

Ocean Passages and Landfalls

2nd Edition 2009
ISBN 978 184623 155 1

Supplement No. 3
August 2017



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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

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.

Authors' 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 that every vessel is obliged by international law to have on board. Any waypoints are given to assist with passage planning but should be used with caution and should not be relied upon for safe navigation.

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

Since publication of the 2nd edition, author Andy O'Grady's vessel, *Balaena*, has completed a circumnavigation by an almost entirely different route to that taken by joint author Rod Heikell and *Skylax*. The new corrections and additions in this supplement reflect the findings from AOG's trip, which was completed partly under the command of Magnus O'Grady.

Recent winners of the Blue Water Medal, sailing couple Tom and Vicky Jackson, *Sunstone*, have had several seasons cruising in the North Pacific and

provided us with a helpful review of the book and up to date information on that ocean. We are very grateful for their help and welcome all other comments or information. Tom and Vicky have a website where they include cruising notes on various areas they have visited. They have recently cruised in the North Pacific and their information is right up to date. It can be found at www.sunstonesailing.com/cnotes/cnotes.html

Piracy in the Arabian Sea and Gulf of Aden 2011

In 2011 the situation for yachts crossing the Arabian Sea to the Gulf of Aden has become more perilous than in years past. Somali pirates operating off motherships have extended their range to cover much of the western Arabian Sea including the area off Oman. ISAF recommendations are reproduced below.

As of March 2011 three yachts have been attacked in the Arabian Sea. One of these, the 21m *Capricorn* accompanied by an armed 42m patrol boat was attacked on an eastabout transit near the entrance to the Gulf of Aden. The attack was repulsed. The 13m Danish yacht *ING* was captured near the entrance to the Gulf of Aden with seven people, including three teenagers, onboard. They have been taken by the pirates to an undisclosed location in Somalia. The 18m American yacht *Quest* was captured 280 miles off the coast of Oman and, in unclear circumstances, the four on board were killed by the Somali pirates.

A considerable number of yachts are now contemplating their options. These boil down to:

1. Shipping the boat back from SE Asia, the Maldives, India or any other harbours the ship carriers choose. The cost in 2011 for Maldives or Cochin to Marmaris Turkey is in the order of \$650 per foot.
2. Waiting in SE Asia to see if things get better.
3. Taking the Cape of Good Hope route via Cocos Keeling, Chagos, Mauritius and Réunion and to Richards Bay in South Africa.

Certainly anyone contemplating this passage should understand that the risk of an attack by Somali pirates is much higher than in previous years.

Consult the ISAF website
www.sailing.org/28144.php

Also see the *Indian Ocean* pages on
www.tell-tales.info

INTERNATIONAL SAILING FEDERATION

Danger of Piracy – Guidelines for Yachts considering a passage through the Gulf of Aden and its approaches, including the Indian Ocean north of 10° south and west of 78° east (see Admiralty Chart Q6099).

These guidelines are published in co-operation with the MSCHOA (Maritime Security Centre – Horn of Africa) set up by EU NAVFOR (EU naval force) Operation, ATALANTA. A final decision on whether to enter the Gulf of Aden or any waters where pirates operate and how to conduct a vessel in those waters remains entirely the responsibility of the master of each vessel.

The danger of piracy and consequent loss of life and property in the GoA (Gulf of Aden), Yemeni and Somali waters is high. Yachts are strongly recommended to avoid the area. See also advice from the UK FCO (Foreign and Commonwealth Office) at www.fco.gov.uk/.

If, despite this advice, a yacht does intend to sail through these waters, then the following information may be helpful and reporting to the naval authorities is strongly encouraged. A yacht which does not report to the naval authorities will be unknown to them and unlikely to receive any assistance if required.

Q: Have there been many attacks recently?

A: The number of attacks on merchant ships in these waters has increased by about 45% in the past year although, as deterrence and defensive measures improve, the success rate has reduced, especially in the Gulf of Aden. This has caused the pirates to range widely over the Somali Basin and far into the Indian Ocean. Activity has been reported in the southern end of the Red Sea but it is believed that most, if not all, of the incidents reported were disagreements between Yemeni and Eritrean vessels, one country's fishing boats encroaching on the other's waters and being fired on by patrols.

Q: What are the authorities doing to overcome this threat?

A: As many as 28 warships are operating in the GoA and the Somali Basin. The majority are under the control of MSCHOA, whose operations are co-ordinated from Royal Navy Headquarters in Northwood. (www.mschoa.org)

MSCHOA has established an IRTC (Internationally Recognised Transit Corridor) through the GoA. The IRTC has two lanes, each 5M wide with a 2M wide buffer zone between them. To all intents and purposes it operates as a Traffic Separation Scheme (TSS) although formally it does not have that status. The co-ordinates of the IRTC lanes are:

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

The course eastbound is 072° and westbound 252°.

Merchant ships are recommended to use this route through the GoA. At any time some seven warships may be expected on patrol along the IRTC most provided with helicopters ready for action. In addition Naval patrols aim to disrupt pirate activity in a variety of ways but they are governed by International Law.

While successful attacks in the GoA have fallen in the past year, it is not possible to provide similar coverage in the Somali Basin or elsewhere, including the Indian Ocean, though individual warships, and pirates, may be present.

Piracy Incidents, March – June 2009

Q: How are the Pirates organised and how do they operate?

A: The pirates are organized in criminal gangs whose object is to make money. Those on the land bankroll the ones who go to sea, pay for whatever ships they capture and then handle the ransom. Those at sea view themselves as warriors, 'Jin al Bar' – Demons of the Seas. Mostly young without prospects, they chew the drug 'Khat', which keeps them in a constantly heightened state in which their actions are unpredictable.

Generally the piracy operation is weather-dependent as the skiffs cannot maintain speed in large seas. Their optimum windows during the year are governed by the monsoons. A few large offshore fishing vessels and dhows have been pirated to act as mother ships, allowing a much wider operating window.

The pirates typically go to sea in a long, narrow, roughly built open GRP boat of 30–40ft with an inboard diesel towing two smaller open GRP boats fitted with high-powered outboards giving a speed of 25 knots. The 'mother ship' is often white in colour and the skiffs blue. All the boats are known generically as 'skiffs'. With drums of fuel on board a mother ship could achieve a range exceeding 1,000 miles and may be at sea for 30 days. On finding a ship they will fire AK47s or RPGs to intimidate the crew while attempting to board using a hooked ladder if needed.

Not infrequently a pirate vessel will outrun its fuel supply and the crew will perish from lack of food and water. That is all part of the 'Jin al Bar' culture. If a ship has not been taken by the end of their deployment the pirates become desperate and liable to attack anything, including yachts.

Other gangs operate people-smuggling in large open boats from the north coast of Somalia towards Yemen. Estimates of migrants reaching Yemen were 29,000 in 2007 increasing to 78,400 in 2010. On a number of occasions smugglers have turned back when still offshore and dumped their passengers into the sea with few survivors. People-smugglers and pirates may well be the same individuals, showing a ruthless disregard for humanity.

Q: How big is the threat to a cruising yacht passing through these waters?

A: In a period of just over 12 months two yachts were taken by pirates (*Lynn Rival*, in the SW of the Seychelles archipelago whose crew, Rachel and Paul Chandler were held for over a year before a ransom was paid for their release in early November, and *Choizil*, reportedly pirated on the border between Tanzania and Mozambique – crew Bruno Pelizzari and partner Debbie were taken hostage whilst owner/skipper Peter Eldridge escaped – also in early November 2010). Another yacht, the *St Victoria* (*Fyodor Konyukhov*) was attacked unsuccessfully in the GoA on 1 October. This last was escorted by a vessel carrying Russian marines who opened fire and drove off the pirates. In previous years there were more attacks.

