



## Red Sea Pilot

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### Caution

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him.

This supplement contains amendments and corrections sent in by cruising yachtsmen and women. The updating of cruising guides is an ongoing process and the publisher is always glad to receive information, sketch charts or photographs for incorporation in future supplements or new editions.

Page references are made to *Red Sea Pilot* 2nd Edition, 2002.

The last input of technical information was January 2009.

With special thanks to Bill & Pixie Bowen, *Yacht Instomi* and Rachel & Paul Chandler, *Yacht Lynn Rival*, as well as to Lary Mims, *Yacht Blue Star* and Tim Foreman, *Yacht Friendship*, for their input. Other reports may be found on Noonsite but we disagree with Jimmy Cornell's advice to avoid cruising in the Yemen. Many boats have enjoyed sailing along the Yemeni coast and the Yemeni people are delightful and welcoming.

We hope readers will continue to send updates and are very happy to get your news. Please contact us by *Email* [morelaine@gmail.com](mailto:morelaine@gmail.com)  
*cc* [ilnw@imray.com](mailto:ilnw@imray.com)

**Piracy** An MSPA (Maritime Security Patrol Area) was established in 2008 in support of the IMO's efforts to deter piracy and to provide a route through the Gulf of Aden which will be patrolled by CTF (Combined Taskforce 150) coalition (Combined Maritime Forces) warships. The Combined Joint Task Force-Horn of Africa recommend the use of AIS

transponders, if you can afford them! A 'security corridor' has been designated with the following waypoints: 12°15'N 045°E 12°35'N 045°E 13°35'N 049°E 13°40'N 049°E 14°10'N 050°E 14°15'N 050°E 14°35'N 053°E 14°45'N 053°E. Armed Somali piracy against big ships for huge ransoms has received much recent publicity. The hijacking of three yachts, in April, June and September 2008 indicates the level of danger off the Somali coast. None of the incidents took place in the Gulf of Aden or the Red Sea so they are not included in our piracy advisory. One of the yachts was a small ship, the 3-masted *Le Ponant*. The other two were normal sized cruising boats, one German, one French. Ransoms were demanded in each case. The French navy was involved in the release of hostages and arrest of pirates in the two French cases. The German yacht *Rockall* has disappeared and the French *Carre d'As IV* may be being used as a decoy. As ever, we advise you to stay very well clear of the Somali coast. Other advice for yachts has otherwise remained largely unchanged but staying 30M off the Yemeni coast, with particular vigilance between 46° and 52°E is recommended. Local advice is obtainable from UKMTO in Dubai *Email* [ukmtodubai@eim.ae](mailto:ukmtodubai@eim.ae). Contact them the week before your transit.

### Page 2–3 Oman

Visas costing approx. US\$17 are obtainable on arrival and are required to leave the port area. No agent required. A cruising fee of 15 Omani rials has also been introduced and is payable in rials only. Currency is available from the ATM outside the port gates. You will be asked to deposit a bond in US\$ until you have paid the cruising fee. See page 68 for more details.

### Page 3–4 Yemen

Political problems simmer, both in Sanaa and in the south. More than 20% of its people are malnourished. Nonetheless, it is a great place to visit.

### Page 11 Egypt

Many yachts now wait till they arrive in Egypt to get visas. This is easy enough at Port Ghalib, Safaga, Hurghada and Taba Heights See these ports for more detail. Paperwork is easiest but slowest at Port Ghalib if you are coming from the S. Coming from N visas issues in Port Said are valid for one month and can be renewed in Hurghada or Port Ghalib. Sailing permit fees for boats heading S are €8 per month up to 20m LOA.

### Page 31–33 Weather forecasts

Forecasts are available via Sailmail, [www.sailmail.com](http://www.sailmail.com) (see below for frequencies). This service consists of downloaded NOAA weather files updated twice a day although we are reliably informed that the NOAA forecasts are not very useful. You will need a computer, an HF radio and a Pactor HF modem. A ham licence is not required. More details are at [www.bruneibay.net/bbradio](http://www.bruneibay.net/bbradio). The USCG/NOAA schedule for issuing SITOR forecasts is at [www.nws.noaa.gov/om/marine/hfsitor.htm](http://www.nws.noaa.gov/om/marine/hfsitor.htm). GRIB (GRIded Binary) files are delivered by email and give the synoptic, a 5-day forecast, wind speed and direction and are the same as those used for Inmarsat forecasts. Automated text and GRIB forecasts are also available through commercial

services such as [www.buoyweather.com](http://www.buoyweather.com), and [www.saildocs.com](http://www.saildocs.com). The Buoyweather service costs about US\$30 per annum. Custom weather forecasts can also be received through SailMail. Examples are [www.commandersweather.com](http://www.commandersweather.com) and [www.sailing-weather.com](http://www.sailing-weather.com). Otherwise you need software to decompress the files and to view them. A Sailmail modem can also receive weatherfax, Navtex and METAREA forecasts but Navtex is generally not useful. *Email* [metarea@saildocs.com](mailto:metarea@saildocs.com) for more information on the last.

Abu Tig Marina at El Gouna has set up Sailmail frequencies. Frequencies are 2824.5, 4162.5, 6239.5, 8325.5, 12394.5, 16598.5, 18866.5, 22245.5. Callsign SSM678.

Recent users advise the usual proviso to add 10 knots to true wind speeds if you are beating. The informal daily net on SSB in the Red Sea usually relays the forecasts from one of the boats which is email-enabled.

#### *Page 55 Marine life*

Fishing throughout the Red Sea is excellent, especially in Eritrean waters.

#### *Page 59 Piracy (See above)*

The W'most latitude on the map on page 59 should be 46 and the E'most should be 52.

#### *Page 60*

Page 49 should read Page 59.

#### *Page 68–69 Mina Salalah Anchorage & Formalities*

You will be asked for boat details on the radio when you first call and the port authority will check that you anchor in the right place. Holding is not good throughout the basin. The delay before officials arrive to clear you in can vary by some hours. When you leave, it is not normally possible to clear out the evening before an early morning departure but you can always ask. There used to be a short cut to the Customs post down a dirt track, as shown in the sketch inland of the naval base, west of the anchorage, but apparently it isn't now obvious.

You are now required to obtain a visa if you want to leave the port area but you can still get one without an agent. The fee is approx US\$17 (6 Omani rials). A cruising fee of 15 Omani rials per yacht has also been introduced. Payment must be made in rials, obtainable from an ATM outside the port gates. You will be asked to deposit a bond in US\$ until you can pay in the local currency and must obtain your visas and clear in before you go to the ATM.

#### **Facilities & services**

The salubrious part of the wash block is now kept locked. Ask at the Port Police office for a key. An agent called Mohammed has been recommended. Agents can usually arrange for large fuel deliveries by mini tanker and access for workmen to the port area etc. If you need repairs you will find workshops in the industrial area on the way to town.

Diesel may still be obtained in small quantities from service stations outside the port but usually officials will ask you to arrange delivery by tanker. This will cost you more by the litre. Ask around if you need fuel to find out details of the current situation when you arrive. It may change.

Haulout is not easy to arrange for yachts unless the mast is removed and experienced staff are not normally on site. Boats have dried out against the wall. International Project Services are apparently closed.

The authorities are not keen on yachts being left unattended in the harbour while crews tour inland. If you want to go on a trip you can consider negotiating with an agent. Mohammed is one of the licensed agents and he might, on an unofficial basis, keep an eye on your boat but the authorities don't like it. He offers other services for a fee as well.

