



RCC Pilotage Foundation ATLANTIC SPAIN AND PORTUGAL

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Caution

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

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

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

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

The latest input of technical information is February 2009 and this is highlighted in blue.

RCCPF is grateful to the following for sending notes and photographs of Galicia and will welcome all future comment: The Pilotage Foundation is very much aware of the effort involved; please keep the information coming. Where it is of immediate importance it will be published as mid-season information on rccpf.org.uk under *Publications*. Since the book was published comments from the following have been received:

In 2006, Janet Gayler, Rupert Darbyshire, David Brooke, Mike and Jane Francis.

In 2007, Brian Alexander, Henry Buchanan, Peter Haden, Mark Holbrook, Alfredo Lagos, Tony Montgomery-Smith, David Southwood, and David Tucker. Updating photographs by Henry Buchanan may be seen on www.rccpf.org.uk under *Publications*.

In 2008, Graham Adam, Peter Adam, Peter Bernfield, John and Ruth Button, Peter Fabricius, Tom Fenwick, Martin Northey and Rob Clark, Diana Stevens, Heugh Symons.

All their efforts help keep the book up to date and have drawn attention to the new marinas at Vilanova (page 76) Combarro (page 92) and Tróia (area page 193). Information arriving in the early part of the season was published as text and photo support files

to the book on www.rccpf.org.uk and this system will continue during 2009.

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

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

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

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

Page iv Caution

Replace Caution with wording at end of this Supplement.

Page 11 Galicia

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

Page 15 Climate

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

Page 16

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

Page 18 Ares

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

Page 19 Sada

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

Page 21 Photo

Delete 'Deportiva', insert 'de la Marina'.

Page 22 Bottom photo

Delete 'Deportiva', insert 'de la Marina'

Page 23 Text para 1

Delete 'Deportiva', insert 'de la Marina'

Page 23 La Coruña

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

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

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

Page 36 Camarinas

Facilities A same-day laundry service is available close to the marina. Refurbishment of the marina bar facilities has been completed. Refuelling has been reported as 'simple with no limit on quantity'.

Page 38 Muxia

The new mole is reported finished and providing a good sheltered area for anchoring. In 2008 there was no sign of marina berths being constructed.

Page 39 Plan

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

Page 40 Rounding Finisterre

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

Page 42 Anchorage

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

Page 43

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

Page 46/47 Plans

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

Page 49 Muros

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

harbour. The breakwater has been completed and all pierhead lights have changed. Their characteristics shown on plan page 49 are no longer correct.

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

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

Page 50 Muros

Facilities Scrubbing Berth – inspect for bottom debris before using.

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

2008 Development of the 'proposed new marina' appears to have stalled. The anchoring options remain.

Page 51 Freixo

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

Page 54 Plan

In WP box change $\oplus 41$ to $\oplus 44$ (the lat/long detail given is correct).

Page 54 Portosin

Berthing The marina has recently been improved and enlarged. The hammerhead just inside the south mole is a floating concrete wavebreaker/pontoon and is closer to the entrance than hitherto. It can be uncomfortable in a northeaster. The second hammerhead in, and set further S, is the waiting Pier. Most berths now consist of finger pontoons. Internet and Wi-Fi are available. (Photos at rccpf.org.uk). The anchorage outside is reported as excellent. New large supermarket reported 5mins walk from marina towards Noia.

Page 56

Puerto del Son is also known as Puerto do Son.

Page 58 Plan bottom right

Delete the symbol and $\oplus 50$ (all remaining reference to $\oplus 50$ on this plan is correct).

Page 61

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

Page 62 Anchorage 2

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

**Page 64**

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

Page 66

Pobra is gaining a reputation for its high class restaurants.

2008 It is suggested that yachtsmen requiring fuel should check availability in advance as the facility at Podra may now be restricted to commercial use.

Page 69 Playa de Carregeros

Reports of strong NE wind funnelling over the low headland causing uncomfortable night conditions.

Page 72 Vilagarcia

In 2006 it was reported that when the marina is full, yachts were permitted to moor against the wall close to the fuel dock, or in the undeveloped basin alongside. Payment for fuel by Visa may not be accepted. Alternative fuel dock is at Vilaxoan 1M to the south.

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

Page 74 Xufre

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

Page 75 Photo

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

Page 76 Vilanova

This welcoming marina is fully open and the marina is manned 24 hrs. Berthing facilities are complete with water and electricity on the pontoons. Visitor berths for up to 16m yachts are on finger pontoons on the W outer end of the centre pontoon. Larger yachts up to 20m are berthed on the three hammerheads. Shoreside facilities are due to be completed in 2009. Layup ashore now available; good facilities in town, Friday market, bus to Vilagarcia. (Photos on rccpf.org.uk)

Page 83 San Vicente

The S cardinal shown on plan was reported missing in 2007. The marina was reported as a tight fit (42' boat) but excellent. Drying rock reported close E of Sinal de Balea G buoy.