To put that in context, in the past year it is believed that about 200 yachts sailed through the GoA.

However, despite these statistics the opinion of MSCHOA staff is that the risk to yachts remains high and the consequences of being seized are dire.

Yachts are not expected to be targeted in advance, since mostly they are not valuable enough to be as interesting as a merchant ship, but they may fall prey either to a pirate crew who are nearly out of fuel and have no other way to achieve at least some result as well as to replenish their fuel supplies or they may encounter

a people-smuggling boat which has had to jettison its human cargo because of Yemeni patrols and is similarly looking for at least some compensation.

Q: Can yachts passing through the GoA expect a naval escort, perhaps by forming a large convoy?

A: No. There are insufficient warships to provide this protection and their primary duties are to guard World Food Programme and vulnerable merchant ships.

Q: Can I expect help from naval forces if attacked?

A: Realistically, probably not. It would take a skiff at 25 knots about three minutes from being spotted to being alongside a yacht. Once pirates have boarded, the rules of engagement of the naval forces prevent further action due to the risk of cross fire killing the yacht crew. The skipper of the yacht *Tanit* was killed by cross fire in a 2008 rescue attempt.

Q: So what is the advice to yachts considering sailing through these waters?

A: The clear advice from MSCHOA is 'Do not go'. Only do so if you have fully considered the risks. If you decide to go ahead you are strongly encouraged to register in advance and to report during the passage (see below).

For the transit of the Somali Basin you may wish to plot a course that keeps you clear of the main areas of past activity. However, the pirates follow their prey and as merchant ships sail ever further east, so do the pirates.

For the Gulf of Aden, register your intended passage with UKMTO Dubai and MSCHOA and provide the information set out in the attached Yacht Passage Advice Form, preferably by email but alternatively by telephone:

- UKMTO (UK Maritime Trade Organization) (RN) Dubai

Email ukmto@eim.ae

☎ +971 50 552 3215; *Fax* +971 4 306 5710;

Telex (51) 210473 (24 hour watch)

- MSCHOA *Email* postmaster@mschoa.org

☎ +44 (0)1923 958547, 39, 35;

Fax +44 (0) 1923 958520 (24 hour watch).

US-flagged vessels may wish to contact MARLO (Maritime Liaison Office) (USN) Bahrain
Email marlo.bahrain@me.navy.mil

☎ +973 3940 1395 (24 hour watch) who will provide a similar service.

This information will be passed to patrolling warships which will then at least be aware of your intentions, likely time of transit and numbers of crew on board. In return you will be sent regular updates by email on pirate attacks and related warnings such as the one below:

WARNING WARNING WARNING

Vessel was fired upon in position 12°21'N 06°625'E at 181325Z NOV 10. 1 skiff with 6 people on board.

Vessels are advised to exercise extreme caution when navigating within 100nm of this position.

Rod Drake RD MSc CEng MIMechE

Lieutenant Commander Royal Navy

OIC UKMTO

SO2 N3 (MTO)

☎ +971 4 309 4268 (Office - direct)

Mobile +971 50 552 3215

Email OIC@ukmto.mod.uk

Snapshot of shipping, 2010

Q: What is the best course through the Gulf of Aden- in or close to the IRTC or close to the Yemeni coast?

A: MSCHOA encourage yachts to sail EITHER in the 2-mile-wide buffer zone between the two lanes of the IRTC or close to the northern lane. These options give the best chance of a yacht's transmission on VHF 16 or VHF 8 being received by a patrolling warship, or being relayed by a merchant vessel.

However, VHF contact is not guaranteed, a warship may well not be able to respond to an attack before the pirates are on board and there is the view that pirates loiter near the IRTC waiting for a merchant ship to pass.

A yacht coming from, for example, Aden eastbound or Salalah westbound may choose to join the IRTC some way from its start point. The area of the IRTC between 47°E and 49°E is considered the most dangerous and a yacht should ensure she has joined well before this high risk area to enjoy the maximum possible protection. The yacht should plan to conduct as much of this part of the passage as possible at night.

As for hugging the Yemeni coast, MSCHOA state that the Yemeni coastal forces are NOT under MSCHOA control nor is there any formal co-operation. Naval units may not enter Yemeni waters without first obtaining permission from the Yemeni authorities which may take some time. There may be an increased chance of encountering a people-smuggling boat. Parts of the Yemeni coast have been reported to be under the influence of terrorist groups.

Q: What about convoys?

A: It has long been common practice for yachts intending to transit the GoA to form informal convoys in either Djibouti, Aden or Salalah. The military forces support this concept.

If the convoy approach is to be followed it is suggested that there is a limit of no more than five or six vessels in any one convoy. This is because vessels will need to keep very close to one another if they are to offer any protection through numbers, and close station-keeping for the duration of the voyage through the GoA may prove a strain, particularly if shorthanded.

There are some who advocate a large convoy of 25–30 yachts (although organised into smaller sections of five or six boats except when under attack). The advocates of this approach claim that the large number of yachts acts as a deterrent, especially as the potential attackers will not know if arms are being carried.

While recognising that to be part of such a group may give a feeling of heightened security, the military do not believe that the large convoy does provide any deterrent effect. A Khat-affected young 'Jin al Bar' warrior, who will cheerfully open fire on a warship, is not likely to be put off by the sight of 25–30 yachts. Additionally, given that it has taken such convoys some 25 minutes to form their defensive formation and only three minutes for a pirate skiff to approach and board a victim, it would be all too easy for outliers to be picked off.

Q: Should we carry firearms?

A: Naval advice is very strongly against and also discourages use of flares etc. as weapons which could lead to an escalation of violence.

Q: What about nav lights, radio procedures, AIS and the like?

A: Yachts should use only their deck-level navigation lights.

Monitor Ch 16 VHF. For intra convoy communications use a different channel at low power and never give a position but instead bearing and distance from pre-arranged arbitrary points.

For an early warning call discreet use of a satellite phone to one of the numbers given above may be the best option.

When in transit a radar transceiver should be used in the normal way. A radar target enhancer (RTE) provides an apparently large echo and should be switched off unless there is danger of collision.

If you have an AIS transponder, current naval advice to yachts is to leave it switched on in the Gulf of Aden so that the warships know where and who you are. In the Somali Basin or further afield where there are far fewer warships an AIS transponder should be switched off unless the yacht is either aware of military forces in their vicinity, or is under attack.

The military state that the pirates are not big users of modern technology but do use GPS.

Q: What of the Hanish Islands in the southern Red Sea?

A: Local militias are reported to be active around the Hanish Islands and Zuqar Island and a wide berth is advised.

Q: Is there ship transport available to yachts?

A: A shipping company has expressed interest and if a service can be provided details will be published as widely as possible.

Q: If I do decide to go against advice, what precautions should I take?

A: Every skipper will have their own checklist of preparations which should be thoroughly thought through in advance. Security advisors have suggested:

- split up money into different caches
- keep electronic copies of your passport etc. on yahoo- or Google-type accounts with spurious names - if your original papers are lost you can access the copies from any police station or internet café
- consider carrying only copies (not originals) of essential documents on the boat, although it is acknowledged that some countries insist on seeing originals
- consider having two passports (a legitimate exercise for eg business travellers)
- wear a cheap watch
- have an old mobile phone
- keep only old (out of date) credit cards in your wallet
- (if ashore) wear only such clothing that you can afford to lose
- before entering a dangerous area study FCO advice on conduct if you are taken hostage
- advise your next of kin if you are going into a dangerous area so they are prepared to deal with matters if the worst happens – they should know in advance which authorities to talk to, etc.

Q: What if the yacht is under attack?