#### *Page 69 Plan*

Amend approach waypoint to read 16°57'·2N 54°02'·3E. Both E breakwater and N quay have been extended.

#### *Page 70 Shi'ir*

Chart BA 3784

14°40'·2N 049°26'·2E

This modern, gated commercial fisheries compound, owned by the Yemeni Fish Co, is approx 19M E of Mukalla. It has excellent shelter in northeasterlies and 24-hr security. Yachts are welcome and English is spoken. No formalities.

The entrance, at the SE corner of the basin protected by a sea wall, is easy enough in northeasterlies but can be rough to very rough in the SW monsoon. Good berthing and repair facilities according to reports. Blue buildings are conspicuous as you approach and it is well lit at night although there are no navigational lights. Mukalla airport, 5M W, serves as a good marker. There is an exclusion zone at the oil terminal 3M E which is patrolled by the Yemeni Coastguard.

#### **Facilities**

Raft up with fishing vessels or tie up at the wall, preferably the E end. There is a 100-ton travel lift, a well maintained yard with a large clean building for repairs as well as a crane for removing the mast. Fibreglass and machine workshops with work done by arrangement with a local boat builder.

Water is available and fuel can be delivered. Supplies can be obtained from Mukalla and nearby villages. Transport is limited but can be arranged. Ice is free. There is also a swimming pool and a beach.

Contact ☎ 967 711 08 9173

*Email* [Johnwilliams@yemenifish.com](mailto:Johnwilliams@yemenifish.com)

#### **Al Mukalla**

A new dual carriageway now runs to Oman and makes a conspicuous landmark, especially at night. The wreck of the *Maldives Image* is gradually disappearing.

The 2005 unification anniversary celebration brought improved facilities to the town including the completion of shore-side parks between the old and new ports and a pedestrian promenade towards the old palace. There are ATMs in the banking district, E of the canal near the old palace.

Provisioning is much improved with a supermarket, a large bakery near the hospital and a new fish, fruit and vegetable market 0.5M E of the canal mentioned above.

There is a good new restaurant called The Cornish in the old port. The Hadramaut Hotel is also good for food and has a PADI dive centre.

Iskander, the agent we mention, has died. Others have taken over and both Sam and Maher Nasserkhamsis Badakhen of Abu Talal Shipping Agency have been recommended. They can be useful for expediting formalities and arranging fuel deliveries but they are not essential.

#### *Page 75 Aden* **Formalities**

You are expected to call on VHF on approach but it is not obligatory to check in with the harbourmaster on arrival. Seven-day passes are issued free by Immigration. You will need photos of all crew for these. Three-months visas for inland travel can be obtained, with permission from the harbourmaster, now Captain Abdul Salam, if you can make arrangements for somebody to keep an eye on your boat. 2008 reports say they cost under \$40 but the cost of diesel had more than doubled.

#### **Facilities**

There are now ATMs in Ma'ala for cash withdrawals. Good shopping mall now in Crater. LPG, which involves a trip to Little Aden for the bottles to be filled, is cheaper if you club together with other boats. Omar still provides many services as an agent for a negotiable fee. He will even offer you a SIM card for your mobile so that you can keep in touch! A good marketing ploy. His number is ☎ 733 868127. Other recommended agents are Al-Aulaqi Shipping and Dawood Shaikh in particular was mentioned: *Email* dawoodshaikh@yemen.net.ye, *Mobile* +967 77320898. The Sailor's Club can get rather raucous in the evening so anchoring further E is recommended.

The harbour is reported to be oil-free. Very welcome news.

#### *Page 79 Ras al Arah*

Good shelter in SW monsoon season, with inshore winds often quite different from those further offshore. Many fishing boats anchor in the bay.

#### *Page 83 Djibouti* **Facilities**

DHL is operating an efficient service in Djibouti but the Djibouti Yacht Club has closed. If there is space available, visiting yachts are docked on the floating pontoons in front of the former yacht club building or they anchor off. Larger yachts can go alongside the quay. Former yacht club members have formed a new association that is attempting to build a new marina.

#### *Page 87 Dumeira I*

Good anchorage in 5m, rock and sand S of island at approx. 12°42'6N 43°08'7E. Friendly visits from military are not uncommon. This is a good day's sail from Assab.

#### *Page 88 Assab*

Ask for the general manager at the port if you need repairs. His name is Mr Dawit Menghestab.

#### *Page 89 Plan: Lahaleb Deset*

Good anchorage in the bight on the W side S of the islet in sand 4–6m in approx. 12°58'1N 42°50'5E with plenty of room for a group of yachts. Sandy beach. Reports on the Harena Boatyard would be welcome as its exact location has been queried.

#### *Page 91–92*

Anchorage near Assab: Sanahor (not shown on plan) is NW of Assab.

Abail Is & Mersa Dudo: The anchorage S of Abailat (Gt Abail) has good holding in sand and rock, 5m but use a trip line. Beware rock awash in approx. 13°52'5N 41°58'7E.

Kordumuit Deset is higher than surrounding land at 83m and makes a good landmark. Offliers to SW and N. Reports about Thio would be welcome as subsequent visitors couldn't find any food!

#### *Page 93 Howakil Bay Anchorages*

Delete sentence 'The next inlet northwards... deeper.'

#### *Page 93 & 95 Shumma I & Port Smyth*

The leading marks into Port Smyth are reported to have been rebuilt and are now easier to see. The topmark, a cairn on the ridge, is easily visible and the bottom one is a blue and pale yellow stake just above the beach, behind the older, ruined cairn. There is another good 10m anchorage spot in the N part of the bay.

#### *Page 94 Top Plan*

Howakil I is between Adjuz and Debel Ali.

#### *Page 95–96 Dehalak Deset & Nokra Deset*

Plan bottom right page 95: Wreck shown E of Nokra Deset is nearer to the centre of the channel than shown.

Page reference in paragraph on anchorages on page 96 should read 'see key map page 99', not page 95.

#### *Page 96 Massawa*

Some of the wrecks shown have been cleared but the mast and the wreck at approx. 15°43'2N 39°57'E and still visible.

#### **Formalities**

Yachts are expected to call on Ch 16 but it may take a while to get a reply. You will be told to tie up to the wharf near the tugs and take ships' papers ashore to clear with Immigration and obtain 48-hour shore passes. US\$15 is charged per night. If you arrive late you may be able to delay checking in till the next day. It seems that the authorities allow this at present but they still come out to check the boat when you leave. One month visas for inland travel cost US\$40 for all except US citizens who are charged only US\$30. All applicants must go in person.

#### **Facilities**

Prices ashore have climbed steeply. Currency declaration forms must be used before you can get local money. The exchange rate in 2008 was 15 nakfa to US\$1. Fuel is no longer available at the fisheries dock according to the latest reports and there is a severe diesel shortage in the country. Petrol is still available. Ask Mike for his help with water. It can also be delivered by truck to the wharf but beware quality. Water from the fishing co-op can be brackish. Desalinated water is on sale for approx US\$0.015 a litre at a shop near the internet cafe in the arcade opposite the port. Take jerries for filling. Beware growth on jetties and piers. We hear that email is now possible again from Massawa. Reports on the efficiency of the DHL office and the charging of customs fees vary. Provisions are much less varied and

in short supply in 2008. Restaurants have suffered accordingly and beer, sadly, may run out. There have been isolated incidents of petty theft in Massawa harbour apparently.

