part	250,000
Porto Grande, São Vicente	20,000
51540 Cabo Verde Islands: Southern Part	200,000
Porto da Praia, Santiago	15,000
Imray-Iolaire Series	
E4 Arquipelago de Cabo Verde	510,000
Baía da Palmeira, Sal	14,700
Porto de Sal-Rei, Boa Vista	31,300
Porto Velho (Porto da Preguica),	
São Nicolau	8,600
Porto Grande, Sao Vincente	15,700
Porto Novo, Sto Antao	10,000
Porto da Praia, Santiago	21,800
Cavaleiros, Fogo	
Porto da Furna, Brava	

H. FURTHER READING

Passages and general information

- Africa Pilot (NP 1)*. British Admiralty Hydrographic Department (Madeira, Canaries and Cape Verde Islands)
- Atlantic Crossing Guide, The*, Anne Hammick/Gavin McLaren/John Lawson. RCC Pilotage Foundation/Adlard Coles Nautical
- Atlantic Pilot Atlas*, The, James Clarke. Adlard Coles Nautical
- Bugs, Bites & Bowels*, Dr Jane Wilson Howarth. Cadogan Guides (travellers' health)
- Earth's Changing Surface*, The, J Bradshaw, A J Abbott & AP Gelsthorpe. Hodder & Stoughton
- Meteorology at Sea*, Ray Sanderson. Adlard Coles Nautical
- Ocean Birds*, Lars Leifgren. Croom Helm, Beckenham, Kent
- Ocean Passages for the World (NP 136)*. British Admiralty Hydrographic Department
- Rough Guide to Travel Health, The*, Dr Nick Jones. Rough Guides (travellers' health)
- Sailing Directions for the West Coast of Europe and North West Africa (Pub 143)*. US Defense Mapping Agency (all island groups)
- Seabirds, an Identification Guide*, Peter Harrison. Houghton Mifflin Co, Boston
- Seafarer's Guide to Marine Life, The*, Paul V Horsman. Croom Helm & the Marine Society
- Sierra Club Handbook of Whales and Dolphins, The*, Stephen Leatherwood & Randall R. Reeves. Sierra Club Books, San Francisco
- Street's Transatlantic Crossing Guide*, Donald M Street Jr, WW Norton & Co, New York
- World Cruising Routes*, Jimmy Cornell. Adlard Coles Nautical
- Yachtsman's Ten Language Dictionary*, Barbara Webb & Michael Manton. Adlard Coles Nautical

Azores

- Acores Flores (Azores Flowers)*, Erik Sjogren. Direcção Regional de Turismo, Horta, Faial
- Acores Vistos do Ceu/Azores from the Air*, Filipe Jorge & Antonio Valdemar. Argumentum, Lisbon, Portugal
- Acores*. Guias Internacionais, Lisbon
- Azores: The Bradt Travel Guide*, David Sayers. Bradt Travel Guides
- Azores: The Finest Valley and Mountain Walks*, Hannelore Schmitz. Rother Walking Guides
- Azores Guide for Tourists*. Publicor Lda, Ponta Delgada, São Miguel (published annually)
- Azores*, Andreas Stieglitz. Sunflower Landscapes
- Azores, The*, Claude Dervenn. George C Harrap & Co
- Azores, The*, Robin Bryans. Faber & Faber
- Birds of the Atlantic Islands. Vol 3: A history of the birds of the Azores*, David Bannerman. Oliver & Boyd, Edinburgh
- Destinazores Tourist Guide*, Destinazores, Ponta Delgada, São Miguel (available in several languages)
- Dolphins and Whales from the Azores*, Serge Viallelle. Espaço Talassa, Lajes do Pico
- Operation Alacrity: The Azores and the War in the Atlantic*, N Herz. Naval Institute Press
- Peter – Cafe Sport*, Jorge Alverto da Costa Pereira. Quetzal Editores, Lisbon
- West Coasts of Spain and Portugal Pilot (NP 67)*. British Admiralty Hydrographic Department

