

Red Sea Pilot

2nd Edition 2002
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Supplement No.11
September 2019

This replaces all previous supplements



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 authors and Imray Laurie Norie and Wilson Ltd believe that their selection is a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator and skipper, who should assess all information, published or unpublished, available.

This supplement contains amendments and corrections sent in by cruising yachts. 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. The latest information in this supplement was added in spring 2018. Page references are made to *Red Sea Pilot 2nd Edition, 2002*.

We are always very glad to get your news. We hope readers will continue to send updates. Please contact us by email ilnw@imray.com

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**.

PIRACY

The latest figures for piracy from the International Chamber of Commerce's (ICC) International Maritime Bureau (IMB) can be found at

<https://maritime-executive.com/article/piracy-reaches-twenty-two-year-low>

As of mid-2019, there had been no confirmed official reports of piracy involving yachts for the last few years. Nevertheless, we recommend you join a small convoy and make sure that naval security authorities are aware of your plans. Views vary and a 'soft approach' has been reported whereby potential pirates may approach but do not show weapons, appearing to be trying to ascertain whether a yacht is armed. Some accounts of convoys, groups and solo passages, both northbound and southbound are at www.noonsite.com, as is information about overland trucking. For those who wish to hire protection, contracts are available with armed guards. Please bear in mind that naval advice reinforces our own views where firearms are concerned. They are very strongly discouraged as is the use of flares, etc. because of a potential escalation of violence. Although the piracy risk at present is formally low, there have been attacks on ships off the coast of Somalia and the official warning about sailing in the area from the Maritime Security Centre – Horn of Africa (MSCHOA) is included below. Advice on registering your boat's transit through the high-risk area is also below.

MSCHOA (Maritime Security Centre – Horn of Africa) is staffed by military and merchant navy personnel from various countries and co-ordinates with military maritime forces in the Gulf of Aden and the Indian Ocean. It is the commercial/civilian link with the EU Naval Force Somalia.

The **IRTC** (Internationally Recognised Transit Corridor) through the Gulf of Aden has been established by MSCHOA. It is patrolled by CTF (Combined Taskforce) coalition (Combined Maritime Forces) warships. The IRTC has two lanes, each 5M wide with a 2M wide buffer zone between them.

More information and Yacht Movement Registration form

www.mschoa.org/on-shore/home
postmaster@mschoa.org ☎ +44 1923 958545
Please email postmaster@mschoa.org to request an offline registration form.

Visit the MSCHOA website (www.mschoa.com) and World Sailing Ltd websites for the most up to date information.

Extracts from MSCHOA guidance

Preparation

A vessel should carry UK Admiralty Anti-Piracy Chart – Q6099 in addition to its holdings of navigation charts. During her passage a yacht should monitor VHF 16 and VHF 8 or as advised by patrolling warships. Merchant ships transiting the Gulf of Aden (GoA) are advised to use the Internationally Recognised Transit Corridor (IRTC). Yachts are advised to remain close to or within the IRTC which has two lanes, each 5M wide and a separation zone between them 2M wide. To all intents and purposes it operates a Traffic Separation Scheme (TSS) although formally it does not have that status.

Co-ordinates of the IRTC

Westbound lane

Northern boundary: 12°00'N 45°00'E 14°30'N 53°00'E

Southern boundary: 11°55'N 45°00'E 14°25'N 53°00'E

Eastbound lane

Northern boundary: 11°53'N 45°00'E 14°23'N 53°00'E

Southern boundary: 11°48'N 45°00'E 14°18'N 53°00'E

Courses

Eastbound 072°

Westbound 252°

A yacht that has registered her intention to transit the GoA is invited to sail either in the 2M wide buffer zone between the two lanes or close to the outer limit of the appropriate lane.

AIS, Communications, Radar, EPIRBs

These options give the best chance of a VHF transmission being received by a patrolling warship, or being relayed by a merchant vessel. However VHF contact is not guaranteed.

Ensure that all systems (in particular the engine) are in good working order, radios and satphones are working properly and have been tested. Ensure you have plenty of fuel and the ship's batteries are serviceable.

Current advice is to leave AIS switched on and transmitting whilst transiting the GoA. In the Somali basin or further into the Indian Ocean it remains the captain's decision as to the status of AIS transmission. However AIS should be switched on if the yacht is aware of military forces or is under attack.

Under attack

Make a Mayday call.

Pirates onboard

Stay calm and do not offer any resistance

Co-operate with the pirates

Reports of piracy attacks and suspected attacks

Reports with your position should be made to: UKMTO (UK Maritime Trade Organization, Dubai), the primary point of contact for liaison with military forces in the region.

☎ +44 2392 222060 +971 50 55 23215

watchkeepers@ukmto.org

www.ukmto.org/indian-ocean

When submitting a report, please provide as much accurate information as possible to ensure the incident can be fully assessed and information is quickly provided to other ships in the area for their awareness and vigilance. This information will be used by counter piracy forces.

Advice from MSCHOA in 2019

MSCHOA aims to provide a service to mariners in the Gulf of Aden, the Somali Basin and off the Horn of Africa. It is a Coordination Centre dedicated to safeguarding legitimate freedom of navigation in the light of increasing risks of pirate attack against merchant shipping in the region, in support of the UN Security Council's Resolutions (UNSCR) 1814, 1816 and 1838.

If you are due to travel the area of high threat, please inform MSCHOA by emailing postmaster@mschoa.org, with the subject line 'Yacht Vessel Movement'.

Go to <https://on-shore.mschoa.org/about-mschoa/> to download the form.

Latest edition

<https://eunavfor.eu/wp-content/uploads/2018/06/BMP5-PP.pdf>

Reports of your position and any possible piracy attacks and suspected attacks should be made to:

UKMTO (UK Maritime Trade Organization, Dubai), the primary point of contact for liaison with military forces in the region.