#### Page 98 Asmara

Hiring a bus now costs approx US\$160 and a travel permit is needed from the Ministry of Tourism building in Massawa, on the left near the service station on Taulu I. The permit costs approx 50 nakfa. Allow an hour and a half and take photocopies of passports. Egyptian visas are available in Asmara at the Egyptian embassy for approx US\$13. Take one photo per person. If you apply before 10am, the visas will be ready at 3pm. Check that the dates of validity match your intended schedule. The Egyptian Embassy is closed from noon on Friday to Monday morning. The Ambassador, Ambassura and Sunshine Hotels usually accept credit cards. It is now also possible to get a nakfa cash advance on Visa but you will get a poor exchange rate and pay a high commission.

#### Page 99

On the key map the large island is Dehalak, not Dahlak Deset.

#### Page 101 Difnein

Reports have been received of boats being approached aggressively in this area. Shots were fired in the air on some occasions, probably by military patrols. For Isratu, the plan's page reference is page 100.

#### Page 129–130 Khor Nawarat

Several yachts have been asked to move on from here by the military.

*Dangers* Page reference page 127

#### Page 131 Trinkitat

Friendly military in 2008.

#### Page 132 Mintaka Anchorage

Shab Teeta has only two islets, as marked on the plan, not three as shown in the inset, though note that sand cays of this sort can vary seasonally in number, size and extent. In this case, the two cays we sketched have now joined together. Good shelter in northerlies.

#### Page 132, 133 & 136 Shubuk Channel

Some marks have changed:

Just before mark 6: add a red ball on a stake

Mark 8 has a red diamond topmark

Mark 9 is missing or damaged.

#### Page 135 Shubuk Channel

The beacon ashore in approx 18°46'·2N 37°29'·1E has been reported as having a red topmark now.

#### Long I

Goliath herons may be seen wading along the shoreline.

#### Page 136 Marsa Esh Sheikh Ibrahim

The marks in the channel on the sketch have changed. Marks either side of the entrance still exist. Inside the channel the first mark is now a stake to port where the channel bends SW. The last two are small stakes more or less either side of the end of the channel where it debouches into the marsa. The mid-channel mark on the N side is reported missing.

#### Page 137 Suakin

Some dredging has taken place in the approach channel. Abu Mohammed, a charming chap, normally meets yachts and offers an efficient clearance and fuelling service for \$US30. Call on Ch 16 as you enter. You may be allowed to make an overnight stop here without having a shore pass but reports suggest that you cannot clear in without an agent. Costs have gone up. One report has them at about US\$120 for 10 days, including shore passes for two crew. A 2008 report says US\$20 each for customs and port dues, US\$30 shore passes per person. US\$0.70 per litre for drinking water by jerry or US\$10 per 100 litres, US\$7 camping gas refill and US\$1 for three pieces of laundry. A cruising permit is available for US\$10 but you don't need it unless you are going to Port Sudan. Mohammed can arrange for currency exchange. Fuel can be delivered to the dinghy dock in your jerrys. Do try to visit the market. The bank has gone but Mohammed will change cash at a rate of approx 2 Sudanese pounds per US\$1.

#### Page 141 Marsa Ata

Two offshore SPLMs have been reported at 19°24'·1N 37°19'·5E and 19°23'·1N 37°19'·9E.

#### Page 143 Port Sudan

No foreign exchange available in Port Sudan and no ATM in 2008 except for the UAE Exchange Centre near DHL which will take US\$.

The bus fare to Suakin is US\$3.

#### Page 145

Wreck of the *Umbria*: davits are visible in approx. 19°38'·2N 37°17'·4E, more towards the centre of the plan than shown, near the 16m sounding, and are a hazard to navigation.

#### Page 150 Marsa Fijab

The outer mark for the leading line on 313° is missing. The next beacon in has a diamond, not a triangular top mark now. Sharif is still there with his shack and his eggs but apparently has become less talkative!

#### Page 146

The 'plan' labelled 'page 171' on the key map is on the separate sheet enclosed with the book.

#### Page 148 Shab Rumi

A dive boat wreck is on the E side of the N lagoon, NW of the 15m sounding.

#### Page 151

A typo has been pointed out in the last paragraph, left hand column. The first longitude in the 7th line should probably be 37°20'E.

#### Page 153 Marsa Arakiyai

English-speaking Ali lives in the village to the SW. He will offer camel rides for a fee, negotiable.

#### Page 155 Juzur Telat

Correction to latitude in paragraph 1. It should read 24°34'·85N.

#### Between Pages 152 & 153 Photo

The blue mosque at the entrance to Suakin has been repainted a mustard brown below and white on top.

**Page 163–4 Wreck Recovery Anchorage**  
Bommies lie in the approach at approx. 21°00′.8N 37°18′.6E, just WSW of the southernmost waypoint. Other boomies, not on the anchorage plan (page 163), also exist.

**Page 164–5 Ras Abu Shagrab**  
Most yachts that have tried this anchorage don't recommend it. Only for the bold and/or desperate. Even then, don't expect much comfort.

**Page 165 Shab Qumeira**  
Corrections have been reported as follows:  $\oplus 6$  21°15′.645N 37°10′.877E. Use special caution over co-ordinates given for  $\oplus 4$  &  $\oplus 5$ . The NW part of the reef trends WNW, not southwards as shown. The marker on the S may look black rather than yellow. Reports say it now has a 'T' topmark. As always, be careful.

**Page 167 Top right paragraph**  
Use co-ordinates with caution.

**Page 167–8 Marsa Halaka**  
The khor has been reported larger than shown, and the anchorage more capacious.

**Page 169 Marsa Abu Imama**  
The reef on the N side of the entrance extends E beyond the beacon. A better entry waypoint would be in approx. 21°30′.2N 36°58′.8E. The stake on the reef in the middle of the inlet was missing in 2008.

**Page 170–2 Marsa Hamsiat**  
In the first paragraph, where we say ... 'in the latitude given above' this refers to the latitude shown on the plan of the anchorage. There is better holding near the 6m sounding on the plan than there is at 11m.

**Page 174–5 Khor El Marob & Khor Tibut**  
The latitude on the plan of Khor el Marob should read 21°50′.13N. Khor Tibut isn't very well depicted. We got it right in the 1st edition but were persuaded to change it by official sources. The S tending arm is longer, the gap between coral shores near the hook SW a bit tighter and the khor is wider at its inner end than shown. There's room for at least four boats. You need good light for the entrance at the turn, which is narrow and bommie encumbered. You may be visited by the military. Dugongs have been seen here and recent reports confirm the existence of at least one. They are quite common in the Red Sea but are very shy. Lots of ospreys.

**Page 177 Elba Reef**  
There is a rock awash, SE of the E pass to Elba Reef, marked (PA) on the fold out chart which does not appear on the plan.

**Page 179 Marsa Halaib**  
Nowadays the military here have the reputation of being very helpful and welcoming to yachts. Times change, as do personnel and policy.

**Page 181 Egyptian fees**  
New, lower fees have been introduced for yachts clearing in at Port Ghalib (see page 201 for details) making it the port of entry of choice for Egypt. These do not apply if you clear in at the ports where you still have to pay expensive agency fees or at Abu Tig Marina (page 216), which is still waiting for Port of Entry status.

