



BRAZIL CRUISING GUIDE

Supplement Nos 1 & 2

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

This supplement contains amendments and corrections from the author and official sources such as *Notices to Mariners*.

Page references are made to *Brazil Cruising Guide* 1st edition.

The last input of technical information was July 2010.

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

Page iv. Author's Caution

After 'They are no substitutes for the official charts.' Add: Since some of the areas described in this book do not have charts which show hydrographic data, the waypoints are given for indication only and are approximate. These waypoints represent a point of passage but must not be used to make a direct route, particularly on river bends, entrances or tricky passages where depths are uncertain. On such passages the skipper must proceed with due caution and care and not rely on GPS positions.

INTRODUCTION

Page 11 Official ports of entry, NE coast

Between Natal and Recife, insert Cabedelo (Paraíba)

Page 18 Co-ordination centres for Search & Rescue Plan

Under Rio de Janeiro delete Salvador Brazil (next to Salvamar).

STATE OF BAHIA

Pages 83–4 Enseada de Guarapuá

The plan of Enseada de Guarapuá on page 84 could be confusing and a boat has been reported running aground on the north reef at the entrance to the cove. $\oplus 9$ is now a landfall waypoint, new $\oplus 9A$ is at the entrance to the cove and $\oplus 10$ is an anchorage waypoint. These waypoints must not be relied on for passage-making as is presently indicated on the plan on page 84.

Page 83 Enseada de Guarapuá

Navigation

Text from $\oplus 9$ onwards should now read as follows:

$\oplus 9$ 13°28,94'S 38°53,00'W Guarapuá landfall

Next make for the centre of the channel, which is clearly visible between two rows of reefs on which the sea breaks. Although the entrance to this cove seems obvious, you are advised to use the following waypoints:

$\oplus 9A$ 13°28,91'S 38°54,10'W Entrance to the cove

The channel is wide (about 0.3M) and inside the cove it is calm with no current or undertow.

The small village of Guarapuá can be seen in the background, and to starboard a few fishing boats on mooring buoys; anchor near these.

$\oplus 10$ 13°28,70'S 38°54,75'W Guarapuá anchorage

As there is no hydrographic information available for this area, this entry should be undertaken with great caution as the position and extent of the reefs are not precisely known. An entry at low tide will allow you to locate more easily the rocks on which the waves may break. A new plan will be available in the next edition.



- $\oplus 8$ • 13°27,00'S 038°51,70'W Ponta Paná
- $\oplus 9$ • 13°28,94'S 038°53,00'W Guarapuá entrance
- $\oplus 9A$ • 13°28,91'S 38°54,10'W Entrance to the cove
- $\oplus 10$ • 13°28,42'S 038°54,48'W Guarapuá anchorage

STATE OF ESPIRITO SANTO

Page 118 Vitória – Tubarão, Iate Clube Marina

Before ⊕3 in the text, add:

The yacht club has recently begun to extend its marina by building a breakwater to the right of the old basin.

STATE OF RIO DE JANEIRO

Page 143 Marina da Gloria

This municipal marina has been recently bought by a private company and the new owner intends to carry out extensive modernisation work. The choice of Rio de Janeiro for the 2016 Olympics will justify a complete renovation of this exceptional site. New text and plan will be provided when the project is completed.

Page 166 A5 - Enseada de Sítio Forte

Replace the present text as follows:

There are numerous anchorages at the head of this wide enseada, off the beaches of Sítio Forte, Tapera and Ubatuba. These attractive anchorages are much used by yachts.

Recanto dos Maia is a small bar to the right of Tapera beach and is a good stopping-off place for yachties to meet up in a convivial atmosphere. Some mooring buoys have been installed for visiting yachts. Off the beach you can see an above-water rock with a water pipe on it where tanks can be refilled. Take care at night as this rock is not clearly marked.

⊕5 23°08,15'S 044°17,35'W Sítio Forte,
Praia de Tapera anchorage

If you like walking, there is a small waterfall 20 minutes away to the left of the beach. Sub-aqua enthusiasts can dive on the wreck of the Panamanian ship *Pinguin*, which sank in 1967. The 66m carcass now lies in 18m of water.

⊕ 23°07,07'S 044°16,92'W Wreck

Page 171–181

The latitude for this entire area (Ilha Grande, Angra dos Reis, Paraty) is 23° but five waypoints have been marked as 22° in this edition. This should of course be 23°. This will be corrected in the next edition of the book.

Page 176 Itacuruça

In the northeast of the bay a new marina is being built at Itacuruça, which could be open by the end of 2011.

Page 177 Marina Porto Bracuhy

⊕ 23°57.35'S 044°23.77'W

The Estaleiro Boat Service boatyard no longer functions, which is unfortunate as this multi-service enterprise usefully adjoined the marina. Hopefully it will be refitted with more modern facilities.

STATE OF SÃO PAULO

Page 196 Yacht-Club de Ilhabela

This yacht club is now equipped with up-to-date facilities since the major extension of the marina.

The basin now covers an area of 17,000m² and a floating breakwater limits the swell caused by winds and current. There are two wide pontoons with 190 mooring places.

Fees: R\$120–150 per day for 42–50ft yachts. A new plan will appear in the next edition of the book.

São Sebastião – Marina Igararecê

Situated on the mainland off Ilhabela, this small marina north of the town at Praia do Arrastão used to consist of a simple jetty sheltering an anchorage area for local yachts, but a major extension is planned in the near future, with a pontoon for 80 yachts. Note that you can fill up with fuel here from the floating service station.

⊕ 23°46,08'S 045°24,19'W Marina Igararecê

STATE OF PARAÍBA

Page 244 João Pessoa-Cabedelo

For yachts coming across from Europe and wanting to then continue up towards Guyana and the Caribbean, this southern 'detour' is the shortest distance to reach Brazil.

Navigation

Brazilian Chart DHN No. 830.

About 15M north of João Pessoa the Rio Paraíba shelters the commercial port of Cabedelo. If you go in up the river you will find Marina Jacaré Village yacht marina, and further in Brian I Stevens's boatyard.

Cabedelo is an official port of entry for Brazil and the train which passes near the marina provides access to the various administrative services.

Tourism

There are a wide variety of tourist attractions in the vicinity: historical sites, an Indian village, trips upriver (for shallow-draught boats), a visit to the *cachaça* distilleries, local fiestas in July. For information contact Philippe Feissard.

STATE OF RIO GRANDE DO NORTE

Page 250 Natal

Mooring fees: R\$35 per day, with three days free of charge.