Madeira Group

- 35 Madeira Walks*, David & Ros Brawn. Discovery Walking Guides
- Baedeker's Madeira*. AA Publishing
- Birds of the Atlantic Islands. Vol 1: A history of the birds of the Canary Islands and Salvage Islands*, David Bannerman. Oliver & Boyd, Edinburgh
- Birds of the Atlantic Islands. Vol 2: A history of the birds of Madeira, the Desertas and Porto Santo*, David Bannerman. Oliver & Boyd, Edinburgh
- Cruise of the Alerte, The*, E F Knight (Mariners Library)
- Madeira: The Finest Valley and Mountain Walks*, Rolf Goetz. Rother Walking Guides
- Madeira: The Mini Rough Guide*, Matthew Hancock. Rough Guides
- Madeira Plants and Flowers*, Antonio da Costa & Luis de O Franquinha. Francisco Ribeira, Funchal, Madeira
- Madeira, Essential Madeira*, Christopher Catling. AA Publishing (two titles)
- Madeira*, John & Pat Underwood. Sunflower Landscapes
- Madeira*. Berlitz Travel Guides
- Madeira*. Insight Guides

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- Birds of the Atlantic Islands. Vol 1: A history of the birds of the Canary Islands and Salvage Islands*, David Bannerman. Oliver & Boyd, Edinburgh
- Canary Islands Cruising Guide*, Jimmy Cornell. World Cruising Publications
- Canary Islands*, Sally O'Brien. Lonely Planet Publications
- Flowers of the Canary Islands*, Bruno Foggi & Andrea Innocenti. EG Bonechi, Italy
- Gran Canaria, Essential Gran Canaria*, Gabrielle Macphedran. AA Publishing (two titles)
- Gran Canaria*, Tony Kelly. AA Publishing
- Gran Canaria*. Insight Compact Guides
- Guanches Survivors, and their Descendants, The*, Jose Luis Concepción. Jose Luis Concepcion

Jardines de Canarias I, Flores Ornamentales, David & Zoe Bramwell. Editorial Rueda (with English text)
La Gomera: Island of Columbus, Kristine Edle Olsen. Thames & Hudson
Lanzarote, Essential Lanzarote and Fuerteventura, Tenerife, Essential Tenerife, Andrew Sanger. AA Publishing (four titles)
Lanzarote, Fuerteventura, Gran Canaria, Tenerife, La Gomera & Southern Tenerife, La Palma & El Hierro, Noel Rochford. Sunflower Landscapes (six titles)
Tenerife and La Gomera, Lindsay Hunt & Damion Simonis. AA Publishing
Tenerife. Insight Guides

Cape Verdes

Birds of the Atlantic Islands, Vol 4: A history of the birds of the Cape Verde Islands, David Bannerman. Oliver & Boyd, Edinburgh
Cabo Verde – Morabeza Islands, Ida Azevedo & Isabel Gonçalves. Virar de Pagina, Portugal, published annually
Cape Verde Islands, Aisling Irwin & Colum Wilson. Bradt Travel Guides
Kapverdische Inseln : Der Nautische Revierführer, Kai Brossmann, Nikolaus Huwe, Andre Megroz. MSK Mediaplanung Schott Klas GbR

III. GLOSSARY

A more complete glossary will be found in the *Yachtsman's Ten Language Dictionary* compiled by Barbara Webb and Michael Manton with the assistance of the Cruising Association (Adlard Coles Nautical).

English	Spanish	Portuguese
Anchor, to	<i>Fondear</i>	<i>Fundear</i>
Anchorage	<i>Ancladero</i> , <i>Fondeadero</i>	<i>Ancoradouro</i> , <i>Fundeadoiro</i>
Bank	<i>Banco</i>	<i>Banco</i>
Basin, dock	<i>Darsena</i>	<i>Doca</i>
Bay	<i>Bahia</i> , <i>Golfo</i>	<i>Baia</i>
Beach	<i>Playa</i>	<i>Praia</i>
Beacon	<i>Baliza</i>	<i>Baliza</i>
Beam	<i>Manga</i>	<i>Largura</i>
Berth	<i>Atracar</i>	<i>Atracar</i>
Black	<i>Negro</i>	<i>Preto</i>
Blue	<i>Azul</i>	<i>Azul</i>
Breakwater	<i>Rompeolas</i>	<i>Quebra-mar</i>
Buoy	<i>Boya</i>	
Cape	<i>Cabo</i>	<i>Cabo</i>
Channel	<i>Canal</i>	<i>Canal</i>
Chandlery (shop)	<i>Fornecedores de barcos</i>	<i>Efectos navales</i>
Church	<i>Iglesia</i>	<i>Igreja</i>
Creek	<i>Estero</i>	<i>Esteiro</i>
Customs	<i>Aduana</i>	<i>Alfandega</i>
Deep	<i>Pro fundo</i>	<i>Pro fundo</i>
Depth	<i>Pro fundidad</i>	<i>Pro fundidade</i>
Diesel	<i>Gasoil</i>	<i>Gasoleo</i>
Dyke, pier	<i>Dique</i>	<i>Dique</i>
Draught	<i>Calado</i>	<i>Calado</i>
Dredge, to	<i>Dragar</i>	<i>Dragar</i>
East	<i>Este</i>	<i>Este</i>
Eastern	<i>Levante</i> , <i>Oriental</i>	<i>Levante</i> , <i>do Este</i>
Entrance	<i>Boca</i> , <i>Entrada</i>	<i>Boca</i> , <i>Entrada</i>
Factory	<i>Fabrica</i>	<i>Fabrica</i>
Fog	<i>Niebla</i>	<i>Nevoeiro</i>