**Page 188 Port Berenice**  
A good anchorage has been reported at 23°57′N 35°34′E in 10m.

**Page 191 Marsa Wadi Lahami**  
Yachts were not made welcome by the authorities here recently.

**Page 193 Ras Qulan & the Mahabis Is**  
The GPS latitude near the centre of the sketch should read 24° 17′.91N

**Page 195 Sharm Luli**  
The situation regarding official welcome all along this coast varies year by year. Usually you can anchor but landing may not be allowed even for those with Egyptian visas unless you have already cleared in. Fishermen may offer to bring supplies and fuel from Marsa Alam for a reasonable fee.

**Page 201 Ernesto Reef**  
Yachts have had difficulty locating the anchorage at the position given. It is only likely to be sought by keen divers.

### **Port Ghalib Marina (Marsa Allam / Marsa Mubarak) Approach**

The fairway buoy at 25°32′.001N 34°38′.707E (LFW every 10 secs) is visible on radar at 5M. The natural entrance channel runs almost due E/W for 550m through the fringing reef and is marked by lit port and starboard hand buoys.

**Formalities**  
The following arrangements make Port Ghalib a good option for northbound boats clearing into Egypt at present because the marina is a port of entry which applies a new system which greatly reduces government dues for foreign flagged boats. Nevertheless, fees for processing formalities are going up and the marina requires all boats applying for permits to go through the Marine Inspection Authorities for approval. This can delay the clearance process by 2–4 days, during which you will be charged berthing fees. Port Ghalib also charges a US\$40 processing fee, regardless of size of boat.

Permit fees are as follows:  
US\$30 for LOA max 60 feet (18m) per month  
US\$50 for LOA over 60 feet (18m) per month

Your permit will be valid throughout Egypt except in Sharm El Sheikh Port. You will not have to enter Hurgghada or use a shipping agent or pay government fees mentioned elsewhere (US\$180 for up to one month or US\$280 for four months). If you plan to stay in Egyptian waters or a marina for more than one month, you must pay for the whole period you need in advance so if you expect to be in Egypt for over a month, pay for two months at Ghalib because you cannot extend your stay at any other port or marina at present. The clearance will cover crews for the port area only.

**Facilities**  
Fees US\$1.50 per metre per day up to 14m LOA & 10% tax. Power & water extra.

Visit [www.portghalib.com](http://www.portghalib.com) for details. The basin now extends slightly further than we show and is dredged to 5m. At the harbourmaster's office, 500m

inside the entrance on the starboard (N) side, the quay has 6m alongside at MLS. The quay and stub jetty just beyond are lit, FG. Petrol and diesel available from a dock managed by Chevron. Diesel @ US\$0.70/litre in 2007. Pump prices at a nearby service station are much better. Fresh water and electricity are available at reception basin and at the quay in the main basin but the latest report said there was only one tap working. Most yachts currently moor stern-to or alongside near the Coral Beach Diving Hotel in the SE part of the basin. Provisions and laundry service available at the resort as well as bar and restaurant. Internet also available here. LPG refills not available. Many live-aboard/dive boats also use the marina. There are buses to El Quseir, Safaga and Hurghada at the main gate, about 2km from the basin. There is an airport nearby too with scheduled flights to Cairo and charter flights from Italy, France, Germany, Switzerland and the UK. ATMs can be found near the port office and at the airport.

Call *Port Ghalib* on Ch 16, then use Ch 10 as a working frequency.

Contact *Email* marina@portghalib.com

Manager: Captain Sherif Fawzy

*Email* sherif.fawzy@portghalibmarina.com

☎ +2 065 370 0240, *Mobile* (++2) 012 212 8242, (++2) 010 343 4708.

The resort tel no is ☎ +2 065 370 0222.

#### Page 203 El Quseir

The red light on the loading gantry has been reported unlit. Some radio masts a few miles further N have been mistaken for the gantry by a tired yachtsman with disastrous results and we hear that the government phosphate company's crane may be hired for haulout in an emergency. Some dive boats and small ships moor alongside. Only one of the mooring buoys on the chartlet remains. It is possible to tie up stern-to at the smaller jetty which is longer than shown. The overhead cables from the gantry have gone. Interesting museum and good market ashore. LPG refills possible near the Castello restaurant.

#### Page 205 Mina Safaga

The authorities are unpredictable and sometimes require yachts to tie up at the town quay to check in but it is very uncomfortable and occasionally dangerous here in a southerly. Oil slicks are not uncommon. In these conditions you should request to move to the anchorage off the hotel strip (sketch page 206) or the marina(s) and take the bus back to check in. Check with boats ahead of you about the latest situation. Permission revolves around taxes, fees, etc.

#### Page 207 Ras Abu Soma

The Intercontinental Kiriazzi Hotel has a piled jetty at 26°50'·16N 33°57'·3E on the west shore of the bay inside Ras Abu Soma but this does not operate as a marina for cruising boats.

#### Page 209 Hurghada

The pier near the Fantasia offices gets crowded. Holding in the anchorage is poor. Fantasia is now charging up to US\$180 for clearance for a one-month stay plus US\$15 per entry visa. DIY will cost you about US\$20 less. There is a delay in Hurghada while some papers are processed even if you are going

straight from here to El Gouna, so make sure you have enough daylight left. You shouldn't be held up by more than 2–3 hours unless you arrive on a Friday when it takes a lot longer.

#### Hurghada Marina

27°13'·5 N 33°46' E

(Green and red lights at entrance)

The new marina with 200 stern-to berths has depth of 3–4m and is being fitted out. Boats began to call here in 2007. Formalities must be completed in Hurghada town before berthing. The marina hopes to offer on-site check-in in the future. Fees are US\$15 per day plus 10% tax, similar to those at Aby Tig Marina. Power & water extra. VHF Ch 71.

Fuel dock, showers, laundry, shops, LPG refills, Wi-Fi, holding tank, pump out.

Bank, restaurant, bars. Airport nearby.

Contact: *Email* info@hurghadamarina.com

Marina Manager: Mr. Sherif Nagi

*Email* sherif@hurghadamarina.com,

☎ +2 065 344 5234 *Mobile* +20 012 185 6363

www.hurghadamarina.com

#### Page 214 Plan

The waypoint numbers should be changed to match the details of all waypoints in correction to page 216 below. Therefore ⊕9= ⊕8, ⊕10= ⊕9, ⊕11= ⊕10.

#### Page 215 Plan

⊕7 is at the outer set of channel marker buoys in the approaches to Abu Tig Marina.

Clearance fees are payable to Fantasia in the Abu Tig office on departure from El Gouna.

#### Page 216 Abu Tig Marina, El Gouna

This is a highly recommended full service marina with some berthing for visitors. The following waypoints and corrections have been supplied by the Abu Tig Marina management.