UKMTO enquiries

☎ +44 (0) 222060 or 2392 222065 or +971 50 55 23215

watchkeepers@ukmto.org

When submitting a report, please provide as much accurate information as possible to ensure the incident can be fully assessed and information is quickly provided to other ships in the area for their awareness and vigilance. This information will be used by counter piracy forces.

www.ukmto.org/indian-ocean

Operation Atalanta, formally European Union Naval Force (EU NAVFOR) Somalia, is a counter-piracy military operation at sea off the Horn of Africa and in the Western Indian Ocean. It is the first naval operation conducted by the European Union (EU). Its operational headquarters is located at Naval Station Rota (NAVSTA Rota) in Spain as a result of the impending British withdrawal from the EU. It is part of a larger global action by the EU to prevent and combat acts of piracy in the Indian Ocean, and it is the first EU naval operation to be launched. It cooperates with the multinational Combined Task Force 151 of the US-led Combined Maritime Forces (CMF) and NATO's anti-piracy Operation Ocean Shield.

Weather warnings

The World Meteorological Organization of the United Nations has a Severe Weather Information Centre that issues tropical cyclone information originating from official weather Services. More details at

<https://severe.worldweather.wmo.int/>

Communications

If you are planning a passage through the Indian Ocean to the Red Sea there is a useful private information Red Sea Passage exchange group on Facebook. New members are carefully vetted prior to granting access to the group. Contact: Wade Alarie on SV *Joana* wade@joana.ca Many cruisers use satellite phone for communications. There are few Winlink and SailMail ground stations in the Red Sea to support low speed data traffic. You may be able to set up a net on a particular frequency at selected times during the day with other cruisers. There are also distress frequencies that you should be able to make contact with a real person on: USB only, 2182, 4125, 6215, 8291, 12290 and 16420 Khz.

Health

Yellow fever vaccination

If coming from Sudan, Eritrea or other areas where yellow fever is endemic, an international yellow fever vaccination certificate will be required on arrival in Egypt according to new quarantine regulations that came into force in 2019.

Page 2–14 Country information

Check for latest information on visas and e-visas before making departure for any of the countries in this guide. Wikitravel is a good source of such information.

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.

New marinas are being opened in Oman, near Salalah and Muscat.

Page 3–4 Yemen

You are advised to stay clear of all ports and anchorages except for Suqutra (Socotra). Check latest travel official information.

See also notes on Suqutra, page 79.

Page 11 Egypt

Many yachts now wait until 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 (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 at www.bruneibay.net/bbradio. The USCG/NOAA schedule for issuing SITOR forecasts is at 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 and 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 and 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 for more information on the last.

Abu Tig Marina at El Gouna has set up SailMail frequencies:

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.

Page 49 should read Page 59.

Page 66–69 Mina Salalah

Hawana Salalah Marina 17°01'31N 54°18'13E

This new marina is 14 nautical miles 0700 from the fairway buoy at the entry for Port Mina Raysut. The Port Taqah Fishery Harbour with a similar artificial breakwater entrance is 3.5M further east. The new marina has been designed to accommodate 170 boats up to 60m in length. Minimum depth 3.70m. Floating pontoons and stern to quay berthing. Metered electricity and water on each berth. 24/7 security.

Formalities

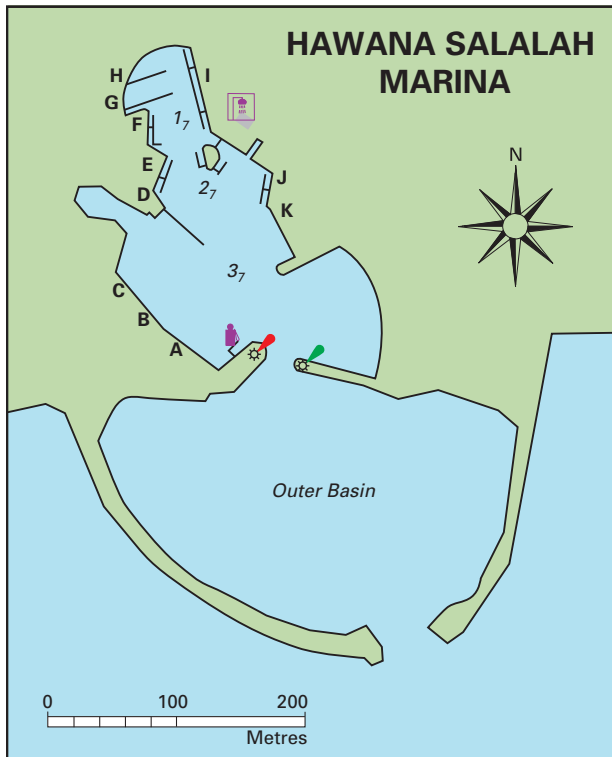
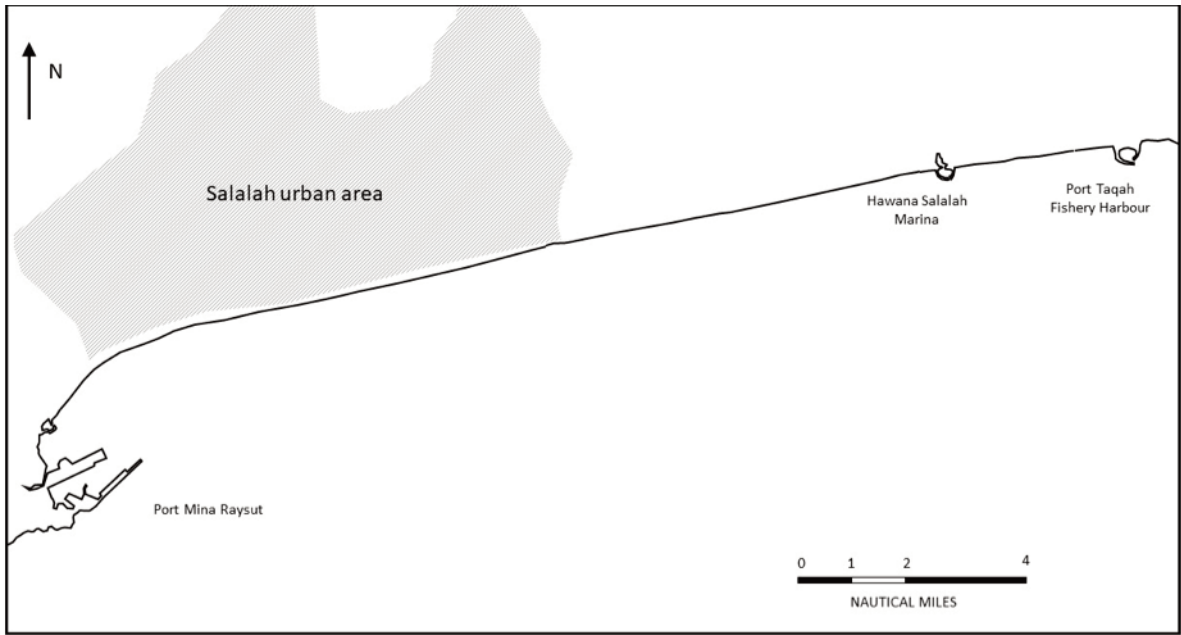
The marina is not yet a port of entry so all vessels must check in Port Mina Raysut. Marina staff will advise on agents to organize clearance until on-site clearance becomes available.