A: Set off the 406MHz EPIRB, make a Mayday call (VHF or HF DSC, VHF 16 or 8, Sat-C or any other means) and if possible report immediately to

- UKMTO Dubai ☎ +971 50 552 3215 or
- MSCHOA Northwood ☎ +44 1923 958 547 or
- MARLO Bahrain ☎ +973 3940 1395.

Q: If pirates get on board how should the crew react?

A: Security experts offer the following advice:

- stay calm - attackers are likely to be excitable and nervous - you will think more clearly and your conduct may also calm them – do not make sudden movements
- stay together as far as practicable
- offer no resistance
- co-operate
- do not use firearms, even if available – the risk of escalation is significant
- do not use flash photography, which may be mistaken for muzzle flashes by pirates or military forces sent to assist
- do not use flares or other pyrotechnics as weapons
- in the event that military personnel take action on board the vessel, unless otherwise directed, everyone should keep low to the deck, cover their head with both hands (always ensuring that both hands are empty and visible). Be prepared to answer questions on identity and status as military personnel will need to differentiate quickly between crew and pirates.

ISAF 12/2010

Gulf of Aden/Indian Ocean YACHT PASSAGE ADVICE FORM for UKMTO / MSCHOA

1. YACHT NAME
2. MMSI
3. NATIONAL REGISTRATION NUMBER
4. HOME PORT
5. FLAG STATE
6. CALLSIGN
7. LOA
8. NUMBER OF PERSONS ON BOARD – M/F/TOTAL
9. SATCOM C NUMBER
10. SATPHONE NUMBER(S) (state which can take SMS text)
11. MF/HF (DETAILS PLEASE)
12. CRUISING SPEED /MAX SPEED
13. COLOUR OF TOPSIDES
14. COLOUR OF DECK
15. RIG
16. SAIL NUMBERS/INSIGNIA
17. EMAIL ADDRESSES ON BOARD
18. MASTER'S NAME
19. MASTER'S NATIONALITY/ PASSPORT NO
20. PRINCIPAL YACHT CLUB/ASSOCIATION
21. 24/7 SHORESIDE CONTACT
- 22 DATES/PLACES OF INTENDED PASSAGE

Consult the ISAF website:
www.sailing.org/28144.php for the full advice and additional updates.

INTRODUCTION

Page 3 Email downloads

Sat phone There is really only one contender that gives close to world-wide coverage and that is Iridium.

Iridium Worldwide coverage and the most popular option for cruising boats. The connection speed for data is 2400 baud. That is around 20kb a minute. There are some myths surrounding data reception, but the connection speed to the Iridium satellites is fixed at 2400 baud. This all assumes full signal strength. What this means is that you are basically restricted to text and cannot send graphics.

A handset will cost around £1250 (\$1850) new and around half that second hand depending on spec. You should also get an external aerial for better reception of data. You also need to pay for line rental and airtime. Sample figures are \$39 for 30 days rental and \$75 for 50 minutes airtime. 500 minutes airtime plus 12 months line rental is \$775.

It is useful to use an email compression system so that your airtime is not gobbled up receiving uncompressed data. Compressed email from providers like SailMail (\$250 per annum) and Mailasail (£140/\$210 per annum) will generally pay for themselves. In addition you get weather services from Saildocs or Mailasail gratis.

Mailasail has a good website explaining the finer details www.mailasail.com

Page 3 Grib file downloads

Add the information below after the sentence ending 'future use':

In the airmail program, under catalogues, the tool for ordering GRIB files has an option box, titled Model, at the bottom left of the map. The default is GRIB but several other options are available. One of these is RTOFS, which displays current and water temperature information similarly to how the GRIBs display winds and pressure.

Page 17 Cruising in Coral

See also French Polynesia on page 170 and the Tuamotus on page 178.

Page 22 Add new box, AIS:

AIS

AIS is a system that uses micro transmissions on VHF to report vessel data, such as GPS position, speed and course. It has become almost universal on cruising yachts and both authors have Class B transceivers installed aboard their vessels. AIS is a great aid to watch-keeping on passage and in coastal navigation. However, it must not be used as the sole form of watch-keeping and there are some points to bear in mind.

It is strongly recommended to use a transceiver rather than a receiver only. The transceiver is more expensive but power use is minimal and there is just as much advantage in others being able to see you as you to see them. There are two standards, Class A and Class B. Class A is compulsory for all large ships and SOLAS vessels over 23m, while Class B is voluntary for non SOLAS vessels. In some countries (Thailand, Singapore and Indonesia, for example) it is now compulsory for yachts to have a working AIS Class B transceiver to cruise the area. It is likely this requirement will be implemented in other countries in the future. Most yachts and small fishing boats use Class B, though most vessels encountered on the oceans by a yacht should be Class A and, therefore, have a requirement to be sending an AIS signal.

Unfortunately, it is not uncommon to encounter ships that are not transmitting or are transmitting an incorrect signal, such as 'at anchor' when they are in fact doing 15 knots. This may not always be a problem with the transmitted signal, for instance, on one internet AIS tracking site *Balaena* shows as engaged in fishing! Likely reasons are: operator error on large ships (somebody forgot to turn it on or accidentally switched it off!); customs, military or coast guard ships on surveillance operations; fishing vessels that do not want to be seen, either because they are fishing illegally or just want to keep their favourite spot private. We have both encountered these situations in different parts of the world, including Australian Coast guard vessels and big ships, which have stopped at sea and stopped transmitting and fishing vessels that suddenly stop transmitting AIS but are still clearly visible by eye. We have also met yachtsmen who stop transmitting in areas where they are afraid of piracy or where they do not want national authorities to be aware of their presence. When using a Class B transceiver one can see all other vessels that are transmitting. Class A users have the option of 'filtering out' Class B vessels, presumably useful in crowded waters, especially where there are traffic separation schemes in operation. Other than calling them, there is no way of knowing if a vessel at sea is viewing Class B vessels (i.e. can see you) though there is no reason for them not to in the open sea.

Range of visibility appears to be very variable, even with the same ship, presumably due to interference with the signal from masts, rigging, deckhouses, large waves and other objects. We have sometimes seen ships at 20M and other times quite large ships have not appeared until about 3-4M away. Yachts seem to be visible at around 4-10M, though probably further from the higher antenna of a large ship. The maximum range *Balaena* has encountered for her signal was 70M, observed by the French coastguard on La Réunion (presumably from a very high receiver).

We have found that large merchant ships regularly make small course adjustments for a yacht, thereby reducing need for the yacht to take evasive action. On one occasion *Balaena* did have to take evasive action when a ship did not give way. It was later discovered that our transceiver had stopped transmitting. We recommend an inexpensive signal strength meter to enable checks on transmissions from time to time.

Setting the alarm function allows due warning of possible collision situations. AOG likes to supplement the AIS alarm with a radar watch keeper alarm that automatically scans for 30 seconds every 10 minutes and sends an alarm if an object (often a rain squall in the open ocean) is seen. Both authors emphasise the need to regard AIS as an aid to navigation and it should be supplemented by a good lookout using the Mk 1 eyeball and radar and other aids where necessary.

Many prominent navigational marks, such as major lighthouses along the South African coast, are now transmitting AIS signals. This is very helpful if the mark is named. However, many places, such as in Mauritius and Réunion, are identified as AIS base stations, these don't seem to be plotted on the charts but are listed in the Admiralty List of Radio Signals (Vol 2). Stations are being added all the time so the list may not be up to date. AIS signals include the coordinates of the station that may be used to plot its position, however, with weak signals this information may not reach the vessel. If using such a station for navigational purposes, check coordinates and do not assume that it corresponds to some other charted object such as a light unless this is obvious.

Our advice to ocean passage makers is to get a good AIS transceiver as soon as possible.