Page 87 Isla Ons

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

Page 90 Sanxenxo

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

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

Page 92 Combarro

A new marina has been established between the old town breakwater (north) and the more recently built southern breakwater with water and electricity on pontoons. Excellent temporary facilities were reported with permanent ones in build. Dredging was reported in progress. Photos of the marina are available as a support file to this book on www.rccpf.org.uk. Good holding reported in 3m both S of breakwater and also near the *viverro* and small boat moorings.

Page 95 30 Aguete

Berthing and facilities for visitors reported as poor in 2008.

Page 97 Plan

Uncharted drying rock noticed at head of Ría, E of anchor symbol, midway between 5m contour label and shore to SE

Page 101 Islas Cies

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

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

To obtain a permit visit the website

http://reddeparquesnacionales.mma.es/en/parques/cies/guia_info_entorno.htm

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

Page 102 Cangas

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

☎ 986 30 42 46

Email nauticorodeira@hotmail.com

Good showers/WC and washing machines.

Page 103 Moana

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

Page 104 Marina de Davila Sport

Photo available on rccpf.org.uk

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

Page 105 Vigo plan

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

☎ 986 232626 Fax 986 291833

Email astillero@astilleroslagos.com

Page 106 Punta Lagoa – bottom photo

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

Excellent reports from yachts in 2008 including on site facilities (poor toilet facilities reported) and local restaurant – also, considered 'much cheaper than expected from the look of the place'. Marina charges are reasonable for the area if contemplating an extended stay.

Page 108 San Simon

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

Page 111 Baiona – Puerto Deportivo

There is still no separate wavebreaker but a concrete wave breaker pontoon is in position and connected to the long SW/NE feeder pontoon at its outer NE end. Enter the marina as per the plan. The shoreside development had not been started in 2008 and its future seems in doubt. Washroom facilities remain disappointing. MRCA remains highly popular and hospitable. The VHF information in the book is now out of date; the correct channels to call MRCY are Ch 71 or 6, or use Ch 9 for Puerto Deportivo.

Page 120 Ch II & III Portugal to Gibraltar

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

Thank you to the following in 2006 for sending in information on Portugal to Gibraltar: Tony & Anne Montgomery-Smith, Mike & Jane Francis, Meg Williamson, Werner Früh, and Mr & Mrs Van Olmen.

The Pilotage Foundation is grateful for the increasing level of feedback from yachtsman to contribute to keeping our books up to date. The following commented in 2007: Brian Alexander, Claudio Bras, Robert Beddow, Henry Buchanan,

John Button, Tony Montgomery-Smith, Martin Northney and John Owen. Photographs taken by Henry Buchanan may be seen under the Atlantic Spain and Portugal book support files found under *Publications* on the Pilotage Foundation website www.rccpf.org.uk

In 2008 thanks go to: Graham Adam, Tom Fenwick, Martin Northey, Diana Stevens, Heugh Symons.

Page 121

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

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

Photo caption

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

Page 123 Right col 2nd para last line

The town is Composantos.

Page 125 Viana do Castelo

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

Page 126 Leixoes

The quality of water in the marina was reported to be good in 2007; a computer terminal is available at the office. The chandlery is now reported closed. Internet access is available in the office; the nearby metro provides easy access to Porto.

Page 129 Póvoa de Varzim

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

Page 131 Póvoa de Varzim

The entry buoy by marina is now a W Cardinal buoy. The metro now provides easy access to Porto and the airport.

Page 136

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

Page 140 Plan

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

**Page 143 Porto Plan**

38°.2 should read 08°.2N

Page 145 Aveiro

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

Page 151 Figueira da Foz

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

Page 154 Nazaré

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

Page 163 Peniche

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

Page 167 Right hand side para 1 line 3

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

Oeiras

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

Page 171 Cascais plan

The extension to the mole has been completed, in 2008, one port hand buoy remained at the entrance.

Page 172

Significantly increased marina charges in 2006.

Page 174 Plan

Be prepared for changes to the entrance channel buoys.

Page 178 Lisbon Data

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

Lisbon ashore

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

Page 182 Lisbon Doca de Alcântara

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

Page 183

Alandra is the effective limit for yachts working up the Rio Tejo as the bridge above (De Xira on plan) has only 10m clearance. The water here is fresh and anchorage in the river on sandy bottom is excellent – pontoon berths are for the locals. Alandra an agricultural village, has two small shops and a few bars. A pilot for the estuary by Jose Gomes, printed

in Portuguese and English, may be found at chandleries in Lisbon.