Facilities

Berthing costs approx \$500/month. Showers and toilets not yet ready. WiFi at marina office, laundry and groceries 10 min. away by car. Fuel available at 0.65USD/litre. Resorts and shops.

Contact

Ahmed Hussain, Dock Master ahmed.hussain@muriya.om
☎+968 9284 9132 Mobile +968 9639 6127
www.hawanasalalah.com



Page 68 Mina Salah
Anchorage and 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 and e-visas are available. Visas are \$50/person per

month. \$25 for 10-day visa. Applications at <https://evisa.rop.gov.om>. 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 and 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 personnel 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 70–79 Yemen

All update information on the Yemen is provisional. You are advised to stay clear at present except for Suqutra.

The conflict in Yemen broke out in late 2014 when Houthi rebels seized much of the country, including the

capital, Sanaa. The UN is trying to broker a withdrawal from Al Hudaydah - the main entry point for food and humanitarian aid, an area that is strictly off limits for cruising boats. It announced in July 2019 that Yemen's warring parties have agreed to new measures to enforce a ceasefire.

In the same month, the Yemeni government issued a warning to the UN about the possibility of a major oil spill from a crude oil tanker anchored off Ras Isa, S of Ras Shah I and SW of Kamaran I, N of the Al Hudaydah and the deserted Zubayr Group. The FSO (floating storage and offloading terminal) is believed to contain over a million barrels of oil and has been without maintenance off the Yemeni coast of Hudaydah since early 2015, according to the UN. Its position is approx 15°06'·9N 42°34'·5. Stay clear.

Page 70 Shi'ir

No updated information about this area.

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. However, boats have reported being charged US\$150 per boat in 2010, negotiable, plus a daily charge of approximately US\$10.

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. The entrance, at the SE corner of the basin protected by a sea wall, can be affected by swell and is not always easy even in northeasterlies and can be rough to very rough in the SW monsoon. 2.2m at the entrance has been reported at low tide. Good berthing and repair facilities according to reports. There is an exclusion zone at the oil terminal 3M E which is patrolled by the Yemeni Coastguard so you will not be allowed to leave the port area. May be useful for emergency repairs but otherwise considered very expensive given that there are no pontoons and one must anchor.

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.

☎ 967 711 08 9173

johnwilliams@yemenifish.com

Al Mukalla

No updated information about this area.

A new dual carriageway now runs to Oman and makes a conspicuous landmark, especially at night. The wreck of the Maldive 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

Current advice is to stay clear of 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-month 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:

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 79 Suqutra (Socotra)

Note This is the only Yemeni territory that we currently advise you to visit.

Suqutra is Yemeni territory but recently being partially administered by the UAE since 2015 when war broke out in Yemen and the United Arab Emirates (UAE) and Saudi Arabia established a coalition force in the country. There's a small UAE military base on the island.

Hulaf

Approach

There are two piers at approx 12°41'·0N 54°04'·5E and 12°40'·3N 54°·00E

Anchorage

Anchor W of the pier near 12°41'·0N 54°04'·5E. A building near the end of the pier, near fuel tanks, may be lit at night. An extension to the pier is under construction.

Formalities

Apply for visas in advance by emailing Socotra Tamam tourist agency, office@socotra.info. Supply full boat details and crew passport copies. Await official clearance on board before going ashore. Officials will come out to you. Formalities cost about US\$250 plus US\$100 per person for visas, and approx US\$10 for the Coast Guard.

Visas are required to tour the island but not if you only need to store ship. Visas are not available for Israeli citizens.

Facilities

Leave dinghies near the port security hut, west side of pier.

Good quality fuel from the UAE is available from a service station in the town of Hadibo, about 2.5 miles west of Hulaf, at US\$0.75 per litre.

Fresh water is available at the pier from a water carrier, by arrangement, for US\$5 per 1000 litres + US\$20 transport charge.

There is no public transport. A trip to town with driver costs about US\$30. A half-day car rental charge, with driver is about US\$50, and for a full day US\$100. Basic stores, fresh produce and laundry services are available in Hadibo but no alcohol is for sale. According to the most recent reports it is no longer possible to get cash at an ATM. There is a hospital and dentists in Hadibo as well as an internet café. Free WiFi is available at the Socotra Tamam office.

In late 2017 there was no regular flight from the Yemeni mainland to Socotra. The UAE may offer this route in future but, for now, only private planes land and the only tourists on the island arrive by boat.

In late 2018 it was announced that Yemenia Airlines would resume weekly flights to Socotra from Cairo via Seyyun in the Yemeni Hadhramaut. A Yemeni visa is required.

Alternative anchorages

Mori: 12°38'4N 53°56'1E, 9M W of Hulaf pier

For the southwest monsoon: 12°41'1N 54°08'2E

Delisha 12°1'1N 54°08'2E, W of Dihamri Marine Reserve.