Balaena's AIS in action

1. NORTH ATLANTIC OCEAN

Page 48 Right column, line 2 from top
Word 'time' written twice: Delete one.

Page 50 Waypoint co-ordinates under the plan
Longitude shown is West: Change to 'East'.

Page 67 Add new box, Madeira:

MADEIRA

Europe's answer to a South Pacific Isle

Madeira consists of two inhabited islands, Madeira and, smaller, Porto Santo. The other islands in the group are uninhabited and difficult to visit both navigationally and because they are natural reserves and a permit must be obtained. The islands were first settled by the Portuguese in around 1420 and remain a part of Portugal. Despite the absence of good ports, Madeira has long been an important port of call for sailing vessels leaving Europe. It was almost a routine stop for vessels of the Royal Navy to take on fresh provisions and clean water as they sailed south to other parts and the Duch also had a very close relationship with the Islands.

For many years yachts have visited Madeira but the only anchorage available was exposed and precarious. For this reason it never gained the popularity of the Canary Islands. Recently things have changed and there are now several yacht harbours available. Sailing from Europe the island makes an excellent stop for some memorable sightseeing, excellent provisions and to taste the delicious wines.

Seasons and winds

Located to the north of the tropics but with the moderating influence of the ocean, the islands have a very pleasant climate with winter temperatures between 13° and 19°C and summer temperatures between 19° and 26°C with mean water temperatures varying between 17° and 26°C. Summers are mostly dry and in winter there is regular rainfall. The Azores high usually lies to the northwest giving predominantly fresh northeast winds and making the south coast dryer, sunnier and more sheltered. However, weakening of the high with the passage of winter fronts (or even remnants of tropical storms) to the north can result in southwest winds and swell and, very occasionally, storms. Local wind effects are pronounced with an acceleration zone between Madeira and Porto Santo, calms on the south coast west of Funchal and further acceleration on the northwest side of Madeira being the normal pattern.

Sailors usually experience light following winds as they approach Porto Santo Island from the northeast. These can become very fresh as the eastern tip of Madeira is approached. The wind often turns to the east along the south coast and can be blowing quite strongly just off Funchal. Once past Funchal the south coast is often subject to light breezes or calms. Unless a southwest wind has been blowing recently the swells on the south coast are usually minimal.

Ashore

Madeira is so green and fertile and has such dramatic mountains that the only comparison I can make is to the islands of French Polynesia. Everything grows in abundance and breathtaking roads wind up the mountainsides making the interior accessible for walking and sightseeing. The downside is that its very beauty has attracted tourists and expatriates that crowd the lower

slopes with houses and hotels. However, it is still a fascinating place and the capital, Funchal, is well worth exploring. Most visitors rent a car and make for the hills. There is an excellent road system near sea level with some awe-inspiring bridges and tunnels. Up in the mountains the roads are of good quality but full of twists and turns. There are thousands of walking tracks, most of which are associated with an ancient but still functioning system of water distribution. Even the tiniest trickle of water is collected and directed towards channels (*levadas*) hewed out of the rock or spanning chasms that will eventually nourish bananas, vines and all the other fruits of the island.

The contrast between the main island and Porto Santo is startling. Porto Santo is low and dry with very sparse vegetation and is home to a major airport constructed by the United States as a stepping stone on the trans Atlantic route in the second world war. To serve the airport an excellent port was also built. However, the island offers little to the visitor in comparison with the main island.

Facilities

Quite a variety of marine spares are available in the marine stores near the port in Funchal. There are agents for many electronics, engine and marine parts. Because it is part of the European Union it is easy to obtain items that are not available locally. Provisions of every kind are plentiful and the fresh food and fish is of excellent quality. There are many excellent supermarkets but a visit to the municipal market in Funchal is an essential part of any stay on the islands. The new airport, built partly on bridges over the sea, has flights from all over Europe making this an ideal place to change or meet crew, it lies on the southeast coast and is about one hour's drive from Funchal, but only 10 minutes from the marina at Quinta do Lorde.

Berths and moorings

From northeast to southwest the mooring facilities are as follows:

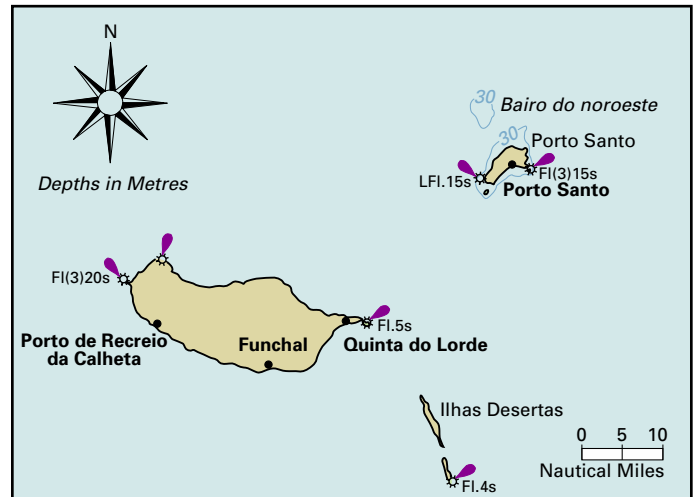
Porto Santo has an excellent harbour with a little room to anchor, moorings for rent, marina berths and a 25-ton travel lift with plentiful hard standing. Facilities here are also good and there are air and ferry links to the main island. There are charges for using your own anchor which permit the use of marina facilities on shore. Anchoring in the sheltered bay off the town attracts a very high fee from the local authorities.

Quinta do Lorde Marina provides the most secure berths on the main island, has good facilities and is conveniently close to the airport. This is probably the best place to leave a boat.

Porto Santo Marina and *Quinta do Lorde* are under the same management, for up to date information refer to their website www.quintadolorde.pt

In *Funchal* it is possible to berth in the crowded yacht harbour, usually by rafting to the wall with many other vessels. A fair amount of swell can enter and make this an unpleasant place. It is also possible to anchor on a narrow strip of sand to the east of the harbour. This is often rocky, can be exposed to changes in wind direction and theoretically attracts a high charge which is not usually levied.

Porto de Recreio da Calheta lies near the western end of the south coast and is a very well run and convenient port. There is an excellent supermarket within walking distance and car hire or buses to Funchal are readily



MADEIRA GROUP (Showing the four most useful marinas)

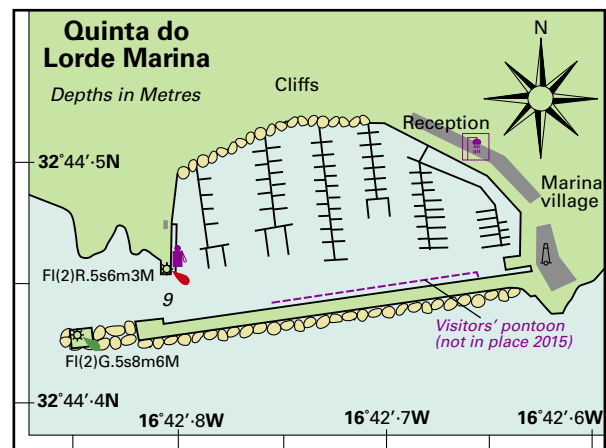
available. Unfortunately the harbour suffers from a dangerous surge in southwest winds and staff have to constantly tend frayed lines, broken cleats and mooring points in these conditions. Therefore, I would not recommend leaving a vessel unattended here. See: www.portoderecreiodacalheta.com

Reading

Atlantic Islands, Anne Hammick & Hilary Keatinge, RCCPF/Imray

Page 68 QUINTO DO LORDE MARINA

Change name to Quinta do Lorde.



Page 69 Left column, line 11 from bottom 'needs to made': Change to 'needs to be made'.

