



**RCC Pilotage Foundation
MEDITERRANEAN SPAIN
– COSTAS DEL AZAHAR,
DORADA AND BRAVA**

**Supplement No.1
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5th Edition 2008
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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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.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.

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

Page references are made to *Mediterranean Spain – Costas del Azahar, Dorada and Brava* 5th Edition, 2008.

Note where lights have been modified in this text do please remember to alter them on the appropriate plan.

The last input of technical information was 31 December 2008

Page ii Caution

Replace Caution with wording at end of this Supplement.

Page 29 Gandia Lights

Note range of 0193 is '5M'

Port communications

Delete email and web address and replace with *Email* rcng@rcngandia.com www.rcngandia.com

Page 36 Valencia Lights

After 0201.1 delet last small 's' and insert '4m'

Port communications

Amend Port Americas Cup telephone to read ☎ 963 542 160.

Page 40 Saplaya Port communications

Amend telephone number to read ☎ 963 55 00 33 and add after email www.xpress.es/cnportsaplaya/club.htm

Page 48 Burriana Lights

Add note after 0221.5:

'Note this light was destroyed in 2006 and is not yet replaced'

Page 54 Castellon Lights

Delete 26700(S) and all words

Characteristics of 0226.1 are 'Fl(4)G.13m5M'

Page 58 las Fuentes Port communications

Delete Email and insert

Email DOMIHE@santandar.com

Page 75 San Carlos Lights

Delete '(note Este)' after 0374.1

0374.2 is 'Fl(2+1)G.15s6m4M' and 0374.4 is 'Fl.R.5s5m1M'.

Page 79 Tortosa Lights

Amend arcs of 0377 to '127°-W- 047°-R-127°'

Page 82 Estany Lights

Amend 0381 to 'Fl(4)G.12s14m3M'

Page 84 Ametlla Lights

Amend characteristics to read:

0381.5 'Fl(3)G.9s17m5M'

0381.6 'Fl(3)R.9s9m3M'

0381.7 'Fl(4)R.10s8m1M'

Port communications

Amend *Email* to read 'info@cnametllamar.com'

Page 86 Calafat Port communications

Delete Fax number and replace with

☎/Fax 977 48 61 84'

Page 90 Cambrils Lights

Amend all characteristics to read

0383 'Fl(3)G.10s15m5M'

0384 'Fl(3)R.9s13m5M'

0383.4 'Fl(4)G.10s6m1M'

Page 97 Tarragona Lights

0386.72 is '7s' (not '5s')

0388 should read 'Oc.3s27m1M Grey post on hut 18m'

Range of 0393.7 is '17M' (not '19M').

Page 104 Torredembarra Lights

Range of 0393.7 is '17M'.

Port communications

Amend *Email* to 'info@port-torredembarra.es'

Page 106 Port Bara

Add **Lights**

29119.920(S) Dique de Abrigo buoy

Q(6)+LFl.15s1M Card S buoy

0393.93 Dique de Abrigo E corner Q(3).10s9m1M

Card E post

Amend *Email* to read 'info@novadarsenabara.es'

Page 110 Segur Lights

Amend 0394.84 to read

'0394.84 Contradique head Fl(4)R.11s4m3M white structure 1m'.

Page 120 Photo caption

Delete brackets and words on lower right photo caption.

Page 125 Port Vell Lights

Delete all and replace with:

Southern approach (pleasure craft forbidden to enter)

0398 Lighthouse 41°19'.5N 2°09'.1E Fl.5s32m23M

Tower on white building 31m 240°-vis-030°

0401.55 **E breakwater head** 41°19'.0N 2°10.4E

Fl.G.5s14m7M Green tower on white base 4m

0401.58 **S breakwater head** 41°18'.8N 2°10'E

Fl.R.5s14m7M Red tower on white base 4m

0401.7 **S breakwater elbow** 41°18'.8N 2°09'.9E

Fl(2)R.7s8m5M Red tower on white base 4m.

0400 **Montjuich** 41°21'.7N 2°10'E

Fl(2).15s108m26M Tower on red and white building

13m 240.5°-vis-066.6° (this light is well within the harbour)

Northern Entrance (for all non-commercial traffic)

0434.591 **New breakwater S head SE corner**

41°21'.5N 2°11'.1E

Fl(2)G.7s13m5M Green post 4m

0434.592 **New breakwater S head SW corner**

Fl(3)G.9s4m5M Green post

0434.593 **Floating beacon** 41°21'.5N 2°10'.9E

Fl(2)R.7s3M Red square on red round floating beacon.

Page 131 Masnou Port communications

Delete *Email* under *Capitania* and insert

'*Email* administracio@nauticmasnou.com'

Also note url under Club Nautico should read

'www.nauticmasnou.com'

Page 159 Aro Port communications

Email should read *Email* cnportdaro@cnportdaro.net

Page 179 Aiguablava Port communications

Amend ☎/Fax number ☎/Fax 972 622 449

Page 187 Medes Lights

Add second line to 0472 light

'Fl(4).24s87m14M White tower on building 11m'.

Page 200 Roses Lights

Add after 0479.5 light

'0480.2 Commercial wharf elbow Fl(2)G.7s1M

Green post'

Page 217 Selva Port communications

Email should read *Email* nautic@cnps.cat

Page 221 Llanca Lights

Note range of 0489.4 is '3M'

Page 226 Port Bou Port communications

Delete all and insert:

VHF Ch 09 Marina ☎ 972 39 07 12

Fax 972 39 02 18

Email portdeportbou@telefonica.net

www.portdeportbou.cat

Page ii Caution

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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 hydrographic 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 2007.

Over the past few years the Spanish Authorities have been updating their charts/documents to WGS 84 datum although many charts in current use will 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 Mediterranean Spain 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 GPS 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 in both the text and where possible 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).

December 2008