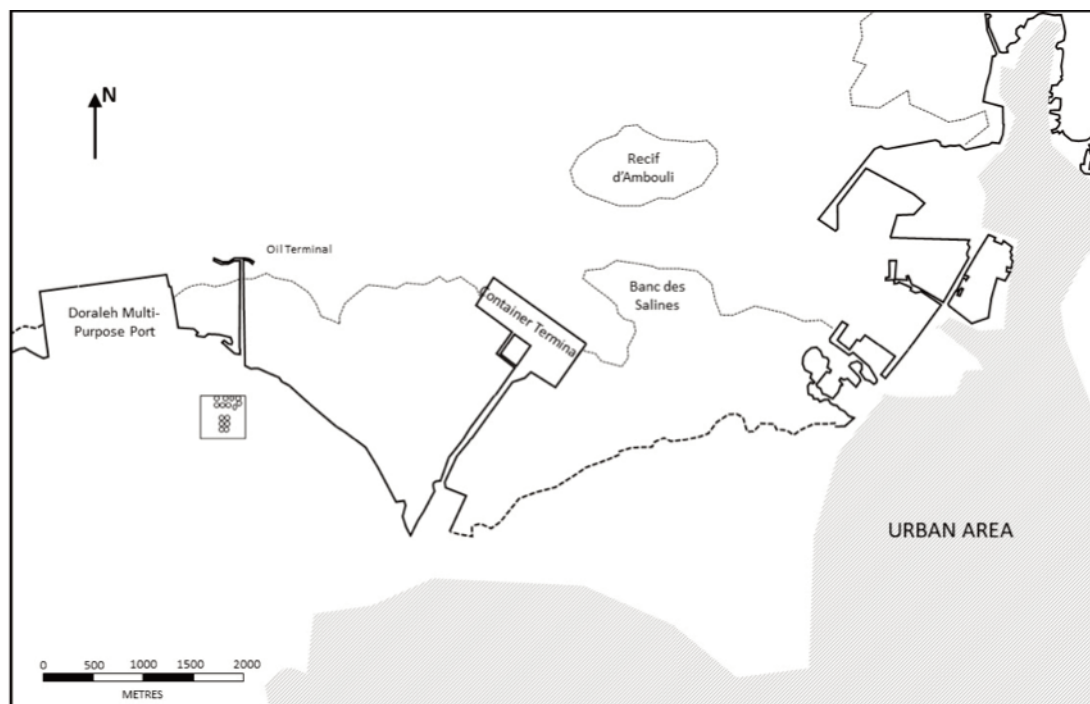


Hulaf, Socotra

Page 83 Djibouti

Port captain (*capitainerie*) should be contacted on approach on VHF Ch 12. Check in at the coastguard station at Port de Peche then go to commercial harbor by dinghy or taxi, about 1M away, for clearance. The port has been further developed over the last few years. There are now two large port terminal developments c.1.5 and c.3.5M west of the old port area, with an oil tanker offloading jetty between them c.2.9M west of the old port. To the west of the old fishing harbour there are two new developments and the probability is that further change can be expected. The basic new shape is as in this outline sketch to help update plan on page 82.

Update to plan on page 82 (authors' sketch)



Anchorage

Off former yacht club with good holding, 4.5m in mud at approx 11°35'9N 43°07'9E close to some large local wooden boats between the commercial port to the north and close to the fishing port with the Coast Guard (*Garde Côtale*). Navionics charts are precise. The entry can be done both day and night.

Formalities

3-day visas cost US\$60; 30-day visas cost about US\$80. Port charges are around US\$80 per month. Health dues are US\$10. Light dues are US\$5. There are overtime charges outside of working hours. Port clearance US\$40. [Agent not required](#)

Caution: Sharp shells on some floating docks and ropes here.

Facilities

Once cleared in, ask for permission to tie up dinghy at coastguard station dock at NW end of the fishing harbour, well clear of frequented operational areas.

Outboard mechanics and very basic chandlery in the fishing port. [Fuel, diesel, costs over US\\$1.00 per litre.](#)

Telephone and internet There are several hotels and bars offering free WiFi service. Prepaid SIM cards can be obtained at the main building of Djibouti Telecom for about DJF 2,000 [but allow plenty of time](#). Top-up vouchers can be bought in supermarkets, fuel stations and in the fishing port. [Internet data is expensive.](#)

Provisioning Good quality fruit and vegetables at the produce market and small stores in town. Casino-Supermarket is expensive but very well stocked with both Western and African merchandise. Fresh produce is sometimes limited. Very good selection of meat (all kinds), cheese and other dairy products.

Laundry There are some very expensive dry cleaners in town.

Taxi to town costs US\$2-3.

ATMs in town. Local currency in Djibouti francs as well as US\$ available.

Fuel and water Yachts calling here in 2015 reported no bunkering on main wharf but fuel and water available in town. Diesel US\$1 per litre. Water about US\$0.10 per litre. Good French supermarkets. Internet available in hotels.

Air travel Djibouti-Ambouli International Airport (JIB) connects Djibouti with Dubai, United Arab Emirates. It also has flights to Ethiopia, Eritrea, Somalia, Puntland, Somaliland, Tanzania, Egypt, Madagascar, Saudi Arabia, Oman and Yemen. Air France and Djibouti-based Daallo Airlines (D3) [4] operates flights to Paris.

[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 approx 12°42'5N 43°08'7E.

Good anchorage in 5m, rock and sand, S of island but this is near the border with Eritrea where the military do not usually welcome yachts.

Page 88 Eritrea

Note National service in the country requires everyone under 50 to enlist indefinitely, female and male. According to the UN, about 2,000 young Eritreans leave as refugees each month.

South Eritrean waters

Updates on some anchorages reported are included for the sake of completeness. However, yachts have reported that the military have moved them on from anchorages south of Massawa and that no anchoring is permitted in the Dahlak Bank area.

Page 88 Assab

No yachts have reported calling here recently. It could be borne in mind for emergencies.

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

Page 89 Lahaleb Deset

Good anchorage in the bight on S side of the islet shown on the approaches to Assab plan, in sand 4–6m at approx 12°58'1N 42°50'5E with plenty of room for a group of yachts. Sandy beach.