##### From North to Abu Tig Marina:

⊕1 27°48'·85N 33°43'·10E

⊕2 27°40'·70N 33°45'·70E

⊕3 27°35'·90N 33°42'·85E

⊕4 27°35'·20N 33°42'·40E

⊕5 27°30'·00N 33°41'·87E

⊕6 27°26'·20N 33°43'·20E

⊕7 27°24'·61N 33°40'·94E Abu Tig Marina:

Midpoint of Channel Entrance

##### From South to Abu Tig Marina:

⊕10 27°16'·90N 33°52'·00E

⊕9 27°21'·20N 33°48'·20E

⊕8 27°25'·60N 33°43'·85E

⊕7 27°24'·61N 33°40'·94E Abu Tig Marina:

Midpoint of Channel Entrance

#### Marina Entrance Channel

The marina entrance channel, dredged 3.6m, creates the approach through the reef flat. The channel is approximately 400m long and 40m wide at the narrowest point, at the seaward end. Four pairs of Lateral Buoys/Beacons with lights mark the channel. When entering, leave red to port and green to starboard. From seaward, the first set of marks are fixed beacons on metal structures placed on the reef edge with flashing lights, once every 5 secs, flash length 0.5 secs. The outer marks on the fairway to

enter Abu Tig Marina are not in safe water. Both are metal towers standing on relatively shallow reefs. The reefs on both sides extend some distance into the fairway. In the case of the outer port hand (red) tower, the reef also extends some distance to seaward. The entrance channel is narrow and it is important to keep to the centre and not to venture towards the outer port hand (red) tower. The next two pairs are floating buoys with fixed lights. The last pair is on beacons on structures each side of the marina entrance. The lights are fixed. Entry at night is not advisable and even in daylight a sharp lookout should be maintained approaching the fairway. If practical, it is best to enter the marina well before sunset as it is difficult to see the reefs when the sun is low in the W. Please remember, the plans in the book are not to be used for navigation.

#### Chart corrections

2001 editions of Admiralty Chart 2375 have the corrections 1.0 & 1.1 below.

1.0 Waypoints and buoys/lights on the Admiralty Chart 2375: 1999 (not on any edition of Chart 8) and listed in the Red Sea Pilot were for the old marina 'Abydos'. For example, the marina symbol marks the old marina, approx 2M S of Abu Tig. To enter Abu Tig Marina it is not necessary to enter behind the reef Sha'b Abu Shar and the coastal fringing reef.

1.1 Buoy (flashing red) **removed** from 27°24'·6N 33°41'·4E (marked on Admiralty Chart 2375).

1.2 Buoy **removed** from SE corner of Sha'b Esh, 27°26'·42N 33°42'·44 E.

1.3 Large orange buoy **removed** from 27°29'·91N 33°46'·64 E. This used to mark the narrow passage through Sha'b Tawila and Sha'b Abu Shibban. You can still pass due South of this position and just North of the reef Sha'b Abu Shibban. There is currently a marker post on the N tip of this reef (not recommended for night passage).

#### Formalities

Abu Tig Marina is waiting for Port of Entry status. Yachts wishing to stop here need to check in at Hurghada before entering the marina. This will involve clearing with the usual authorities including Port Authority, Customs, Immigration, etc but this is a relatively quick process. You should ensure you get a Cruising Permit from the Port Authority (destination Hurghada if you are coming from the North and Suez if you are coming from the South). See those ports and Port Ghalib for more details. If you are northbound you could also consider check in at Port Ghalib (see above) but charges mount rapidly as you wait for clearance.

If you are southbound you will should do clearance in Port Said and ask your agent to make the sailing permit out for Hurghada. You can then go to the marina first, before doing clearance. The marina office will arrange for an agent to complete your formalities, including payment of the Customs Fee, at Hurghada Port. The fees for a stay of one-month are approximately US\$180 which includes the following:

Agency fee US\$50

Port dues calculated on LOA and tonnage US\$43

Customs fee & stamps US\$40\*  
Marine inspection US\$20  
Immigration & police fees US\$20  
Quarantine US\$7  
Visa fee per passport US\$15

\*The extended customs fees if you stay over one month are as follows:

LE 250 for the first four months

LE 500 for the next four months

LE 1000 for the final four months

LE 100 for yachts staying less than one month

NB you cannot pay month by month and will need to decide to opt for either one month or four months.

A stay of four months or more involves costs amounting to approx US\$280 for each four month period plus the relevant customs fee as above. This includes all the various fees in Hurghada Port and the agency fee. Foreign flagged boats may stay up to one year from the date of arrival. After that year, boats need to be bonded for four months or leave the country for the same period.

#### Facilities

126 berths for boats up to 50m and 18 visitors berths. There are three basins with depths of 3.6, 2.6 and 1.6m respectively. Berthing rates are US\$20 per day for LOA <16m with a special reduced monthly rate of US\$300. For catamarans under 16m LOA rates are US\$30 per day. Monthly Rate: US\$ 450. All charges are subject to +10% sales tax. Power and water are metered and charged separately. Payment on Visa and Mastercard or US\$, Euros and Egyptian pounds is equally acceptable.

Showers, laundry, Wi-Fi, 24-hr security. Fuel is available by jerry can at US\$0.33 per litre from the old marina at Abydos or by jerry can at Abu Tig. Repairs also at Abydos Marina. LPG refills cost US\$7.50–15.00 depending on size and sales tax. Costs elsewhere in Egypt for LPG are higher. Water is non-potable. Cash withdrawals from ATMs at the marina and downtown on most credit cards.

The marina is spoken of highly by cruisers, both those who make a short call here and those from the Mediterranean who winter over here. Please contact them well in advance as the marina is often full.

The associated Pro Tours are very helpful if you want to go inland.

Contact VHF Channel 73

Marina Manager Philip Jones

Email info@abutig-marina.com

☎ +2 065 358 0073 Mobile +2 012 223 0090

Fax +2 065 358 0040 www.abutig-marina.com.

#### Page 235 Ras Malaib (Mersa Hammam)

The bottom is hard sand. Care is needed in setting anchors in strong winds even in depths of 4–5m.

#### Dome Yacht Marina

29°26'·6N 32°29'·2E

It has about 100 stern-to berths for LOA maximum 25m, 2.5m maximum draught. Electricity, water, diesel, petrol, LPG, boat wash and slip. It's attached to a small beach development with restaurant and has 24-hr security. Call on Ch16 on approach.

It used to be possible to get an Egyptian cruising permit here but that is no longer possible. Ask the

agent at Port Said to issue this if you are southbound. The permit should mention your destination ports within the period of validity.

Contact Manager Mostafa Badr El Din  
Email mbeldin37@yahoo.com ☎ 20 62 321 0002/3

**Page 242 Gulf of Aqaba, Sinai**

**Taba Heights Marina**  
29°22'·30N 34°47'·40E

The marina, which is also a port of entry for Egypt, is now open and check in is available for the same fee as at Port Ghalib. The processing fee of US\$40 is also charged but permits are dealt with quickly. VHF Ch 73/16.

It has depths of 1.6–3.2m with berths for up to 50 yachts.

Contact ☎ +20 69 358 0046 Fax +20 69 358 0045  
Mobile 012 397 2750  
Email marinataba@orascomhd.com

Arriving boats must contact the marina 24hrs in advance in order to arrange check in procedures and berthing availability.

Contact ☎ +20 69 358 0046 Fax +20 69 358 0045  
Mobile 012 397 2750

**Tala Bay, Aqaba, Jordan**

29°24'·5N 34°58'·1E (Admiralty Chart 801, 2006)  
VHF Ch16/88

Marina Manager ☎ +962 7 45445631  
Dock Master ☎ +962 7 45442423  
Land Line ☎ +962 3 209 3333 ext 1200/1311  
Email khabujaber@talabay.jo or  
ahqatawneh@talabay.jo  
Fax +962 3 2017229 www.talabay.jo/marina

**Page 244 Royal Yacht Club, Aqaba, Jordan**  
**Approach**

The entrance breakwaters are marked by two lights: The first is an occulting green at 29°31'·74N 34°59'·87E.