Foul, dirty	<i>Sucio</i>	<i>Sujo</i>
Gravel	<i>Cascajo</i>	<i>Burgau</i>
Green	<i>Verde</i>	<i>Verde</i>
Harbourmaster's office	<i>Capitania</i>	<i>Capitania</i>
Height	<i>Altura</i>	<i>Altura</i>
High	<i>Alto/a</i>	<i>Alto/a</i>
High tide	<i>Pleamar</i> , <i>Marea alta</i>	<i>Preia-mar</i> , <i>Mare alta</i>
Inlet, cove	<i>Ensenada</i>	<i>Enseada</i>
Island	<i>Isla</i>	<i>Ilha</i> , <i>Ilheu</i>
Islet, skerry	<i>Islote</i>	<i>Ilhota</i>
Isthmus	<i>Istmo</i>	<i>Istmo</i>
English	<i>Portugish</i>	<i>Portuguese</i>
Lake	<i>Lago</i>	<i>Lago</i>
Leeward	<i>Sotavento</i>	<i>Sotavento</i>
Length	<i>Eslora</i>	<i>Comprimento</i>
Lighthouse	<i>Faro</i>	<i>Farol</i>
Lock	<i>Esclusa</i>	<i>Esclusa</i>
Low tide	<i>Bajamar</i> , <i>Marea baja</i>	<i>Baixa-mar</i> , <i>Mare baixa</i>
Marina	<i>Puerto deportivo</i>	<i>Porto desportivo</i>
Mud	<i>Fango</i>	
Narrows	<i>Estrecho</i>	<i>Estreito</i>
North	<i>Norte</i>	<i>Norte</i>
Orange	<i>Anaranjado</i>	<i>Anaranjado</i>
Owner	<i>Propietario</i>	<i>Propietario</i>
Paraffin	<i>Parafina</i>	<i>Petróleo</i>
Petrol	<i>Gasolina</i>	<i>Gasolina</i>
Pier, quay, dock	<i>Muelle</i>	<i>Molhe</i>
Point	<i>Punta</i>	<i>Ponta</i>
Pontoon	<i>Puntalan</i>	
Port (side)	<i>Babor</i>	<i>Bombordo</i>
Port of registry	<i>Puerto de matricula</i>	<i>Porto de registo</i>
Quay, pier	<i>Malecón</i>	<i>Cais</i>
Ramp	<i>Rampa</i>	<i>Rampa</i>
Red	<i>Rojo</i>	<i>Vermelho</i>
Reef	<i>Arrecife</i>	<i>Recife</i>
Reef, spit	<i>Restinga</i>	<i>Restinga</i>
Rock	<i>Roca</i>	<i>Laxe</i>
Rock, stone	<i>Piedra</i>	<i>Pedra</i>
Root (eg mole)	<i>Raiz</i>	<i>Raiz</i>
Sailing boat	<i>Barco de vela</i>	<i>Barco a vela</i>
Salt pans	<i>Salinas</i>	<i>Salinas</i>
Sand	<i>Arena</i>	<i>Areia</i>
Sea	<i>Mar</i>	<i>Mar</i>
Seal, to	<i>Precintar</i>	<i>Fechar</i>
Shipyard	<i>A stillero</i>	<i>Estaleiro</i>
Shoal, low	<i>Bajo</i>	<i>Baixo</i>
Shore, edge	<i>Orilla</i>	<i>Margem</i>
Slab, flat rock	<i>Laja</i>	<i>Laje</i>
Small	<i>Pequeno</i> , <i>Chico</i>	<i>Pequeno</i>
South	<i>Sud</i> , <i>sur</i>	<i>Sul</i>
Southern	<i>Meridional</i>	<i>do Sul</i>
Starboard	<i>Estribor</i>	<i>Estibordo</i>
Tower	<i>Torre</i>	<i>Torre</i>
Weed	<i>Alga</i>	<i>Alga</i>
Weight	<i>Peso</i>	<i>Peso</i>
West	<i>Oeste</i>	<i>Oeste</i>
Western	<i>Occidental</i>	<i>do Oeste</i>
White	<i>Blanco</i>	<i>Branco</i>
Windward	<i>Barlovento</i>	<i>Barlavento</i>
Works (building)	<i>Obras</i>	<i>Obras</i>
Yacht (sailing)	<i>Barco de vela</i>	<i>Barco a vela</i>
Yellow	<i>Amarillo</i>	<i>Amarelo</i>