Page 91 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.

Page 91 Kordumuit Deset

Island is higher than surrounding land at 83m and makes a good landmark. Offliers to SW and N.

Anchorage near Assab

Sanahor (not shown on plan) is NW of Assab. 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 96-100 Massawa

Favourable reports in 2018-2019. Some of the wrecks shown have been cleared but the mast and the wreck at approx. 15°43'2N 39°57'E is still visible.

Formalities

Yachts are expected to call on VHF 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 will usually be asked to stay aboard till officials come to you. Then take ships' papers ashore to clear with Immigration. 48-hour shore passes will be issued, possibly the next day. US\$15 is charged per night. You will usually be required to return to the wharf to clear out when you leave.

Anchorage

In 2018, yachts were advised to anchor E, not W of Talaud I, at the W end of the port area. There have been some reported isolated incidents of petty theft in Massawa harbour.

Reports say that the wreck, shown on the plan, page 97, as being cleared, has gone.

Facilities

Travel visas and travel permits are required for stays of longer than 48 hours. A 30-day visa costs approx. US\$50 and a travel permit costs 30 Nakfa. These are available from the Ministry of Tourism and the Security office. **Currency declaration forms must be used before you can get local money. Cash is not available from ATMs in Massawa but either from the bank or, sometimes, the Dahlak Hotel.**

Water can be delivered by truck to the wharf but beware quality. Water from the fishing co-op can be brackish. Take jerrys for filling. Beware growth on jetties and piers. Fuel at the wharf is expensive. Reports on the efficiency of the DHL office and the charging of customs fees vary.

There have been some reported isolated incidents of petty theft in Massawa harbour.

Reports say that Mike (Weldemicael Habtezion), originally recommended as a local agent, can now be found again at the Yasmin Bar.

Asmara

Minibus fares to the capital now range from about US\$3 for a public bus or US\$6-7 for a private bus.

Page 93 & 99 Madote Island

15°34'·54N 039°45'·63E

10m depth, on sand and coral.

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 may be 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 99-101 Dahlak Bank

It has been reported that foreign yachts are not allowed to visit the Dahlak Islands. On the key map, the large island is Dehalak, not 'Dahlak' Deset.

Page 100 Dahlak Bank

2nd paragraph. Page reference for the key map should read page 100.

Page 100-101 Harat Island

16°02'·03E 039°27'·28E

Sheikh el Abu Island, E side. 8m, sand.

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.

Page 101 Isratu

Page reference for the key map should read page 100.

Yemen

YOU ARE ADVISED TO STAY CLEAR OF ALL PORTS AND ANCHORAGES EXCEPT FOR SOCOTRA. CHECK LATEST TRAVEL OFFICIAL INFORMATION.

Page 102 Hanish Islands

You are advised to stay clear until the political situation changes. The military patrol here and have been reported to be aggressive and unwelcoming to yachts.

Page 109 Jazair Az Zubayr (Zubayr Group)

Two new volcanic islands have been reported in the Zubayr Group. The first, Sholan Island, appeared in December 2011 but it has been badly eroded already. The second, called Jadid, surfaced in September 2013.

Sketch available at

www.nature.com/ncomms/2015/150526/ncomms8104/fig_tab/ncomms8104_F1.html

Page 114 Al Hudaydah

A catamaran seeking repairs was shot at here, probably by the military, in December 2017. You are advised to stay clear until the political situation changes. Negative experiences of very high agency fees and no services were reported by yachts that did berth here in the past. **In principle at present the port is closed.**

Page 114 Al Hudaydah

Negative experiences of very high agency fees and no service have been reported by a yacht calling here recently.

Page 114 Jazirat Kamaran

This area has a strong military presence. Visitors calling by yacht at nearby As Salif port (15°18'·39N 42°40'·23E, see plan, page 116) were arrested and held for 2 weeks. Stay clear.

Page 129–130 Khor Nawarat

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

Page 130

Dangers Page reference on page 130 for the key map should read 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

Approach

Entrance beacons are now large concrete posts, white to starboard, red to port, contrary to the note on page 139. The tower on Graham Pt is now painted white. Some dredging has taken place in the approach channel.

Formalities

Call on Ch 16 as you enter. Mr Mohamed, an agent, normally meets yachts and offers an efficient service for clearance in and out for a total of about \$US150 (2018) or US\$200 for 3 or more people.

mohamedabubaker945@gmail.com

A cruising permit is available for US\$10 but you don't need it unless you are going to Port Sudan or Marsa Arakayai (see page 153, below). 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. You may have to wait up to a day aboard for paperwork to be completed and in some cases, passports are exchanged for shore passes and returned on leaving Suakin.

Facilities

Diesel cost US\$0.80 per litre in January 2018. Drinking water, camping gas refills and a laundry service available from Mr Mohamed who is very helpful and can arrange currency exchange as well. The rate was 30 Sudanese Pounds per US\$1 in 2018. The ruined building mentioned in the last sentence of Approach was once a bank, not a hotel, as noted originally. Do try to visit the market.

Page 141 Marsa Ata

Anchorage was found here in 12m, soft mud, good holding though little sense of protection. Not much swinging room but easy entrance. Flamingoes, cattle egrets, herons.

Two offshore SPLMs (Single Point Loading Mooring) have been reported at 19°24'·1N 37°19'·5E and 19°23'·1N 37°19'·9E.

Page 143 Port Sudan

Agents will approach you. Their fee is approx US\$60. Formalities now cost about US\$75 plus a US\$10 port fee per day. Clear out with port office and customs on departure. It has been possible recently to stay for one night without paying any fee. Security guards check shore passes ashore.

Agent Abdul Halim was used and recommended in 2013.

The bus fare to Suakin is US\$3.

Page 145 Wreck of the Umbria

The wreck is located more towards the centre of the plan than shown, near the 16m sounding, and a hazard to navigation.

