

# Brazil Cruising Guide

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## Supplement No.4

Supplement Date: November 2013

**This replaces all previous supplements**

### 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.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 sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

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

This Supplement is cumulative and the latest information is listed in blue.

### Author's Caution

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board.

### Page iv Author's Caution

Line 4, after '... of the pages.' Replace the present text as follows:

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board.

Since some of the areas described in this book do not have charts which show hydrographic data, depths shown may be variable and waypoints are approximate and are given for indication only. 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. The same applies to anchorage waypoints, which are approximate. On such passages the skipper must proceed with due caution and care, using common sense and navigational skills, and must not rely on GPS positions.

## INTRODUCTION

### Page 9 Security

Personal security figures prominently in some guides. We were diligent about lifting the dinghy at night, and locking

it while ashore. On shore we were fairly vigilant about our movements and certainly would avoid some areas after nightfall. We had no real problems and felt little threat. Indeed many people, on buses, in shops and on the street were polite and helpful, as well as curious about us, where we came from and what we thought about their home country.

### Page 11 Official ports of entry, NE coast

Between Natal and Recife, insert Cabedelo (Paraíba)

### Page 11 Entry formalities

First sentence, after '... enter Brazil' Add:

(for boats from countries with reciprocal agreements with Brazil).

After *Capitania dos Portos* Add:

Note: You are strongly advised to fill in the entry formalities correctly and within the prescribed time, as the immigration authorities are becoming very vigilant and any abuse of the system may have serious consequences.

### Page 11 Formalities

On first arriving you need to check in with immigration (*Policia Federal*), Customs and *Capitania*. We were not required to submit to health checks – I think this has been dropped except for arrivals from particular areas.

The *Policia Federal* is a large organisation and only a handful of offices, at docks and airports, handle visas. They are not always easy to find. In contradiction to local opinion in Recife, there is a PF in the docks, but it is in a restricted area and not even taxis are allowed. You need to go to a pedestrian entrance in Avenida Militar (near Fort Brum), show your passport to security and you will find PF and Customs a short walk inside. In Salvador, the Terminal Nautico office gives out a map with the key locations, and the Club Naval Charitas, near Rio de Janeiro, similarly provides written directions.

You will receive a visa for three months and customs clearance for the boat for the same period. When it comes to renewal for a second three months do **not** follow the advice in the pilot and other guides. If you apply well in advance you will lose the time remaining on your first visa period. We were told by one official that the lost days could be reclaimed after the date of first expiry but other officials denied this, and we lost over two weeks from our maximum allowance.

To extend your visa, you go to the PF website section for *Estrangeiros* – only in Portuguese when we used it. Print out a payslip, one per person, take them to the Banco de Brasil and make payment. Take the receipt with the usual passport/papers to PF, along with 'proof of funds'. I took a bank statement and credit card statement and this was acceptable. Note that in Rio, the PF in the docks can give

you the first visa but for an extension you have to go to the international airport, accessible by direct, but slow, bus from Niteroi.

When you check out with PF, moving on to another state or leaving Brazil, you sometimes get a 'saida' (exit) which states that you have 72 hours to leave, at other times there was no mention of a limit or deadline.

The *Capitania* are run by the Navy and a decent standard of dress is required, else you get a row or are perhaps sent away. The quality of service varied from excellent to poor, since the offices handle a large number of local services and some staff were used to yacht arrivals while others had to seek assistance. There is sometimes a dedicated desk for *estrangeiros* – worth checking out. The *Capitania* are also a source of charts but we found them to be generally poorly stocked.

### Page 22 General Notes

We found Brazil surprisingly expensive, probably as the result of recent inflation. Provisioning for passages was more limited than in the European ports we have been used to, though there were some novelties to try. Payment for fuel, and for some trades, was sometimes cash only, so best to check in advance. Despite going in the 'right' directions at the 'right' times, offshore passage making was a mixed experience. For the trips between Recife, Salvador, Rio, back to Salvador and from there non-stop to French Guyana, we ventured well offshore to be free of coastal weather effects. The sea area forecasts were often of the form 'wind NE/SE occasionally SW 3–4 or 5...'. The net effect is that we sailed about 60–70% of the time, often slowly, and motored the rest. We had reasonable success with Sailmail accessing the Rock Hill SC station.

### Page 25 Salvador

The anchorage outside Terminal Nautico is now effectively filled with boats and the fuel barge. We did stay one night on arriving in the dark, but there is a better option outside Marina Bahia. The Terminal Nautico was 'full' when we arrived as they were awaiting a rally fleet. We booked into Marina Bahia which is expensive but does have some chandlery, again expensive, and an excellent yard if you have to lift out. Access to supermarkets is best by taxis, fairly cheap. The office in Terminal Nautico directed us to a computer/print shop where the owner has a large stock of digital charts. The vintage varies greatly but he will print on demand, and they worked out about £7 each. The official Brazilian digital charts are available free but note that even these do not keep up with the rapid developments in offshore gas and oil fields. These did not really present many problems, though the supply boats move around the fields at high speeds and they may not be very predictable.