<i>Spanish</i>	<i>Portuguese</i>	English	<i>Spanish</i>	<i>Portuguese</i>	English
<i>Aduana</i>	<i>Alfândega</i>	Customs	<i>Niebla</i>	<i>Nevoeiro</i>	Fog
<i>Alga</i>	<i>Alga</i>	Weed	<i>Norte</i>	<i>Norte</i>	North
<i>Alto</i>	<i>Alto</i>	High	<i>Obras</i>	<i>Obras</i>	Works (building)
<i>Altura</i>	<i>Altura</i>	Height	<i>Occidental</i>	<i>do Oeste</i>	Western
<i>Amarillo</i>	<i>Amarelo</i>	Yellow	<i>Oeste</i>	<i>Oeste</i>	West
<i>Anaranjado</i>	<i>A laranjado</i>	Orange	<i>Oriental</i>	<i>do Este</i>	Eastern
<i>Ancladero</i>	<i>Ancoradouro</i>	Anchorage	<i>Orilla</i>	<i>Margem</i>	Shore, edge
<i>Arena</i>	<i>Areia</i>	Sand	<i>Pantalcin</i>	<i>Pontao</i>	Pontoon
<i>Arrecife</i>	<i>Recife</i>	Reef	<i>Para fina</i> <small>lugar</small>	<i>Petrdleo</i> <i>Pequeno</i>	Paraffin
<i>Astillero</i>	<i>Estaleiro</i>	Shipyard			Small
<i>Atracar</i>	<i>Atracar</i>	Berth	<i>Peso</i>	<i>Peso</i>	Weight
<i>Azul</i>	<i>Azul</i>	Blue	<i>Piedra</i>	<i>Pedra</i>	Rock, stone
<i>Babor</i>	<i>Bombordo</i>	Port (side)	<i>Playa</i>	<i>Praia</i>	Beach
<i>Spanish</i>	<i>Portuguese</i>	English	<i>Pleamar</i>	<i>Preia-mar</i>	High tide
<i>Bahia, Golfo</i>	<i>Baia</i>	Bay	<i>recintar</i>	<i>Fechar</i>	To seal
<i>Bajamar</i>	<i>Baixa-mar</i>	Low tide	<i>Profundidad</i>	<i>Profundidade</i>	Depth
<i>Bajo</i>	<i>Baixo</i>	Shoal, low	<i>Pro fundo</i>	<i>Pro fundo</i>	Deep
<i>Baliza</i>	<i>Baliza</i>	Beacon	<i>Propietario</i>	<i>Propietario</i>	Owner
<i>Banco</i>	<i>Banco</i>	Bank	<i>Puerto deportivo</i>	<i>Porto desportivo</i>	Marina
<i>Barco de vela</i>	<i>Barco a vela</i>	Sailing boat, yacht	<i>Puerto de</i> <i>matricula</i>	<i>Porto de registo</i>	Port of registry
<i>Barlovento</i>	<i>Barlavento</i>	Windward			
<i>Barro</i>	<i>Barro</i>	Mud	<i>Punta</i>	<i>Ponta</i>	Point
<i>Blanco</i>	<i>Branco</i>	White	<i>Raiz</i>	<i>Raiz</i>	Root (eg. mole)
<i>Boca</i>	<i>Boca</i>	Entrance	<i>Ram pa</i>	<i>Ram pa</i>	Ramp
<i>Boya</i>	<i>Bóia</i>	Buoy	<i>Restinga</i>	<i>Restinga</i>	Reef, spit
<i>Cabo</i>	<i>Cabo</i>	Cape	<i>Roca</i>	<i>Laxe</i>	Rock
<i>Calado</i>	<i>Calado</i>	Draught	<i>Rojo</i>	<i>Vermelho</i>	Red
<i>Canal</i>	<i>Canal</i>	Channel	<i>Rompeolas</i>	<i>Quebra-mar</i>	Breakwater
<i>Capitania</i>	<i>Capitania</i>	Harbourmaster's office	<i>Salinas</i>	<i>Salinas</i>	Salt pans
			<i>Sotavento</i>	<i>Sotavento</i>	Leeward
<i>Cascajo</i>	<i>Burgau</i>	Gravel	<i>Sucio</i>	<i>Sujo</i>	Foul, dirty
<i>Chico, Pequeño</i>	<i>Pequeno</i>	Small	<i>Sud, sur</i>	<i>Sul</i>	South
<i>Dársena</i>	<i>Doca</i>	Basin, dock	<i>Torre</i>	<i>Torre</i>	Tower