Davits have been reported visible in approx 19°38'·2N 37°17'·4E

Two offshore SPLMs (Single Point Loading Mooring) have been reported at 19°24'·1N 37°19'·5E and 19°23'·1N 37°19'·9E.

Page 146

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

Page 147 Sanganeb Reef

The lighthouse has been automated according to reports and is no longer manned but still has excellent reports for diving.

Page 148 Shab Rumi

Moorings have been reported at the N end. A new wreck is on the E side of the N lagoon, NW of the 15m sounding.

Page 150 Marsa Fijab

Caution on approach in area of shallow water marked with dotted line on plan on N side of entrance. It may extend further than shown.

The outer mark for the leading line on 313° is missing. The next beacon in has a diamond, not a triangular top mark now.

Page 151

Last paragraph, left hand column, the first longitude in the 7th line should probably be 37°20'E.

Page 153 Marsa Arakiyai

Reception by the military in this area varies. Soldiers at the outpost will want to see a cruising permit.

Pages 152 & 153 Photo

The blue mosque at the entrance to Suakin has been repainted white.

Page 155 Juzur Telat (Taila Is)

Anchorage reported in 12m, sand, N side of islands (2015). Sand cay seen between W end of W'most island and beacon.

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

Page 157 Inner Channel

Number 1 beacon and Number 3 beacon now have T-shaped top marks. The port-hand marker shown on the plan NE of Number 1 beacon has a square top mark (2015).

Page 160 Jazirat Bayer (Shambaya Island)

Approach should be made from SE, not SW. Very good shelter found in anchorage marked on plan.

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 bommies, 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:
⊕6 21°15'·645N 37°10'·877E. Use special caution over co-ordinates given for ⊕4 & ⊕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 166–7 Khor Shinab

Dugongs have been sighted here as well as Indo Pacific Humped Back Dolphins. Ashore, camels, storks, ospreys and a fox were seen (2013 and 2015).

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. Our sketch was based on a series of GPS positions, but changes happen.

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.

The reef on the N side of the entrance extends E and is in approx. 21°30'2N 36°58'8E. The stake is in beyond the beacon.

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.