The second is red flashing light at 29°31'·76N 34°59'·9E

**Facilities**

The marina can accommodate up to 160 boats max 25m LOA, max draught of 2.9m. Yachts are moored to concrete piers. Power, telephone, and fresh water available.

Diesel & petrol, slip for max LOA 8.5m, travel lift. Dry berthing and storage for boats up to 10m. Call on VHF Ch 16 & 67. Service is provided 24 hours maintenance workshop.

**Berthing Fees (Jan 07)**

Boat length in m	Daily basis JD	Weekly basis	Monthly basis
08–12	10	50	200
12–16	15	75	300
16–20	20	100	400

(Rates for boats over 20m LOA determined individually).

Power @ 0.500 JD/kwh, water @ 2.500 JD/cubic metre.

Service fees: 40.000 JD including all formality fees immigration, customs etc, except for visas and departure tax.

NB Send crew (and passenger, if any) list in advance in case you have nationalities aboard requiring visas in advance of arrival.

Arrivals welcome on week days (Saturday–Thursday) from 0830–1830 hours. If you expect to arrive late or on a Friday please contact the club staff in advance:

Contact General Manager Captain Mahmoud Abu Sheikha ☎ +962 3 2012915 Fax +962 3 2022515  
Email rycj@wanadoo.jo Fax +962 3 2012914

Royal Yacht Club of Jordan, P.O.Box. 500, Aqaba, Jordan ☎ +962 3 2012900.

**Page 242 Mersa Morakh (Plan)**

Longitude should read 34°50'·1E

**Page 250 Suez Agents**

Most yachts use either Nagib Latif, Felix Maritime Agency, Email felix@felix-eg.com, www.felix-eg.com, VHF Ch 22 or Prince of The Red Sea  
Email princeoftheredsea@gega.net

Both charge a fee of approx US\$100 but may ask more initially. Official fees plus this agency fees cost about US\$350 northbound and US\$450 southbound for an average sized yacht. Contact either agent as you approach Suez on VHF Ch 19. An example of tonnage charges by a yacht measuring 13m LOA x 3.71 beam x 2.1m draft + 1.3m topsides height was US\$195. If you think your measurement has been unfair and that you are being overcharged, challenge it through your agent right away.

We have been given the following contact for complaints:

Mr Gamal Abdel Latif El Deeb, Managing Director Movement of Ships, Suez Canal Authority  
Mobile (+2) 012 356 3303 ☎ (+2) 064 339 2020  
See below and Port Fouad if you are S'bound.

**Page 249 Suez Yacht Club**

Fees have increased. In 2008 a 12m boat was charged US\$14 per night. The weekly rate was US\$70. Water was free, the washing machine was defunct and the showers were ... dubious!

**Page 254 Ismailia**

There is 2.1m at LWS alongside the E quay of the Yacht Club. Good drinking water and power included in rates. For 10–15m LOA is \$US9 per night, \$45 per week, \$180 per month. Captain Farid Roushdy has resigned as manager sadly. It's still quite pleasant here but very open to SW. Restaurant (open only for lunch) prices for non-locals are rather high. Note that if you get exit stamps in passports at Suez you can use the club but won't be allowed past the gate.

**Page 255 Port Fouad**

The tonnage fee is calculated somewhat differently here, often quite informally and there may be no measurement as such. Make sure you know what tonnage you have been assigned and if you think it is exaggerated appeal directly to the Canal Authority. This usually works well and fees can be dramatically reduced. (See page 250 above).

## Piracy Advisory

Please email details of new incidents to [morelaine@gmail.com](mailto:morelaine@gmail.com)  
cc Imrays, [ilnw@imray.com](mailto:ilnw@imray.com)

From 1998 to date there have been only 13 confirmed cases of piracy or robbery in the Red Sea and Gulf of Aden. These include both attempted and completed cases. Two occurred within 70M of the Somali coast, waters yachts are strongly advised to avoid. Five occurred in or close to Yemeni waters and five about half way across the Gulf of Aden. Other incidents that have been reported as piracy were alarming or unexpected encounters with military patrols and fishermen. These are not in the table below. During this period, hundreds of yachts have passed trouble-free through the Red Sea and the Gulf of Aden.

For the following information we should like to thank and offer sympathy to the victims on *Le Notre Dame*, *Saltaire*, *Klondike*, *Lisestrambord*, *Ocean Swan*, *Shady Lady*, *Blodeuwedd*, and near victims on *Penyllan*, *Daisy Duck* and *Mahdi*.

### Definitions

**Piracy** Any illegal act of violence, detention or any act of depredation committed for private ends by the crew of a private vessel against another vessel on the high seas (i.e. in international waters).

**Robbery** The crime of theft of goods or chattels within a given jurisdiction.

International waters usually begin a minimum of 3M and a maximum of 12M from a state's territorial baseline.

It is worth noting that most piracy figures you will read do NOT respect this distinction. To suit marine insurance interests, the International Maritime Bureau deliberately conflates them counting even minor attempted robbery with the threat of violence when a vessel is at anchor as a case of piracy. In like manner, anti-terrorism hype treats terrorism and piracy as synonymous. It isn't – indeed no connection has yet been demonstrated. Treat all data you read or are told with due scepticism.

*Details of incidents (most recent first):*

Date	Yacht Name(s)	Position	Local Time	Details	Conclusion
8/3/05	<i>Mahdi</i> & <i>Gandalf</i>	13°28'N 48°07'E	1600–1700	Shots fired at both yachts from open boats; fire returned; no damage to yachts	Piracy attempt
5/3/04	<i>Saltaire</i>	13°13'N 48°33'E	1800	Boarded & robbed	Piracy
27/2/04	<i>Le Notre Dame</i>	13°30'N 47°51'E	1300	Boarded & robbed	Piracy
23/2/04	<i>Klondike</i>	13°50'N 50°05'E	2000–2300	Suspicious pursuit	Possible harassment
9/3/03	<i>Penyllan</i> , <i>Sea Dove</i> , <i>Gypsy Days</i> & <i>Narena</i>	13°11'N 48°40'E	0900	Pursuit with gunfire	Piracy attempt
2/3/03	<i>Bambola Quatre</i> & <i>Josephine</i>	13°31'N 48°24'E	first light	Boarding, theft, damage to yachts	Piracy
14/4/02	<i>Blodeuwedd</i>	12°37'N 48°28'3E	1330	Boarding, theft, damage to yachts	Piracy
12/4/01	<i>Daisy Duck</i>	12°55'N 48°20'E	0740	Pursuit & exchange of gunfire	Piracy attempt
23/2/01	<i>Ocean Swan</i> , <i>Shady Lady</i> & <i>Mi Marra</i>	13°47'N 48°12'E	0645	Pursuit with gunfire, theft, damage to yachts	Robbery
24/12/00	<i>Lisestrambord</i>	13°43'N 48°12'E	1430	Pursuit with gunfire, theft	Piracy
spring 2000	<i>Sadyba</i> (single-handed)	between Djibouti & Massawa			Unexplained disappearance
27/1/00	<i>Gone Troppo</i>	mid Gulf of Aden	unknown	Pursuit with gunfire, theft, damage to yachts	Piracy
11/11/99	<i>Aphrodite III</i>			Pursuit with gunfire, theft, damage to yachts	Robbery (criminals caught & punished)
11/9/99	<i>Correlation</i>	6M off NE Somalia	unknown	Reported piracy	On-board crime?
end 1999	<i>Nono</i>	close off Cape Guardafui	unknown	Hijacking	Yacht & contents lost
29/4/99	<i>Violetta</i>	70M off Bosaaso	unknown	Hijacking, stripped yacht returned later	Piracy

### What to expect

Unless you have organized an escort (see Somalia and Yemen in Prevention and Protection below) you CANNOT EXPECT ANY HELP. Distress calls made on international frequencies, often meet no response. In contravention of the International Convention for the Safety of Life at Sea, Chapter V, even nearby ships may ignore you. However, fellow yachtsmen relaying messages and the coalition forces are proving helpful. BE READY TO HELP YOURSELF. The positive news is that coalition navy patrols in the Gulf of Aden and Horn of Africa area are an evident presence, though they cannot hope much to reduce isolated and random attacks.