<i>Dique</i>	<i>Dique</i>	Dyke, pier	<i>Verde</i>	<i>Verde</i>	Green
<i>Dragar</i>	<i>Dragar</i>	To dredge			
<i>Efectos navales</i>	<i>Fornecedore de</i> <i>barcos</i>	Chandlery (shop)	<i>Portuguese</i>	<i>Spanish</i>	English
			<i>A laranjado</i>	<i>Anaranjado</i>	Orange
<i>Ensenada</i>	<i>Enseada</i>	Inlet, cove	<i>Alfandega</i>	<i>Aduana</i>	Customs
<i>Entrada</i>	<i>Entrada</i>	Entrance			
<i>Esclusa</i>	<i>Esclusa</i>	Lock	<i>Alga</i>	<i>Alga</i>	Weed
<i>Eslora</i>	<i>Comprimento</i>	Length	<i>Alto</i>	<i>Alto</i>	High
<i>Este</i>	<i>Este</i>	East	<i>Altura</i>	<i>Altura</i>	Height
<i>Estero</i>	<i>Esteiro</i>	Creek	<i>Amarelo</i>	<i>Amarillo</i>	Yellow
<i>Estrecho</i>	<i>Estreito</i>	Narrows	<i>Ancoradouro</i>	<i>Ancladero</i>	Anchorage
<i>Estribor</i>	<i>Estibordo</i>	Starboard	<i>Areia</i>	<i>Arena</i>	Sand
<i>Fábrica</i>	<i>Fabrica</i>	Factory	<i>Atracar</i>	<i>Atracar</i>	Berth
<i>Fango</i>	<i>Lodo</i>	Mud	<i>Azul</i>	<i>Azul</i>	Blue
<i>Faro</i>	<i>Farol</i>	Lighthouse	<i>Baia</i>	<i>Bahia, Golfo</i>	Bay
<i>Fondeadero</i>	<i>Fundeadouro</i>	Anchorage	<i>Baixa-mar</i>	<i>Bajamar</i>	Low tide
<i>Fondear</i>	<i>Fundear</i>	To anchor	<i>Baixo</i>	<i>Bajo</i>	Shoal, low
<i>Gasoil</i>	<i>Gasoleo</i>	Diesel	<i>Baliza</i>	<i>Baliza</i>	Beacon
<i>Gasolina</i>	<i>Gasolina</i>	Petrol	<i>Banco</i>	<i>Banco</i>	Bank
<i>Iglesia</i>	<i>Igreja</i>	Church	<i>Barco a vela</i>	<i>Barco de vela</i>	Sailing boat, yacht
<i>Isla</i>	<i>Ilha, Ilheu</i>	Island	<i>Barlavento</i>	<i>Barlovento</i>	Windward
<i>Islote</i>	<i>Ilhota</i>	Islet, skerry	<i>Barro</i>	<i>Barro</i>	Mud
<i>Istmo</i>	<i>Istmo</i>	Isthmus	<i>Boca</i>	<i>Boca</i>	Entrance
<i>Lago</i>	<i>Lago</i>	Lake	<i>Bóia</i>	<i>Boya</i>	Buoy
<i>Laja</i>	<i>Laje</i>	Slab, flat rock	<i>Bombordo</i>	<i>Babor</i>	Port (side)
<i>Levante</i>	<i>Levante</i>	Eastern	<i>Branco</i>	<i>Blanco</i>	White
<i>Malecón</i>	<i>Cais</i>	Quay, pier	<i>Burgau</i>	<i>Cascajo</i>	Gravel
<i>Manga</i>	<i>Largura</i>	Beam	<i>Cabo</i>	<i>Cabo</i>	Cape
<i>Mar</i>	<i>Mar</i>	Sea	<i>Cais</i>	<i>Malecón</i>	Quay, pier
<i>Marea alta</i>	<i>Mare alta</i>	High tide	<i>Calado</i>	<i>Calado</i>	Draught
<i>Marea baja</i>	<i>Mare baixa</i>	Low tide	<i>Canal</i>	<i>Canal</i>	Channel
<i>Meridional</i>	<i>do Sul</i>	Southern	<i>Capitania</i>	<i>Capitania</i>	Harbourmaster's office
<i>Muelle</i>	<i>Molhe</i>	Pier, quay, dock			
<i>Negro</i>	<i>Preto</i>	Black	<i>Comprimento</i>	<i>Eslora</i>	Length
			<i>Doca</i>	<i>Dársena</i>	Basin, dock