Page 186

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

Navegador is further upstream from Tagus Yacht Centre and has good hardstanding and painting facilities.

☎ 21 227 79 13

Email felisberto.carlos@navegador.com.pt

They are reported not to allow living aboard or DIY.

Page 195 Anchorage 2 Peninsular de Troia

Troia marina opened in 2008. The position of the marina entrance is reported as 38°29'.65N 08°54'.17W. The red and green entrance lights to the marina have a range of 3M. It has 184 berths, can accept boats up to 18m and has depths in the marina from 2.5m to 4.0m. Facilities reported to include: fuel, pump out, laundry service, showers and toilets, internet, restaurants, bars, hotel. Supermarket 4 mins walk, golf 4kms.

VHF Ch 9. ☎ 351 265 499 333 Fax 351 265 488 330

Email marina@troiaresort.pt

Photographs and a plan of the marina may be seen under this book title on www.rccpf.org.uk. More details of the marina and Portugal may be found on www.martinnorthey.net – under Articles No.47 for the marina.

Page 197 Sines

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

Page 201 Arrifina

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

Page 209 Enseada de Belixe left col anchorage 1

Last line last word – Corval.

Enseada de Belixe

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

Ensenada de Sagres

Good holding found off the pleasant beach.

Page 210 Left col line 2

Longitude is 8°52'.6W.

Page 220 Portimão photo top right

Correction to caption: 'looking west' not east.

Page 222

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

**Page 227 Vilamoura**

Be prepared for changes at Vilamoura. In February 2009 three pontoons had been removed on the east side. New plans will be published on www.rccpf.org.uk on receipt.

Page 240 Olhão

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

Page 251

Gas bottles may be filled 400m out from the centre of town roundabout towards Faro – look for the blue elephant sign.

Page 262

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

Page 273

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

Page 296 Sancti-Petri

In 2008 there were two extra sets of green/red buoys to show the channel. Restricted anchoring – pick a buoy – charge for 12.6m boat is €12.90.

Page 302 Plan

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

Page 318

Work has started to develop La Linea Marina and anchoring space may no longer be available.

Page iv Caution

Whilst the RCC Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the content of this book, it contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied on alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation. The RCC Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgment of the skipper, who should assess all information, published or unpublished. The information provided in this pilot book may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept any liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC Pilotage Foundation, the author and the publishers do not accept liability for any loss and/or damage howsoever caused that may arise from reliance on information contained in these pages.

Positions

All positions in the text have been derived from C-Map electronic charts at WGS 84 datum. Positions given in the text and on plans are intended purely as

an aid to locating the place in question on the chart. A WGS 84 position check was carried out at each harbour in 2004/5. Over the past few years the Spanish Authorities have been updating their charts/documents to WGS 84 datum although many charts in current use may be to European 1950 datum or other. The differences are usually only ± 0.1 (that is 200 yards or 180 metres) but, as always, care must be exercised to work to the datum of the chart in use.

Waypoints

This edition of the *Atlantic Spain and Portugal* pilot includes the introduction of waypoints. The RCC Pilotage Foundation consider a waypoint to be a position likely to be helpful for navigation if entered into some form of electronic navigation system for use in conjunction with GPS. In this pilot they have been derived from electronic charts. They must be used with caution. All waypoints are given to datum WGS 84 and every effort has been made to ensure their accuracy. Nevertheless, for each individual vessel, the standard of onboard equipment, aerial position, datum setting, correct entry of data and operator skill all play a part in their effectiveness. In particular it is vital for the navigator to note the datum of the chart in use and apply the necessary correction if plotting a PS position on the chart. Our use of the term ‘waypoint’ does not imply that all vessels can safely sail directly over those positions at all times. Some – as in this pilot – may be linked to form recommended routes under appropriate conditions. However, skippers should be aware of the risk of collision with another vessel, which is plying the exact reciprocal course. Verification by observation, or use of radar to check the accuracy of a waypoint, may sometimes be advisable and reassuring. We emphasise that we regard waypoints as an aid to navigation for use as the navigator or skipper decides. We hope that the waypoints in this pilot will help ease that navigational load.

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. 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 on the plans (where it appears in magenta) by its international index number, as used in the *Admiralty List of Lights*, from which the book may be updated. All bearings are given from seaward and refer to true north. Symbols are based on those used by the British Admiralty – users are referred to Symbols and Abbreviations (NP 5011).