### Attackers

Here are some general findings from the incidents we know of:

The maximum danger area seems to run in a 40 mile wide band from the Yemeni coast in the longitude of Bir Ali (48°10'E to 48°25'E) to the Somali coast.

The known attacks are products of chance encounters – you and a few hoodlums/smugglers unluckily in the same patch of water at the same time. There is little indication of organized crime, radio frequency monitoring, radar or any other sophisticated aids to detecting and intercepting victims, though there are suspicions that intelligence on yacht movements may be being gathered from yachts passing through Mukalla.

The attackers have so far all been in traditional wooden craft or in what may be salvaged ship's lifeboats and all inboard powered. There have been no attacks using the Yemeni inshore fishing boat, the outboard powered, long, fast, narrow and usually GRP huri, although the *Gandalf/Mahdi* incident report seems to imply a contact with two huris nine hours previously south of Mukalla may have been with some sort of scouts.

The craft have been engaged in no specific pre-attack occupation. Some appear to be fishing. Three, and some of the most recent attacks, have undoubtedly been smuggling people.

Attackers seem to include both Yemenis and Somalis.

There is no consistent pattern. Some attackers draw close and ask you to heave-to before firing warning shots. Others fire warning shots and close to board immediately. One immobilised its victim by fouling their propellers with a fishing net.

In all but one incident of piracy or robbery the attackers have always fired warning shots. They do not appear to shoot to kill, injure or disable the boat. They shoot to warn and intimidate.

Attacks are pushed home fast and hard with no regard to topsides.

The attackers seem to have only one or two guns, usually Kalashnikovs or the Chinese equivalent. They otherwise have knives. Most are apparently nervous.

Attacks at night or in strong weather are unlikely.

Remember that these are 'gun culture' societies where carrying a gun is a badge of status. The same is true of knives. That a fisherman carries a gun and fires warning shots does not mean he will shoot you in order to rob you. Ditto the carrying and brandishing of a knife.

### Relatively safe waters

The coastal waters between Mukalla (Yemen) and Mina Salalah (Oman) should be safe, but note two incidents took place S of Ras Sharmah.

From Aden into the Red Sea along the Yemeni coast was safe in 2000–2005 apart from a slight risk of petty harassment by importunate Yemeni military and fishermen.

Other than harassment by Yemeni military and fishermen, there have been no incidents reported from Yemeni waters in the southern Red Sea.

There have been no reports of problems when approaching or leaving Djibouti to/from Bab el Mandeb.

Eritrean coastal waters are safe and fairly actively patrolled by Eritrean forces.

In practice at present, except for Danger Zones One and Two below, the safest water for an unescorted transit of the Gulf of Aden extends south from the Yemeni coast to about one quarter to one third the distance towards (90–100 miles N of) the Somali coast.

### Danger zones

The main danger zones at the moment are two:

The first appears to be in mid-Gulf of Aden W of approximately 48°50'E out to 80M N of the Somali coast. We advise holding further N towards the Yemen coast, approximately as in 1.b below, to/from the Bab el Mandeb area. If unescorted, avoid the whole coast of Somalia out to 90–100 miles offshore and especially from 47°30'E to Djibouti waters.

The second is from about 60M E of Aden until about the same distance SSW of Mukalla with the band of maximum risk between 48°00'E and 48°50'E. We would advise staying at least 35M offshore between 49°E and 46°50'E and planning your passage, if you can make sufficient speed to cover the approx. 50M wide band of maximum risk in hours of darkness and in company. With the current (e.g. headed W in winter) you'll need to be able to guarantee 5knots, against it (e.g. headed E in winter), you must be able to make 7–8knots.

There is a potential, if lesser danger, in the outer approaches to Djibouti. The safest approach/departure is to approach/leave on a WSW/ENE course from/to the direction of Aden passing N of Iles Moucha inbound or outbound.

### Prevention and Protection: Oman

The Omani Navy is well armed, very efficient and has a base in Mina Salalah. They actively patrol the coast. There have been no reports of any criminal activity on the Omani coast.

Contacts Salalah maintains listening watch on 2182kHz and Ch 16. Harbourmaster Captain Ahmed Burham Ba'Omar. ☎ (+968) 219500 ext 420

Fax (+968) 219253

Email AhmedB@Salalahport.com.

### Yemen

The port authorities in Aden and Mukalla are very concerned but, until the new coastguard is fully established and properly trained, unable to take active measures either to prevent robbery of yachts or to respond to distress calls, supposing they receive them. Some yachts did manage to arrange an escort with the

authorities from Mukalla to the Bali Haf area. The escort was a police inshore speed boat. The escort wanted to coast hug whereas the yachts wanted to stand well offshore. But despite the difference, the escort may have served its purpose. If you are worried, ask in Mukalla or Aden if an escort can be organized.

The jointly funded EU- and USA-backed Yemeni coastguard is being trained and equipped but how soon before it will be active and if it will then be effective is another matter.

#### Contacts

Aden: Harbourmaster, VHF Ch 16 from about 25M and SSB 2182kHz to about 100M.

☎ office + 9762 202850;

Duty Officer ☎ +9762 202262, 202238

Fax +9762 206241.

Mukalla: Harbour pilots, Captains Salem and Amin. VHF Ch 16 to about 25M and on SSB 2182kHz to about 60M. ☎ Mukalla 354742

Mobile 7951076

Djibouti: There is no Djiboutian maritime force that operates offshore. The French Navy have a presence in Djibouti and coalition forces are now using the port as a base. A watch is reportedly kept by the French on MF 2182kHz and VHF Chs 12 and 16 but distress calls may not be heard unless the call is made within a short distance of Djibouti. You can try to alert them BEFORE your transit to ascertain how best to get help if you need it. You will need to be able to speak French.

#### Contacts:

French Navy (la Marine Française) ☎ +253 351 351 or + 253 35 03 48. Ask for OPO (officier permanent d'opération).

Eritrea: No recent cases of piracy or robbery affecting yachts but yachts straying into sensitive areas have been detained by Eritrean coastal patrols in rather ramshackle boats.

#### Coalition forces

Naval patrols in the area are currently greatly improving security, but they do NOT respond swiftly to alerts and sometimes not at all. A recent report from Rod & Becky Nowlin of SY *Mahdi* says emailing the Coalition Fleet Watch Officer (CUSNC-BAHRAIN Fleet Watch Officer) at CUSNC.FW@me.navy.mil with your intended movements may help ensure someone is listening at the crucial moment.