Portuguese	Spanish	English
<i>do Este</i>	<i>Oriental</i>	Eastern
<i>Dique</i>	<i>Dique</i>	Dyke, pier
<i>do Oeste</i>	<i>Occidental</i>	Western
<i>do Sul</i>	<i>Meridional</i>	Southern
<i>Doca</i>	<i>Dique</i>	Dock, wharf
<i>Dragar</i>	<i>Dragar</i>	To dredge
<i>Enseada</i>	<i>Ensenada</i>	Inlet, cove
<i>Entrada</i>	<i>Entrada</i>	Entrance
<i>Esclusa</i>	<i>Esclusa</i>	Lock
<i>Estaleiro</i>	<i>Astillero</i>	Shipyard
<i>Este</i>	<i>Este</i>	East
<i>Esteiro</i>	<i>Estero</i>	Creek
<i>Estibordo</i>	<i>Estribor</i>	Starboard
<i>Estreito</i>	<i>Estrecho</i>	Narrows
<i>Fabrica</i>	<i>Fabrica</i>	Factory
<i>Farol</i>	<i>Faro</i>	Lighthouse
<i>Fechar</i>	<i>Precintar</i>	To seal
<i>Fornecedore de barcos</i>	<i>Efectos navales</i>	Chandlery (shop)
<i>Fundeadoiro</i>	<i>Fondeadero</i>	Anchorage
<i>Fundear</i>	<i>Fondear</i>	To anchor
<i>Gasoleo</i>	<i>Gasoil</i>	Diesel
<i>Gasolina</i>	<i>Gasolina</i>	Petrol
<i>Igreja</i>	<i>Iglesia</i>	Church
<i>Ilha, Ilheu</i>	<i>Isla</i>	Island
<i>Ilhota</i>	<i>Islote</i>	Islet, skerry
<i>Istmo</i>	<i>Istmo</i>	Isthmus
<i>Lago</i>	<i>Lago</i>	Lake
<i>Laje</i>	<i>Laja</i>	Slab, flat rock
<i>Largura</i>	<i>Manga</i>	Beam
<i>Laxe</i>	<i>Roca</i>	Rock
<i>Levante</i>	<i>Levante</i>	Eastern
<i>Loco</i>	<i>Fango</i>	Mud
<i>Mar</i>	<i>Mar</i>	Sea
<i>Mare alta</i>	<i>Marea alta</i>	High tide
<i>Mare baixa</i>	<i>Marea baja</i>	Low tide
<i>Margem</i>	<i>Orilla</i>	Shore, edge
<i>Molhe</i>	<i>Muelle</i>	Pier, quay, dock
<i>Nevoeiro</i>	<i>Niebla</i>	Fog
<i>Norte</i>	<i>Norte</i>	North
<i>Obras</i>	<i>Obras</i>	Works (building)
<i>Oeste</i>	<i>Oeste</i>	West
<i>Pedra</i>	<i>Piedra</i>	Rock, stone
<i>Pequeno</i>	<i>Pequeño</i>	Small
<i>Peso</i>	<i>Peso</i>	Weight
<i>Petróleo</i>	<i>Parafina</i>	Paraffin
<i>Pontão</i>	<i>Pantalán</i>	Pontoon
<i>Porto de registo</i>	<i>Puerto de matricula</i>	Port of registry
<i>Porto desportivo</i>	<i>Puerto deportivo</i>	Marina
<i>Praia</i>	<i>Playa</i>	Beach
<i>Preia-mar</i>	<i>Pleamar</i>	High tide
<i>Preto</i>	<i>Negro</i>	Black
<i>Profundidade</i>	<i>Pro fundidad</i>	Depth
<i>Pro fundo</i>	<i>Pro fundo</i>	Deep
<i>Propietario</i>	<i>Propietario</i>	Owner
<i>Quebra-mar</i>	<i>Rompeolas</i>	Breakwater
<i>Raiz</i>	<i>Raiz</i>	Root (eg. mole)
<i>Ram pa</i>	<i>Ram pa</i>	Ramp
<i>Recife</i>	<i>Arrecife</i>	Reef
<i>Restinga</i>	<i>Restinga</i>	Reef, spit
<i>Salinas</i>	<i>Salinas</i>	Salt pans
<i>Sotavento</i>	<i>Sotavento</i>	Leeward
<i>Sujo</i>	<i>Sucio</i>	Foul, dirty
<i>Sul</i>	<i>Sud, sur</i>	South
<i>Torre</i>	<i>Torre</i>	Tower
<i>Verde</i>	<i>Verde</i>	Green
<i>Vermelho</i>	<i>Rojo</i>	Red