Left column, line 6 from bottom Torre di Control: Change to Torre de Control

Page 76 PORTE GRANDE (MINDELO) (SAO VICENTE)

Navigation

VHF Port Control Ch 15

Anchorage

Delete all of first entry on Anchorage.

Page 84 After Antigua add new sections:

Guadeloupe

IDD +590

POINTE-A-PITRE

Navigation

Approach is through well-marked reefs but requires careful navigation and may not be easy at night when the lights on the shore make visual identification of the sea marks tricky. Head for the anchorage off the town, the Port de Plaisance with its two linked marinas: Bas Du Fort and Lagon Bleu.

Berths

The marina at Lagon Bleu is one of the places in the hurricane area thought to be safe to leave a boat. It may be difficult to find space.

Anchorage

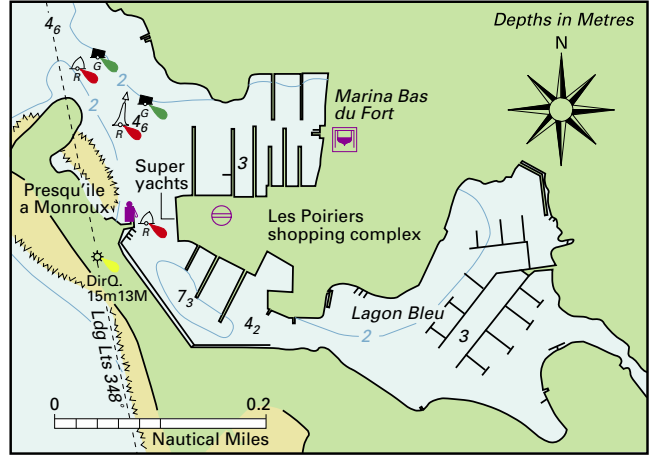
As well as the anchorage off the old town, Darse du Dubouchage, there are several other well-sheltered possibilities though they are crowded and at times it may be difficult to find space.

Facilities

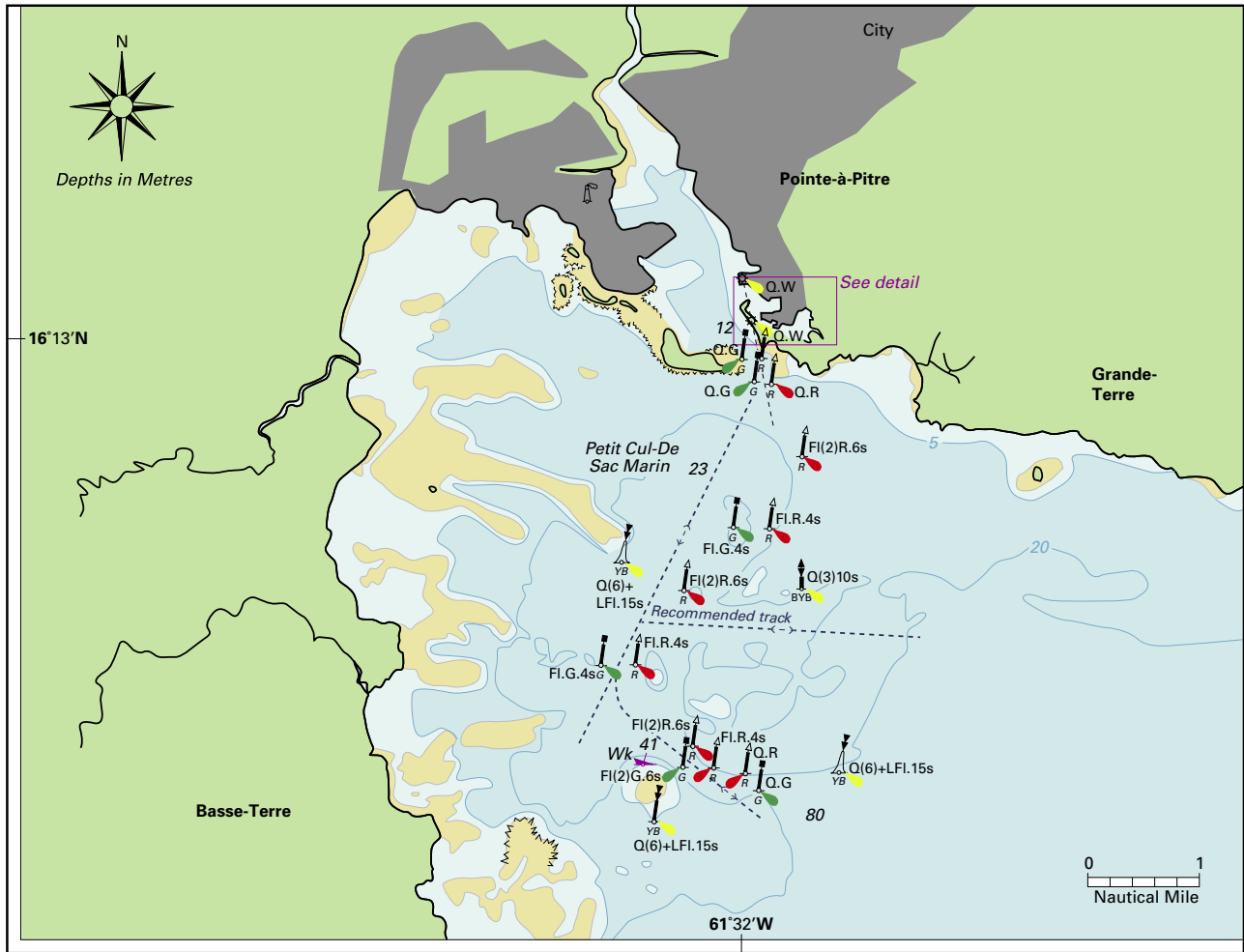
All the facilities of a major European yachting centre and frequent flights to France with good postal and courier services.

Remarks

Like Saint Martin and Martinique, Guadeloupe is a world-class yachting centre, popular with French sailors. The coast and off-lying islands offer fine exploration opportunities and some very beautiful anchorages.



POINTE-A-PITRE DETAIL
PORT DE LA MARINA



POINTE-A-PITRE

Martinique

IDD +596

FORT DE FRANCE

Navigation

There are no dangers or difficulties in the approach, head for the anchorage off the town or one of the marinas.

Berths

There are marinas at Cohe de Lametin and Point de Bout, though it may be difficult to find space in the high season.