This is a long shot but they are known to maintain a LISTENING WATCH ONLY on the following schedule. Coalition navy patrol vessels may also monitor these frequencies:

Location/area	Frequency (USB)	Hours of service (Z/UT)
Indian Ocean/ Red Sea		
Diego Garcia	13201·0kHz	24hr
	11176·0kHz	1500–0200
	6738·0kHz	1200–2200
Central & E Med.	23227·0kHz	0700–1500
Straits of Hormuz & Persian Gulf	15015·0kHz	0500–0200
	13244·0kHz	24hr
	11176·0kHz	24hr
	6738·0kHz	1500–0700
	3137·0kHz	2000–0500

There is a USN correspondence frequency, 14467·0kHz, watch times unknown, believed to be used by keen retired USN personnel, of which might work when all else is silent. The US Navy was called on one of the above frequencies when a yacht was being shadowed suspiciously on passage between Pakistan and the Straits of Hormuz and in short order a helicopter arrived.

**Strategy and tactics** DO NOT OVERESTIMATE THE LIKELIHOOD OF AN ATTACK. UNLESS YOU HEAR SHOTS, BE FRIENDLY. DO NOT PANIC. LEARN SOME ARABIC. BE PREPARED TO RELY ONLY ON EACH OTHER. MAKE SURE YOUR REAL VALUABLES ARE WELL HIDDEN. HAVE SOME EASY PICKINGS VISIBLE, INCLUDING CASH (US\$50–100).

Inform local port authorities (NOT agents, Immigration, Customs or anyone else) in Salalah, Mukalla, Aden, Djibouti of your passage plan and ask them to inform your next port of your eta (see contacts in Prevention and protection). If you have Inmarsat or can otherwise contact CUSNC or Djibouti, try to alert coalition forces naval HQ of your impending passage.

If you are apprehensive, consider asking for an escort from the local authorities. Keep in regular touch with your port of departure for as long as you can. Contact your port of arrival as early as possible and regularly thereafter. On approaching the Gulf of Aden, try raising coalition forces, inform them of your identity, group and passage plan.

While transiting the Gulf of Aden, prepare your boat against boarding by robbers – secure important valuables out of sight, hide any portable GPS, VHF or satphone, leave some attractive goodies on display, have some cash 'hidden' where it can easily be found.

If you can get an escort organized, well and good. Otherwise sail in convoy – ideally at least three or four in a group.

Sail in loose company no more than ½ mile apart. This allows swift concentration for mutual aid, but disperses the 'target' and presents a dilemma for a single attacker.

NOTE two downsides of sticking too close to each other:

- in the case of begging fishermen, you present a concentrated area of rich pickings.
- in the case of armed attack, especially by multiple craft, you may all get hit.

Use codes for position reporting if you lose sight of each other. (The simplest is a bearing and distance from an agreed reference position known only to the boats in company.)

At night run without lights. If you are worried about nearby shipping, ONLY use deck level port, starboard and stern lights.

Agree on how your convoy will maintain contact visually at night. (Hourly illumination of all round white masthead lights for a minute or two works well.)

If you have it, use radar actively. Try to identify contacts before they have you visual and steer to stay beyond visual range (in effect about 4–5M, though note incident 1 above and the first radar contact at 1.5M).

Don't chatter on VHF.

a. NEVER broadcast your position in clear; pirates who attack ships in the Far East (S Malacca Straits) are reported to monitor VHF and use frequency scanners, though they aren't usually interested in small fry like yachts. There has been scant indication that Gulf of Aden pirates are that sophisticated.

b. in company ONLY exchange NECESSARY messages and ALWAYS on LO-POWER

Inform yourself and make sure all your group know of emergency frequencies and contacts for aid e.g. French Navy, US Navy and the harbourmasters in the Gulf of Aden ports of Aden, Mukalla and Salalah.

REMEMBER, if you are approached, TRY TO BE FRIENDLY. Smile, offer a welcome. If your contacts aren't pirates, you get off on the right foot. If they are, at least you've helped keep the temperature low. Some approaches will be by armed military patrols. The soldiers are poor, they would like to share your plenty. An early offer of baksheesh by you will avoid an ugly demand by them. Others will be curious fishermen, probably anxious to trade their fish for goodies hard to come by where they live. Their lives are hard and hazardous but they may also be armed.

IF THERE IS A SHIP NEAR BY, TRY TO NOTE ITS NAME AND PORT OF REGISTRY

If you are SURE these are pirates who are AGGRESSIVELY AND ACTIVELY PURSUING YOU, IMMEDIATELY broadcast an alert using ALL means (SSB, VHF, SATCOMS and mobile phone if you can get a signal (note that Aden's network is NOT reliable because the government occasionally switches it off for internal security reasons). It's worth a try even if help is not forthcoming.

If pursuit closes and shots are fired, send a MAYDAY and send up PARACHUTE FLARES. Then SURRENDER. You can try warning shots if you are armed but remember, they may be better armed and meaner minded than you. Try to be polite. Don't try to keep things back unless they are very well hidden. early, seemingly VALUABLE concessions may prove enough to satisfy. Your valuables can be replaced; your life can't.

#### Arms or not?

Sometimes a gun seems to work but you must be aware of the downsides.

You must choose the right weapon – close or long range, single or multiple shot, etc. You must decide

whether to license it or keep it aboard unlicensed. You then have to decide whether to declare or hide it at each port of entry.

Come the hour, you have two choices. To shoot first and hope you scare the blighters off. Or wait till they shoot and hope that either you'll then drive or scare them away (as in incident five) or that you'll win any subsequent firefight.

In any case you will have to use your gun swiftly, accurately and to potentially deadly effect – that is, you MUST shoot to inflict SIGNIFICANT DAMAGE AND INJURY in order effectively to deter. You will have to live with the consequences, be they legal or psychological. Remember, in a 'gun culture' using firearms to intimidate is 'normal'. If warning shots are fired and you shoot back and injure or kill, you risk discovering that it's heads they win, tails you lose. Up to you, but we'd advise against (see Strategy & tactics 14 above).

#### Follow-up

If you are unlucky enough to be a piracy victim, or feel you have been threatened by potential piracy, please, while you can still remember the details, log:

Date, time, position and approach direction of threat/attack

Description of attackers (eg colour, size, engine, construction material)

Conspicuous features and any name or numbers

Description and number of crew, whether in uniform and whether armed and with what

Contact made (nature of gestures, messages passed, language used, etc.)

Any injuries sustained

Any damage to your vessel

Items stolen (description, serial numbers, etc.)

Last direction in which pirates were observed to be moving (approx. course and speed)

If there was a ship nearby which ignored your distress call, its name, port of registry, approximate course and speed.

**Please email details of all incidents to [morelaine@gmail.com](mailto:morelaine@gmail.com)**

Details should also be given to the authorities in Salalah, Mukalla, Aden, or Djibouti (for contact details see above).

IMB Piracy Reporting Centre in Kuala Lumpur  
Email [cscskl@imbkl.po](mailto:cscskl@imbkl.po) ☎ 603 238 5763  
Fax 603 238 5769.

Mike Devonshire at the joint ISAF/IMO sub-committee Email [piracy@isaf.co.uk](mailto:piracy@isaf.co.uk)

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