IV. ABBREVIATIONS USED ON CHARTS

Spanish	Portuguese	Meaning
Lights		
F.		Fixed
D.	RI.	Flashing
Gp.D.	RI.Agr.	Group flashing
ED.	F.RI.	Fixed and flashing
FGp.D.	FRI.Agr.	Fixed and group flashing
Ct.	Ct.	Quick flashing
Gp.Ct.	Ct int.	Interrupted quick flashing
Oc.	Oc.	Occulting
Gp.Oc.	Oc.Agr.	Group occulting
Iso.	Is.	Isophase
Mo.	Morse	Morse
Colours		
am.	am.	Yellow
az.	azul.	Blue
b.	br.	White
n.	pr.	Black
r.	vm.	Red
v.	vd.	Green
Seabed		
A.	A.	Sand
Al.	Alg.	Weed
R.	R.	Rock
	L.	Mud
Co.	B.	Gravel

V. CONVERSION TABLES

1 inch = 2.54 centimetres (roughly 4in = 10cm)
1 centimetre = 0.394 inches
1 foot = 0.305 metres (roughly 3ft = 1m)
1 metre = 3.281 feet
1 pound = 0.454 kilograms (roughly 10lbs 4.5kg)
1 kilogram = 2.205 pounds
1 mile = 1.609 kilometres (roughly 10 miles = 16km)
1 kilometre = 0.621 miles
1 nautical mile = 1.1515 miles
1 mile = 0.8684 nautical miles
1 acre = 0.405 hectares (roughly 10 acres = 4 hectares)
1 hectare = 2.471 acres
1 gallon = 4.546 litres (roughly 1 gallon = 4.5 litres)
1 litre = 0.220 gallons

Temperature scale

$$t^{\circ}\text{F to } t^{\circ}\text{C} = \frac{t^{\circ}\text{F} - 32 \times 5}{9}$$

$$t^{\circ}\text{C to } t^{\circ}\text{F} = \frac{t^{\circ}\text{C} \times 9 + 32}{5}$$

