



RCC Pilotage Foundation Atlantic Islands

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Further updates are available, as they come in, via the Cruising Notes page of the Pilotage Foundation website at <https://rccpf.org.uk/Pilotage-Notices>



Caution

Whilst the RCC Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the contents 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 upon alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation. The RCC Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept 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.

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.

Positions and waypoints

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

Bearings and lights

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

Note Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in **blue**.

Acknowledgements

My thanks to the marina staff in Horta, Velas and Angra do Heroísmo for answering my queries; and to Ian and Lesley McGarley *Bewitched Again*, for the reassurance that all is well in Ponta Delgada.

NOTE This supplement covers areas likely to be of interest to those travelling transatlantic from west to east. Additions to this supplement of areas including the Canary Islands, Cape Verdes and Madeira may be made in September 2023.

The Azores

Page 51 Medical

Traveller Registration Form: Passengers are no longer required to complete the Traveller Registration Form.

Page 53 Lighthouse Tax (Taxa de Farolagem e Balizagem)

In the event that visiting yachts are asked to pay the Lighthouse Tax, which is not always collected, the charge is now €15 for all of Portugal, which includes the Azores, Madeira and Porto Santo, regardless of the area being cruised. Keep the receipt as proof of payment in case you are asked for it at another port.

Page 54 Berthing Fees at Portos dos Açores SA marinas

Berthing fees have increased by about 5% since 1 January 2023, so a 12-15m yacht should cost in the region of €16.19 plus IVA (VAT) at 18% and a 4% residue charge.

Page 55 Berthing Fees

Towels are no longer provided at the showers in Horta.

Flores

Page 63 Hurricane Lorenzo

Lajes das Flores

There are ongoing works to repair the damage done to the harbour in September 2019, when Hurricane Lorenzo battered the island overnight, with 13m waves hammering the outer harbour wall, reducing it to rubble. The outer wall has been strengthened at its southern end and a new inner wall has been built. The outer wall is still to be rebuilt.

Given these ongoing works, it is likely that yachts at anchor may be asked to leave at short notice if either works or conditions require it. The marina has not been reconstructed, but yachts may be allowed to lie alongside, with the Harbourmaster's permission. The Portuguese Avisos aos Navegantes (Notices to Mariners) advise that masters of vessels should proceed with caution. It would be inadvisable to attempt entry at night as the positions of the buoys are unreliable.

Page 67 Santa Cruz (Porto das Poças)

This small harbour, which has been considerably rebuilt, is not for visiting yachts but for ferries and fishing boats.

Horta

Page 84 Facilities

Showers: The old shower block at the north end of the marina has now been closed and a new one built at the southern end of the marina, south of the Clube Naval. The new facilities will be found on the waterfront almost directly below Peter's Café-Sport. There are separate areas for men and women, each section having separate areas for showers and toilets. Whilst clean and bright, there are only five showers in each section and it is a pity that there are no mirrors in the showers themselves (at least for ladies) but are above the handwash basins. It was found that the hot water takes a long time to come through, especially when few people are using the facilities. The flow is rather on the weak side – don't expect a power-shower. However, there are new laundry facilities with token-operated machines and dryers.

Pico

Page 86 Chartlet of Pico Island

Ponta da Ilha (the lighthouse at the eastern end of Pico Island) has new characteristics and should now read:
Fl(2)20s29m20M

Page 92 São Roque do Pico

The characteristics of the light at the end of the breakwater have been changed to:
Fl.G.3s12m12M

Page 96 Lajes do Pico

A yellow buoy Fl(5)Y.20s1M has been placed at position
38°23'·972N 28°15'·721W.

Ongoing work at the harbour entrance of
Marina de Angra do Heroísmo



São Jorge

Page 106 Calheta



The aerial view of the harbour at Calheta, taken from a commercial airplane, shows the positioning of the RoRo berth, the inner wall and the Museu Francisco de Lacerda at the head of the bay.

Terceira

Page 122 Angra do Heroísmo

Following the decision to build a RoRo berth in Porta das Pipas, there has been a considerable change to the harbour entrance at the Marina de Angra do Heroísmo and care should be taken when entering. The eastern harbour wall has been lengthened by about 100m and as work is still ongoing it would not be prudent to attempt a night entry, but rather go to anchor and wait until marina office hours (08:00 in the summer months). The photograph indicates the length of the new wall. There are a number of buoys marking the navigable passage into the marina.

The layout of the marina pontoons is changing, too, and provision made for several 15m berths to the east (right) of the marina office. The marina office personnel will direct you to a suitable berth.

The reception dock is now a solid wall outside the marina office, which can be seen on the left of the photograph. It is much wider than the previous reception pontoon. Additionally the fuel berth is no longer operated by the marina staff but by private enterprise, details of which can be obtained from the marina office.

The travel hoist dock is now closer to the head of the small bay at Porta das Pipas, but there is still plenty of depth there, around 4m. As usual, make arrangements with the marina if you require a lift.