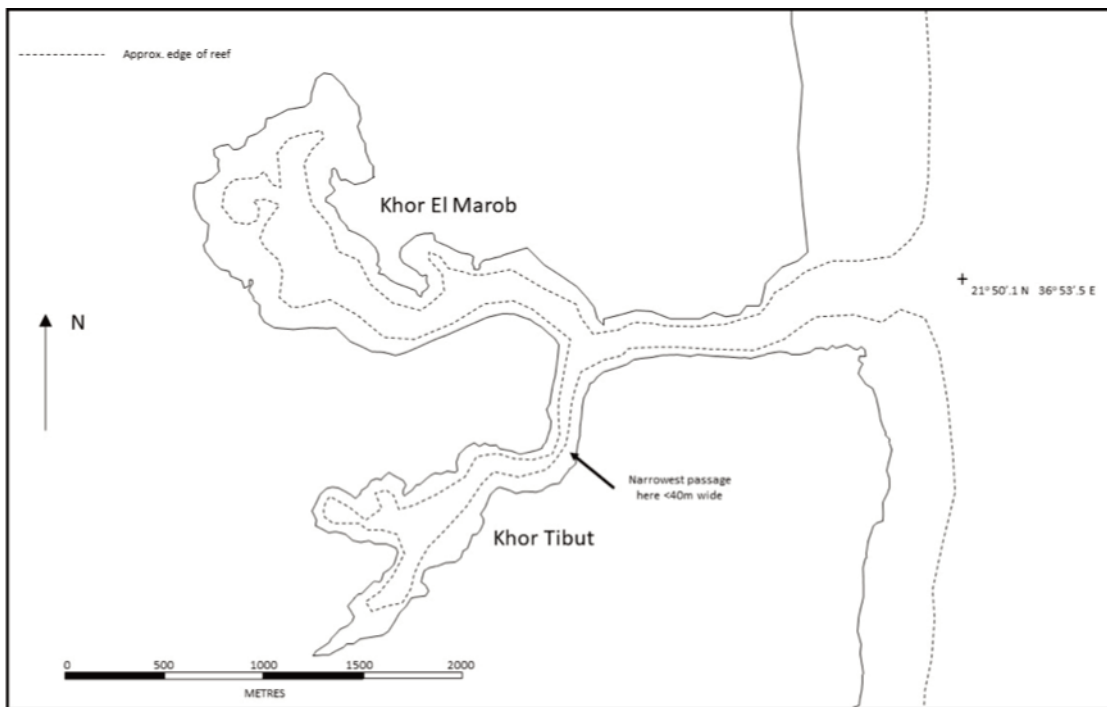
Page 172 Khor Abu Asal

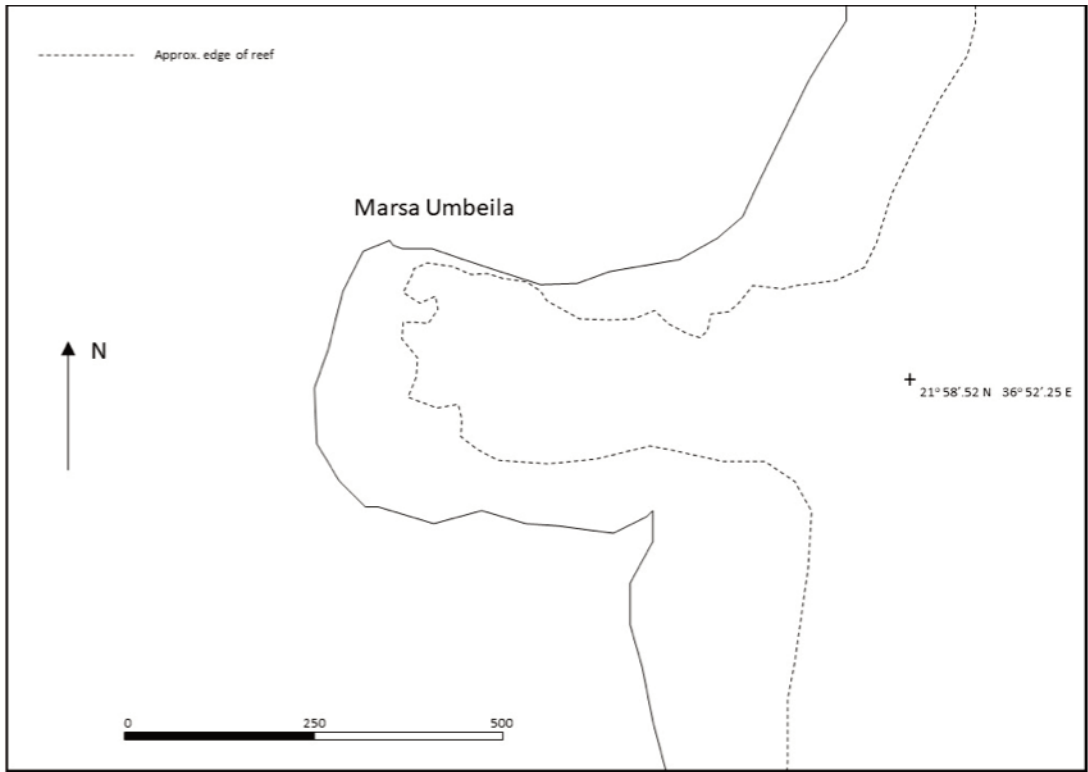
Military patrols here may monitor VHF Ch 14 instead of Ch 16 and expect yachts to respond.

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.

Update to plan on page 174 (authors' sketch)





Page 175 Marsa Umbeila

Two tongues of fringing reef, extending further S across the entrance than shown on the plan were discovered in 2015. However, there is no fringing reef on the N side at the head of the marsa.

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

The military here sometimes have the reputation of being helpful and welcoming to yachts.

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. New fees may not apply if you clear in at the ports where you still have to pay agency fees or at Abu Tig Marina (page 216), which is still waiting for Port of Entry status.

Visas are required and an e-Visa is now available online for US\$25, valid for 30 days for multiple re-entry. It expires 90 days from issue date. Go to www.visa2egypt.gov.eg to find the Egypt e-Visa Portal.

Page 185 Dangerous Reef

The plan of Dangerous Reef is on page 186, not page 185 as indicated.

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 are not always made welcome by the authorities.

Page 193 Ras Qulan & the Mahabis Is

The 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.

Page 202 Port Ghalib Marina (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 is wide and runs almost due E/W for 550m through the fringing reef and is marked by lit port and starboard hand buoys The basin now extends slightly further than we show. At the harbourmaster's office and custom's quay, immediately to starboard (N) after the entrance, there is 6m alongside at MLS. The quay and stub jetty just beyond are lit, FG, but a night entrance is not easy. If you arrive after dark water taxis may be on stand-by to help. Good security.

Go to www.portghalib.com/downloads/apchart.pdf for a plan of the approach.

Formalities

Call on VHF Ch 16 or Ch 10, well ahead of arrival. Port Ghalib is a good option for northbound boats clearing into Egypt.

Approximate fees: US\$120 check in/check out processing fee, regardless of size of boat.

Immigration US\$50

Government/ Customs fee US\$30

Cruising permit US\$150

US\$27 per person visa unless you already have visas.

eVisas are now available online for US\$25, valid for 30 days, expiring 90 days after issue.

Details at www.visa2egypt.gov.eg

Facilities

For berthing, power and water charges go to www.portghalib.com for full details.

Many live-aboard/dive boats also use the marina.

Pump prices at a nearby service station are better. Fresh water and electricity are available at reception basin and at the quay in the main basin. Small supermarket in the marina as well as hotels, shops and restaurants. Larger supermarket within walking distance. Showers and laundry service available at the resort **SIM cards for internet access are available but expensive.**

LPG refills not available.

There are buses to El Quseir, Safaga and Hurghada at the main gate, about 2km from the basin. There is an airport nearby 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.

Fees

See www.portghalib.com/marina/tariffs

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

marina@portghalib.com

Manager: Captain Sherif Fawzy

sherif.fawzy@portghalibmarina.com

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

Resort ☎ +2 065 370 0222.



Port Ghalib international marina bunker station fuelling berth

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.

Formalities

This will involve clearing with the usual authorities including Port Authority, Customs, Immigration, etc. There is a delay in Hurghada while papers are processed 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.

Fees (indicative only)

Agent US\$150/200

Port Fee (Arrival) US\$170

Arrival Procedures

Port & Light Dues US\$110

Customs Clearance US\$50-100

Cruising Permit US\$200/250

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).

If you are southbound you should do clearance in Port Said and ask your agent to make the sailing permit out for Hurghada. You can then go to Hurghada marina before doing clearance. The marina office will arrange for the completion of your formalities at Hurghada Port.

Hurghada Marina

27°13'·5 N 33°46'E

(Green and red lights at entrance)

This new, well run marina in a gated complex has 200 stern-to berths and depths of 3–4m. Formalities must be completed in Hurghada town before berthing. The marina hopes to offer on-site check-in in the future.

Fuel dock; diesel at US\$1.28 per litre in 2013. Showers, laundry, shops, LPG refills, WiFi, holding tank, pump out. Bank, restaurant, bars that can be noisy at night. Fish market and airport nearby.

Fees www.portghalib.com/marina/tariffs

Contact

info@hurghadamarina.com

Marina Manager: Mr. Sherif N Sami

VHF Ch 71

info@hurghadamarinaredsea.com

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

www.hurghadamarinaredsea.com

Page 214 Plan

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

Page 215 Plan

$\oplus 7$ 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. Clearance fees are payable to Fantasia in the Abu Tig office on departure from El Gouna. The following waypoints and corrections have been supplied by the Abu Tig Marina management.