Anchorage

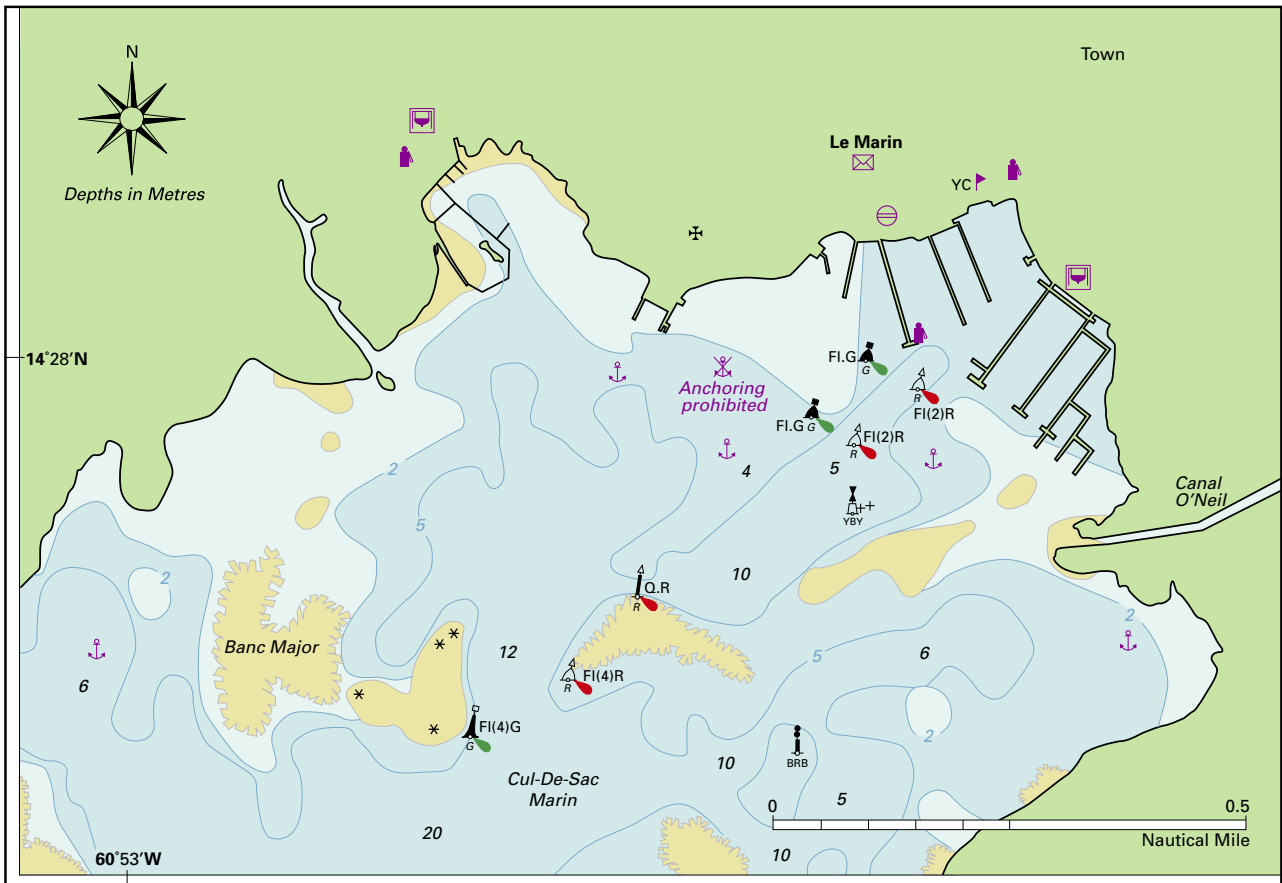
As well as the anchorage off the old town there are many other well-sheltered possibilities and, though crowded, there is sufficient room for everyone.

Facilities

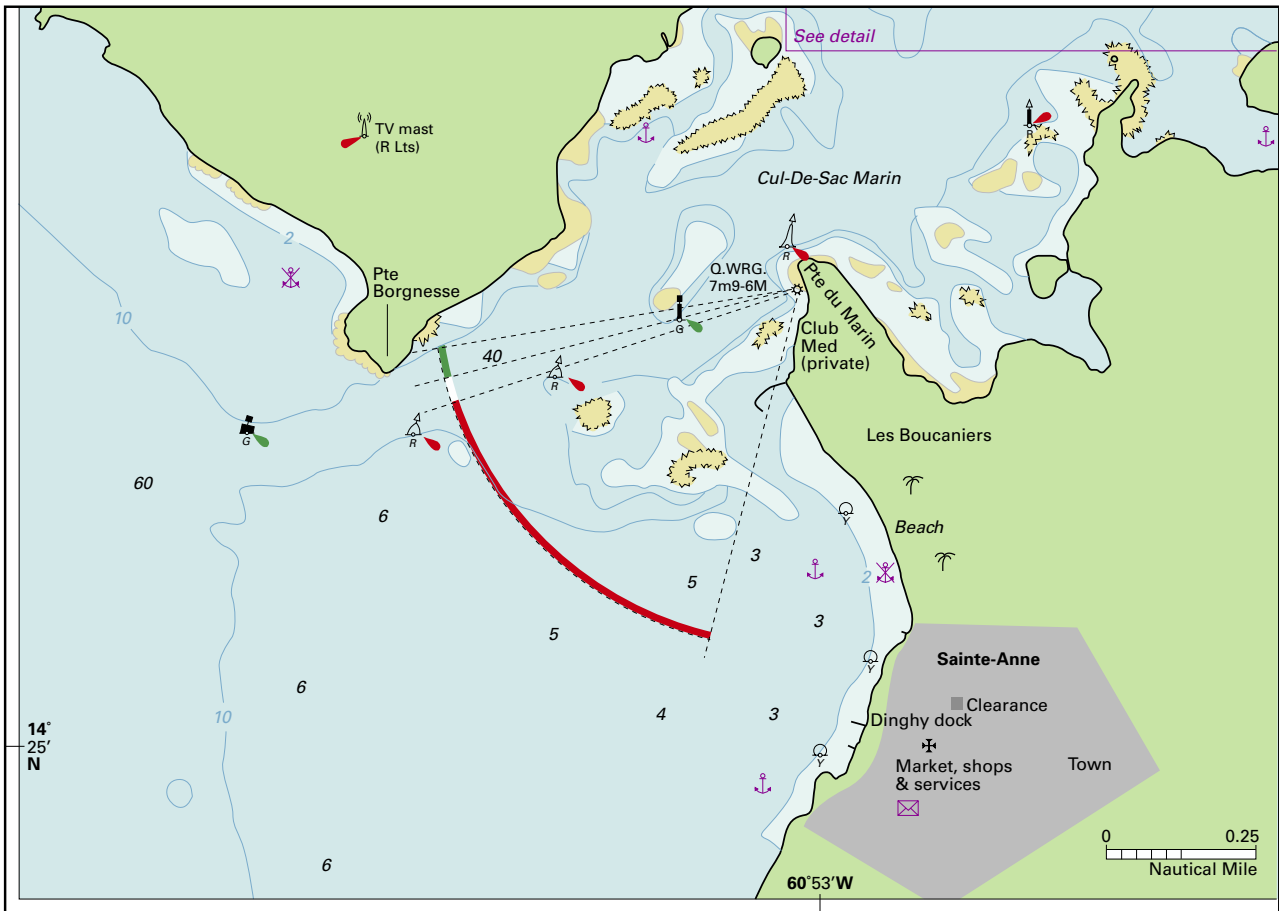
All the facilities of a European yachting centre and frequent flights to France with good postal and courier services.

Remarks

Like Saint Martin and Guadeloupe, Martinique is a world-class yachting centre, popular with French sailors. The very well sheltered harbour of Le Marin in the SE offers a safe berth for the hurricane season but is very crowded. The nearby anchorage of St Anne (see plan on next page) is a popular and pleasant stopping place. The E coast is less crowded and offers fine exploring and some very beautiful anchorages.



LE MARIN DETAIL



MARTINIQUE SAINTE-ANNE DE MARIN

Page 85 Grenada PRICKLY BAY

Facilities Add at end:

Customs and immigration are available at Prickly Bay Marina. The marina has an active restaurant and bar, small shop, fuel and laundry.

Plan See amended plan opposite, showing location of Prickly Bay Marina.

Page 102 Panama

Routes and harbours

The Panama Canal is 48 miles long ...

Page 104

Amend 'expected ETA' to: 'ETA'.

Page 105

Delete 'Los Olas' and insert 'Las Olas'.