We stayed in Terminal Nautico on our return trip northbound. It is much cheaper than Marina Bahia with helpful staff, but the infrastructure is in need of upgrading. Laundry (not self-service) is available at both marinas.

### Page 47 Marina Pier Salvador

After '...the latter.' Add:

This marina was not in existence when the author first visited Salvador. More information will be provided after his next voyage.

### Page 81 Plan of Ilha Gamboa

Add depth 2m by  $\oplus$  Wpt 4 on plan

## STATE OF BAHIA

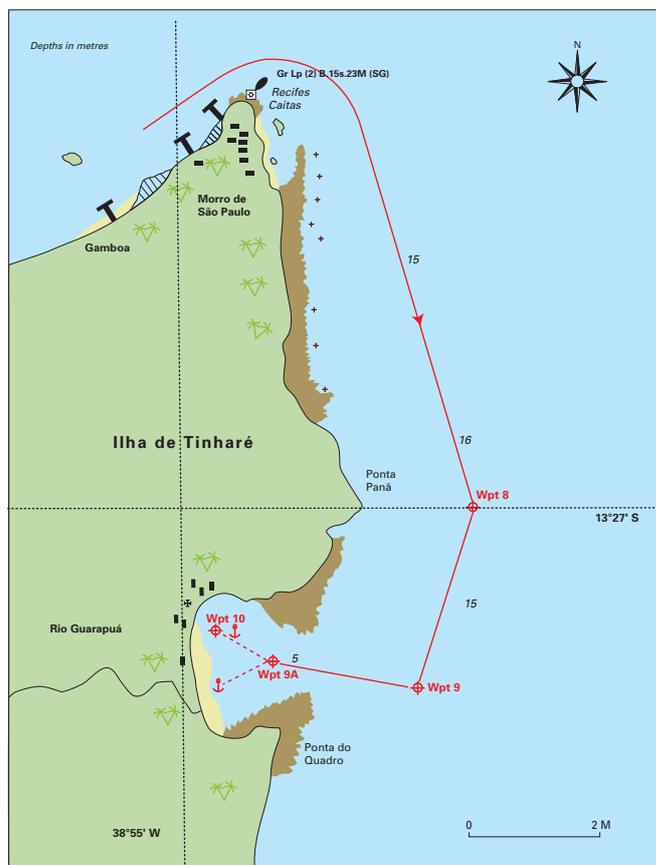
### Page 83–4 Enseada de Guarapuá

See amended list of waypoints and plan below:

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 plans on page 84 and below.

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 landfall
- $\oplus$  9A • 13°28,91'S 038°54,10'W Entrance to the cove, reefs
- $\updownarrow$   $\oplus$  10 • 13°28,70'S 038°54,75'W Guarapuá anchorage



### Page 83 Enseada de Guarapuá

#### Navigation

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

- $\oplus$ 9 13°28,94'S 038°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 038°54,10'W Entrance to the cove, reefs

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.

⊕10 13°28,70'S 038°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.

#### Page 91 Ilha Grande de Camamu

⊕7 Longitude should read 039°00,00'W

#### Ilha Grande/Baía de Camamu (and plan)

Waypoint list and position on plan:

⊕7 Longitude should read 039°00,00'W

⊕8 Longitude should read 039°00,00'W

#### Page 93 Rio Marau

Waypoint list and position on plan:

⊕11 Longitude should read 039°00,47'W Turn 90° to port

#### Page 95 Marau

#### Navigation

⊕8 Longitude should read 039°00,00'W

⊕11 Longitude should read 039°00,47'W Turn 90° to port

#### Page 98 Itacaré

#### Approach

⊕1 Should read 14°16,27'S 038°59,22'W Abeam Farol das Contas

Column 2 line 16, after 'of the channel' add:

Beware of the shallows which come up suddenly.