[These correct the waypoints on page 213, but if you are headed to Abu Tig, ask the manager for the most recent waypoints.](#)

From North to Abu Tig Marina:

$\oplus 1$ 27°48'·85N 33°43'·10E

$\oplus 2$ 27°40'·70N 33°45'·70E

$\oplus 3$ 27°35'·90N 33°42'·85E

$\oplus 4$ 27°35'·20N 33°42'·40E

$\oplus 5$ 27°30'·00N 33°41'·87E

$\oplus 6$ 27°26'·20N 33°43'·20E

$\oplus 7$ 27°24'·61N 33°40'·94E Abu Tig Marina: Midpoint of Channel Entrance

From South to Abu Tig Marina:

$\oplus 10$ 27°16'·90N 33°52'·00E

$\oplus 9$ 27°21'·20N 33°48'·20E

$\oplus 8$ 27°25'·60N 33°43'·85E

$\oplus 7$ 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. This used to mark the narrow passage through Sha'b Tawila and Sha'b Abu Shibban.

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 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, WiFi, 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 Ch 73

Marina Manager Philip Jones

info@abutig-marina.com

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

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

Fees <http://abutig-marina.com/abutig-marina-home/berthing/>

Page 234 Ras Malab (Mersa Hammam)

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

Page 235 Dome Yacht Marina

29°26'6N 32°29'2E

The marina 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 VHF 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

mbeldin37@yahoo.com ☎ 20 62 321 0002/3

Page 242 Taba Heights Marina

29°22'30N 34°47'40E

Those already checked into Egypt can use multiple-entry tourist visas here.

VHF Ch 73 / 16

Depths of 1.6–3.2m. Berths for up to 50 yachts.

Fees

Sailing boats (up to 16m LOA)

Daily rate US\$10. Monthly rate US\$150.

Processing fee / International arrival or departure US\$40

Plus government fees – per month:

Boat length in m	Monthly rate
------------------	--------------

<18 LOA	30
---------	----

>18 LOA	50
---------	----

NB: * All boats must notify the marina 24 hours prior to arrival.

* All berthing rates are subject to 14% gov. VAT

Contact

☎ +20 69 358 0046 *Mobile* 012 397 2750

Details from marinataba@orascomhd.com

Page 242 Mersa Morakh

Longitude on the plan should read 34°50'1E

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

☎ +962 3 209 3333 ext 1200/1311

khabujaber@talabay.jo or ahqatawneh@talabay.jo

Mersa Morakh (Plan)

Longitude should read 34°50'1E

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

Royal Yacht Club of Jordan, P.O.Box. 500, Aqaba, Jordan

☎ +962 3 2012900

General Manager Captain Mahmoud Abu Sheikha

☎ +962 3 2012915

Fax +962 3 2022515, +962 3 2012914

rycj@wanadoo.jo

Page 246 The Suez Canal

New sections open in August 2015. A map can be found at www.hellenicshippingnews.com/the-new-suez-canal-due-to-open-in-august-2015/

Page 250 Suez Yacht Club

Moorings

US\$ 21 per day incl water (up to 15 metres)

US\$ 30 per day as above (over 15 metres)

Diesel

US\$ 1 – petrol (92) Egyptian pound 5 per litre

LPG bottle refill ‘normal size’ Egyptian pounds 150.

Phone cards/ SIM cards available.

See below and Port Fouad if you are S’bound.

Suez Agents

Prince of The Red Sea

princeoftheredsea@gega.net

Agents 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 draught + 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.

As of July 2019 the following fees applied. You are advised to get written quotations in advance from agents. The sample fees in this table were confirmed by agents at time of writing.

Boats Arriving at Port Suez

Agent	Prince of the Red Sea	
Agent Fees		US\$100
Port Clearance		US\$40
Visa (per person)		US\$25
Other Expenses	Port Authority	US\$20
	Immigration	US\$15
	Canal Insurance	US\$20
Suez Canal Tonnage Fee		US\$8/Ton

Example

Agent Fees, Port Clearance & Port Authority	US\$160
Tonnage 10 tons	US\$80
Crew of 4 & Immigration	US\$115
Canal Insurance	US\$20
Total	US\$375

Page 251 Suez Canal Transit Fees

Port Authority US\$20 - north and southbound

Port clearance US\$40 northbound - US\$ 50 southbound.

Quarantine NIL.

Immigration / visas: Entry visas US\$ 25 per person.

Customs: NIL.

Suez Canal transit US\$8 per SCN tonnage

Suez Canal net tonnage fee (per ton)

Insurance US\$ 2.50 per yacht

Duty: NIL.

Agent's fee US\$80 northbound - US\$100 southbound.

Discount 10% on agency fees for members of clubs and associations. All payment in cash.

Complaints

We have been given the following contact for complaints about Suez Canal Transit.

Mr Gamal Abdel Latif El Deeb, Managing Director, Movement of Ships, Suez Canal Authority
Mobile (+2) 012 356 3303, (+2) 064 339 20

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 was \$US21 per night in 2015. Long stay rates available. A pleasant place but quite 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).

Page 255 Port Said

As of July 2019 the following fees applied with agents Felix Maritime in Port Said. You are advised to get written quotations in advance from agents. The fees in this table were confirmed by agents at time of writing.

Boats Arriving at Port Said

Agent	Felix Maritime	
Agent Fees		US\$100
Port Clearance	Less than 20m	US\$200
	More than 20m	US\$250
Visa (per person)		US\$25
Other Expenses	Port Authority Inspection	US\$40
	Immigration	US\$70
Suez Canal Net Tonnage Fee		US\$9/Ton

Example

Agent Fees, Port Clearance & Port Authority (LOA >20m)	US\$340
Tonnage 10 tons	US\$90
Crew of 4 & Immigration	US\$170
Total	US\$600

Boats Arriving at Port Said

Agent	Prince of the Red Sea	
Agent Fees		US\$100
Port Clearance	Less than 20m	US\$200
	More than 20m	US\$250
Visa (per person)		US\$25
Other Expenses	Port Authority Inspection	US\$100
	Immigration	US\$15
Suez Canal Net Tonnage Fee		US\$8/Ton

Example

Agent Fees, Port Clearance & Port Authority (LOA >20m)	US\$400
Tonnage 10 tons	US\$80
Crew of 4 plus Immigration fee	US\$115
Total	US\$595