Page 117

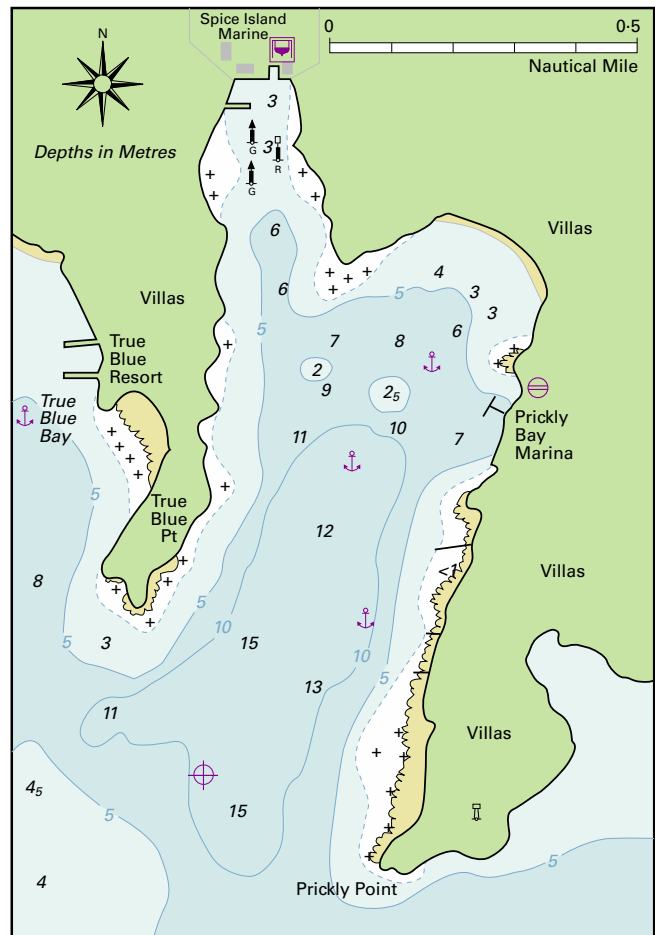
Amend 'Saeglek' to 'Saglek'.

Page 118

E Greenland current should be coloured blue not green.

Page 119 Photos

Reverse picture captions.



PRICKLY BAY (Grenada)
 Ⓧ 11°59'.00N 61°46'.00W WGS84

2. SOUTH ATLANTIC OCEAN

Page 122

General After first sentence add:

Though the risk currently appears to be lessening, the piracy threat in the Red Sea approaches has significantly increased the number of vessels choosing to sail via the Cape of Good Hope.

Trade Winds Add at end of first paragraph:

From December to March the western part of the NE trade can be strong and take on a more northerly angle making the passage from the Amazon mouth to Trinidad rougher and closer on the wind. At this time of year it may be wiser to stay a little offshore to get a more favourable slant to the wind. However, the equatorial counter current is still present but a little weaker and less extensive than later in the year and an inshore passage may meet with very favourable currents of 2-3 knots. (See currents below.) If both wind and current information is available on a daily basis, then the best route can be decided on the spot.

Page 123 Gales

At end of second paragraph, add:

From December to March, off the west coast of South Africa and Namibia, the SE winds often reach gale force, particularly locally around Cape Town, Cape Columbine and at Lüderitz. Small local depressions causing strong northerlies occasionally occur at this time of year with the passage of a depression to the south, they are frequently not picked up by the long-term forecasts and can be very uncomfortable.

Page 127 Add:

SAN9 Tierra del Fuego to E coast of S America

Distance 1040M direct.

Season November to March, offshore, April to October, inshore.

Many people would choose to make this passage offshore and avoid some of the shallows off the Argentine coast, probably stopping at the Falkland Islands (in which case it would be wise to make the final destination in Uruguay or Brazil). However, in winter the coastal winds are lighter (see SAS4) and it is possible to sail inshore stopping along the way to await good weather.

Page 128

SAS4 Change Season to:

Offshore: November to March

Inshore: all year, best July-September.

After first paragraph add:

Taking the offshore route is advisable for those wanting to make the passage in one leg, as the shallow waters and steep seas inshore in heavy winds can be very dangerous. In winter the winds are considerably lighter than in summer (approximately 33% lighter in the coastal weather station statistics) so the inshore route is more attractive, especially after June when the days start to lengthen (none of the anchorages would be attractive to enter by night). AOG made a trip with six stops from Buenos Aires to Ushuaia in July and managed to avoid all bad weather at sea.

Page 129 South Africa Formalities

Penultimate sentence, replace with:

Despite the immigration authorities treating yachtsmen as merchant seamen and requiring a visit at each major port, yachtsmen receive a regular visitors visa and need to leave the country after 3 months, possibly by crossing and re-crossing a land border. Obtaining an extension while within the country can be difficult. An alternative is to apply for a longer visa before visiting.

Last sentence, add at end:

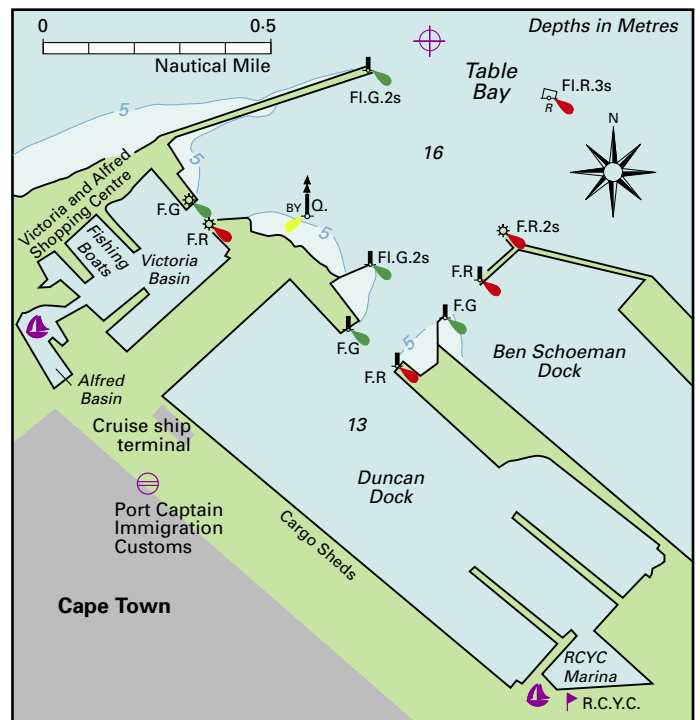
....do not require visas, though late in 2016 there was a requirement for NZ citizens to obtain them.

Add at end: Some customs offices have told yachts that they can only stay for 6 months without paying a bond and fees for temporary importation and that fining or impounding may be risked by those that stay longer. This has been legally challenged and central authorities have confirmed that there has been a misapplication of rules for commercial vessels. AOG met nobody who had had such problems on his recent trip but received written confirmation from Customs in Cape Town that he would need to pay a bond. It is likely that the problem is at an end though possible that skippers may have to face this issue in some places.

CAPE TOWN Facilities

Add at end of para:

Cape Town harbour is not the most pleasant spot in this area and in recent years the RCYC has become more crowded and expensive. If staying any length of time, a move to Hout Bay or Simonstown (neither of which is a port of entry) is highly recommended. Both harbours have friendly clubs that welcome overseas yachts. However, currently the authorities insist that vessels



CAPE TOWN (South Africa)

35°53'8S 18°26'2W

clearing in or out for overseas can only do so from the RCYC. Hout Bay is a beautiful area with an inexpensive and friendly club marina but it can be extremely windy at times.

Pages 130-131 Cape Town area

Replace whole section with the following:

SOUTH AFRICA

South Africa, especially Cape Town, is one of the world's major sailing destinations. A substantial amount of the world's shipping passes this way and for those not wanting to sail in the Red Sea, or wishing to cruise in the Mascarene Islands, Mauritius and Mozambique, it is an essential stop over. Luckily the South Africans are amongst the most welcoming people anywhere and the facilities for cruising yachts could hardly be better.

Cruising Strategies

See separate box for the Agulhas current and passage.