⊕2 Longitude should read 038°59,48'W Ponta do Xareu

#### Page 99 Itacaré Plan

Farol de Cantas should read: Farol das Contas

Waypoint list and positions on plan

⊕1 Should read 14°16,27'S 038°59,22'W Abeam Farol das Contas

⊕2 Longitude should read 038°59,48'W Ponta do Xareu

#### Page 101 Cachoeira Do Cleandro

Text and positions on plan:

⊕4 Longitude should read 038°59,85'W

⊕8 Should read 14°16,62'S 039°01,59'W

#### 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 140 Rio de Janeiro

The Marina Gloria near the city has a poor reputation and is expensive. It no longer has a fuel pontoon, though access to fuel at the Club Brasileiro is now very easy, contrary to the pilot. Most of the yacht clubs have their own moorings so the most common option for visitors is to anchor. Boats on the Rio side of the bay have had some security problems, both at anchor and with the dinghy ashore. We elected to go to the Club Naval Charitas in Niteroi, across the bay from Rio. You can anchor off, or go bow/stern to a pontoon. There are fast catamaran ferries to Rio and we found an easier motion at anchor from their wash. For the senior citizen, the ferries have the benefit of being free!

The club is very welcoming and one of the members, Susy, is extremely helpful with visitors, having good Portuguese, Spanish and English. Supermarkets are best

done by bus out and taxi back. The Paodeacucar supermarket nearby was our best find. The Club has bars, restaurant and a swimming pool. There is plenty of help and advice about yacht bits and supplies. We got Campingas butane and Calor propane cylinders filled with butane, at the Club.

#### 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 161 Baía de Ilha Grande

This cruising ground is about 100 miles west of Rio and very well worth a diversion. On Ilha Grande the main (only) town Arbraoa now has better provisioning than indicated in the pilot. The marina at Bracuhy, on the mainland, is remote and expensive, but has good trades and we used a rigger and canvas worker there. At Paraty, our furthest destination, the marina is again expensive, but again appears to have good trades and a choice of chandlers. At the fuel berth we just got away on the top of a falling spring tide – and we draw 2.1m.

#### Page 166 A5 - Enseada de Sítio Forte

Replace the text as follows:

There are numerous anchorages at the head of this wide enseada, off the beaches of Sitio 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 *Pingüin*, which sank in 1967. The 66m wreck 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

After first paragraph, text should now read:

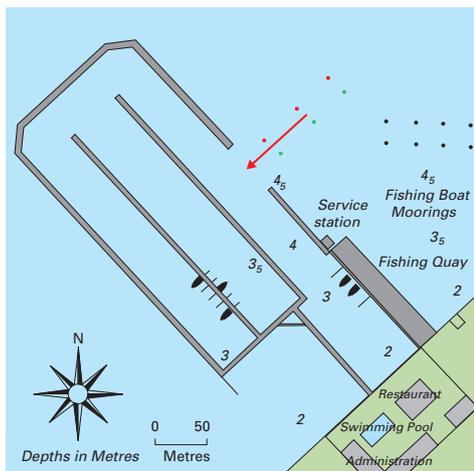
⊕ 23°57.35'S 044°23.77'W

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 196–7 Yacht-Club de Ilhabela

Note extension of marina on plan below



### 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 17,000m<sup>2</sup> 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 PARANÁ

### Page 204 Tourism

Line 9. 'On the borders with Uruguay...' should read: 'On the borders with Paraguay...'

### Page 236 Recife

The old club, on port as you go upriver, is cheap and welcoming, if a bit remote. Best access to town is on a ferry, powered by a homemade outboard, about 15 minutes from the moorings. Access to shops is difficult and although you can get to some supermarkets by bus, if laden a taxi is really required to get back to the boat. Diesel and water need to be taken to the boat by dinghy. There is a small pontoon but only lightweight local boats were tied up.

## STATE OF PARAÍBA

### Page 244 João Pessoa-Cabedelo

#### Navigation

After 'Cabedelo - Rio Paraíba chart', text should read:

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.

Cabedelo is 80M north of Recife. 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 direct access to the various administrative services.

⊕2 Longitude should read 034°51,20'W S point of Ilha Restingha

### Page 245 Plan. Waypoint list

⊕2 Longitude should read 034°51,20'W S point of Ilha Restingha

### Page 247

At end of section add:

#### Tourism

There is 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 248 Natal

Photo bottom right (Entrance to Natal).

At end of caption, add:

The viaduct bridge whose piles are visible here is now finished and is conspicuous

## STATE OF RIO GRANDE DO NORTE

### Page 250 Natal

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

## STATE OF PARÁ

### Page 258 Belém

#### Approach

Note new position of Wpt 8:

⊕8 01°21,74'S 048°23,50'W Ilha da Barra

### Page 259 Plan Belém 4

Waypoint list and position on plan:

⊕8 should read 01°21,74'S 048°23,50'W Ilha da Barra

### Page 260 Plan Belém 5

Note new position of Wpt 12 on waypoint list and plan

⊕12 01°28,73'S 048°27,82'W Off Beira Rio

### Page 261

⊕12 should now read 01°28,73'S 048°27,82'W Off Beira Rio