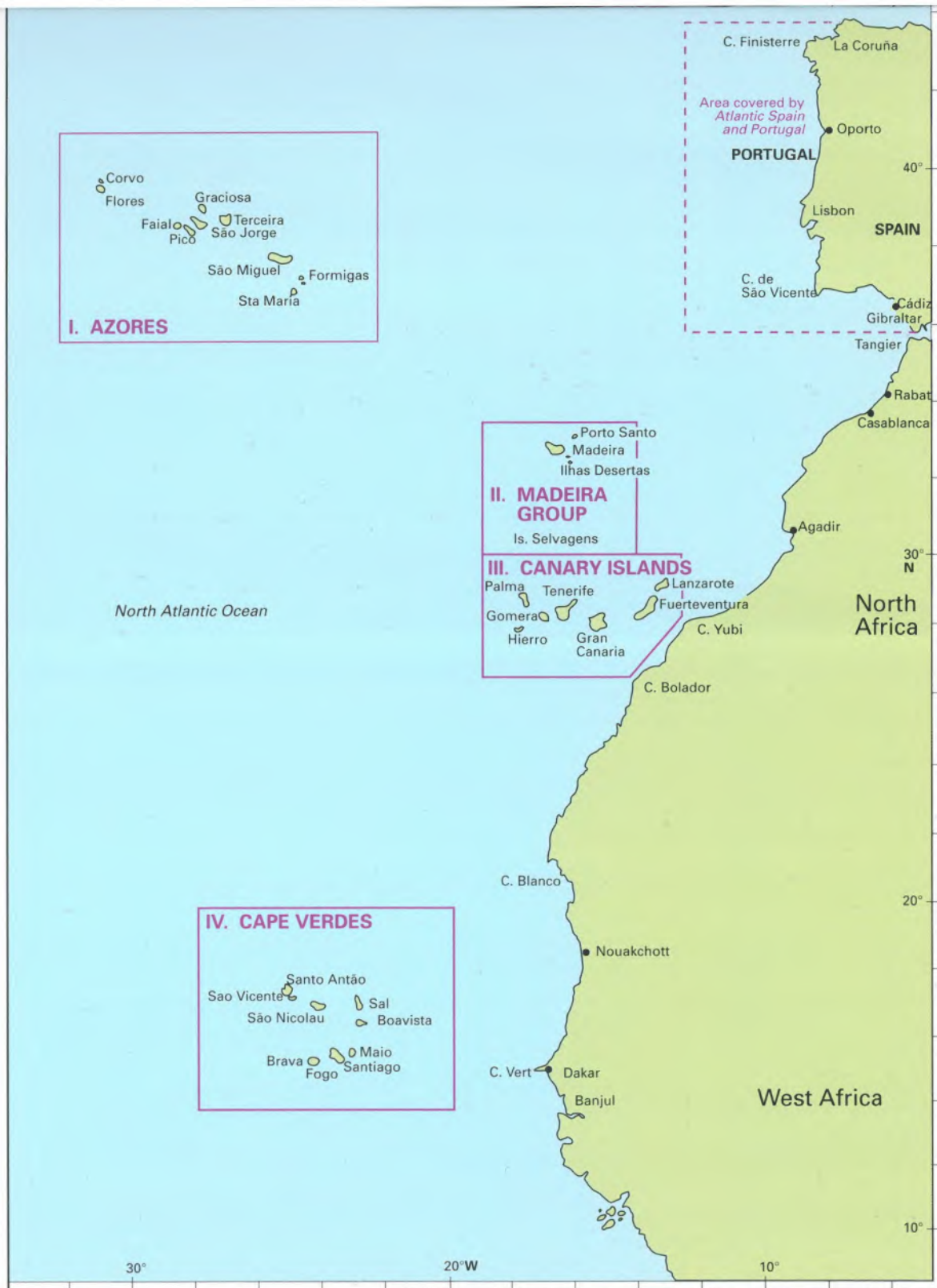
So:		
70°F = 21.1°C	20°C = 68°F	
80°F = 26.7°C	30°C = 86°F	
90°F = 32.2°C	40°C = 104°F	

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The main cover photograph is of Tenerife's spectacular El Teide — in this case seen from La Gomera — which must be one of the most photogenic mountains in the world. The inset shows hauling a small fishing boat ashore at Porto da Ponta do Sol, Santo Antao in the Cape Verde.

Both by Anne Hammick

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