With care, it is possible to sail at any time of year. As South Africa is one of the major stopping points on a round-the-world cruise, (see IW17), most yachts will arrive in Richards Bay or Durban in October and November when the cyclone season is getting into gear in the Indian Ocean. They then coast-hop to Cape Town, making use of the spells of E wind that follow passing fronts coming from the W. Main ports on this route are East London, Port Elizabeth, and Mossel Bay. Knysna is a highly-recommended stop and lies just E of Mossel Bay, but it can only be visited when the swell is light. It is also possible to sail E in the settled periods between fronts.

North of Cape Town lie Saldanha and Port Owen, both welcome cruisers and allow the visitor a chance to see a little more of this entrancing land.

Weather

The weather is dominated by stable low pressure over the continent (created by the heat of the African deserts), the position of the S Atlantic high to the NW, the Indian Ocean high to the NE and depressions passing from W to E in the Southern Ocean to the S. In the summer (December to March) the S Atlantic high tends to dominate on the Atlantic side and give settled, usually strong, SE winds in the Western Cape, which blend imperceptibly into the trades as one sails N. Fronts still brush the far S shores, giving regular W winds but less strong and frequent than in other months. In the E, the effect of the continental low and Indian Ocean high create a regular northerly flow, with more periods of SW wind in winter, on the coast between Mozambique and East London. In winter the highs are further N and frontal systems bring regular strong W winds.

Between fronts there are periods of E wind, and with careful planning it is still possible for boats heading into the Atlantic to leave the Cape heading N with a SE that blends into the trades without encountering any W wind.

In the Western Cape winter is the time for nature lovers: the desert flowers bloom thanks to the rain that comes with passing fronts and Southern Right Whales come inshore to give birth and raise their young. In summer, when cruisers round the Cape from the Indian Ocean, it can be very hot and the strong SE winds are often a great relief.

In the E, around Durban and Richards Bay, the summer months bring hot moist air from the Mozambique channel and rain and thunderstorms are common. Don't be surprised that people in this area are very happy to have the rain - drought is a constant worry.

Facilities

South Africa is a curious mixture of a first world economy and infrastructure with incredible poverty and destitution. Since the end of apartheid there has been a

movement of money and Europeans to the Western Cape, where the Democratic Alliance rather than ANC holds power. This is resulting in a perceptible difference in quality of infrastructure and personal security over the land. However, despite the dire stories one hears from expats, Durban and KwaZulu Natal are no more dangerous than economically similar areas of the world such as in Argentina, Brazil or SE Asia.

There are many safe places to leave a boat whilst making a visit to the interior with its spectacular scenery and wildlife. Car hire, accommodation and organised tours are readily available.

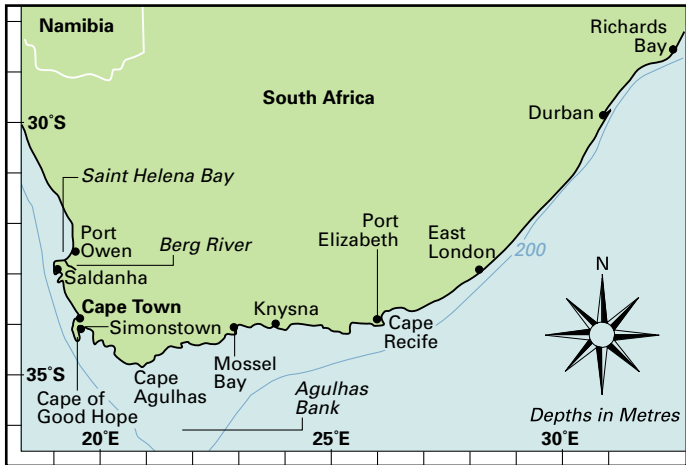
First world sophistication, varied climatic zones and a thriving agricultural industry ensure that all imaginable foodstuffs and wines are readily available. Prices are low by world standards so it is an excellent place to stock up. The sailing industry is very well developed and everything needed by yachts is available with good prices and quality. Cape Town has become a centre for yacht construction, particularly catamarans, as prices are low and the skill level is high. Cruising boats can easily refit and repair the wear and tear of a long circumnavigation or Southern Ocean cruise. They usually depart South Africa low in the water due to all the stores taken aboard. Port Owen in St Helena Bay, to the N of Cape Town, Simonstown, just S of the city, and Richards Bay are the places most favoured by those wanting to stay longer for a refit.

Formalities

Everything seems to be changing all the time, in both 2002-3 and 2016-7 *Balaena* was occasionally given local advice that was conflicting or turned out to be out of date or incorrect.

Unfortunately, formalities are cumbersome, involving visits to Immigration, Customs and Port Control (usually in that order and in reverse when leaving) at every major port. Some, but not all, smaller ports are much more relaxed, for instance in Mossel Bay the formalities are completed by a cheerful policeman who visits the boat and acts more as a tourist adviser than anything else. The larger ports all vary in the convenience of access to the officials; in Durban, all three offices are within a few metres of each other at 20 minutes' walk from the yacht club, while at Richards Bay the offices are at different locations in the town and commercial harbour many miles away. Yachts that took 30 minutes to complete formalities in Durban took many hours or days to do the same in Richards Bay. However, this may all be different next week.

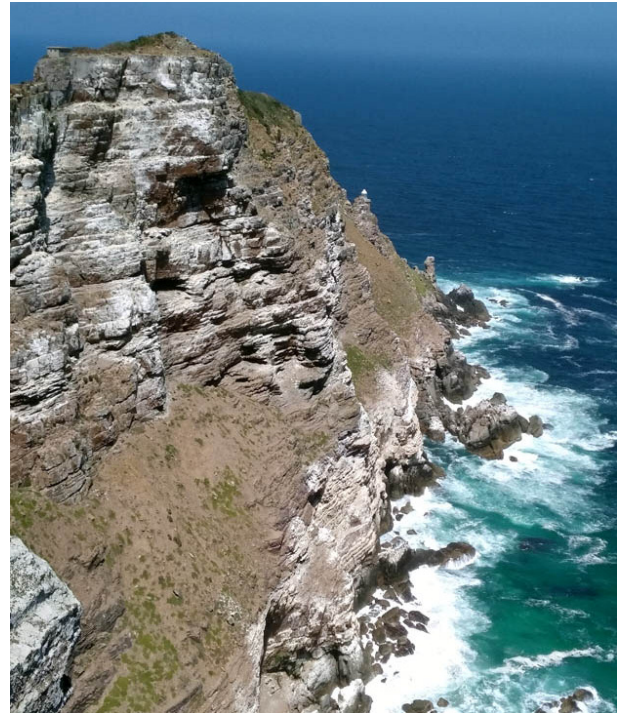
Between 2010 and 2015 there was concern over the status of overseas yachts and yachtsmen staying longer than 3 months. It appears that this is now cleared up and in 2016-17 AOG met no one who had stayed over 6 months and had problems. Visas were renewed by leaving the country by air or land and obtaining new visas on re-entry. However, these experiences did not match the official information he received, said by other official sources to be incorrect, which was that when the skipper left the country his vessel must leave with him unless a customs bond (also payable if the vessel was to stay in the country longer than 6 months) and fee, arranged only through a customs agent, was paid. One suspects that the application of these rules, whether legal or not, depends upon personal interactions and the approach the skipper takes to the officials he or she meets. During his visit, AOG met only friendly, happy, although occasionally slightly inefficient, officials, all of whom responded with broad smiles and helpfulness to polite behaviour and being addressed as sir or madam, with just one exception in the form of an angry European immigration officer who gave him the incorrect information.



SOUTH AFRICA

Reading

South African Nautical Almanac Tom Morgan.
www.onboardpublications.co.za/sanaup.html
The Power of One Bryce Courtney. A gripping and highly readable novel which tries to paint some of the background to apartheid and the consequences that have flowed from it.



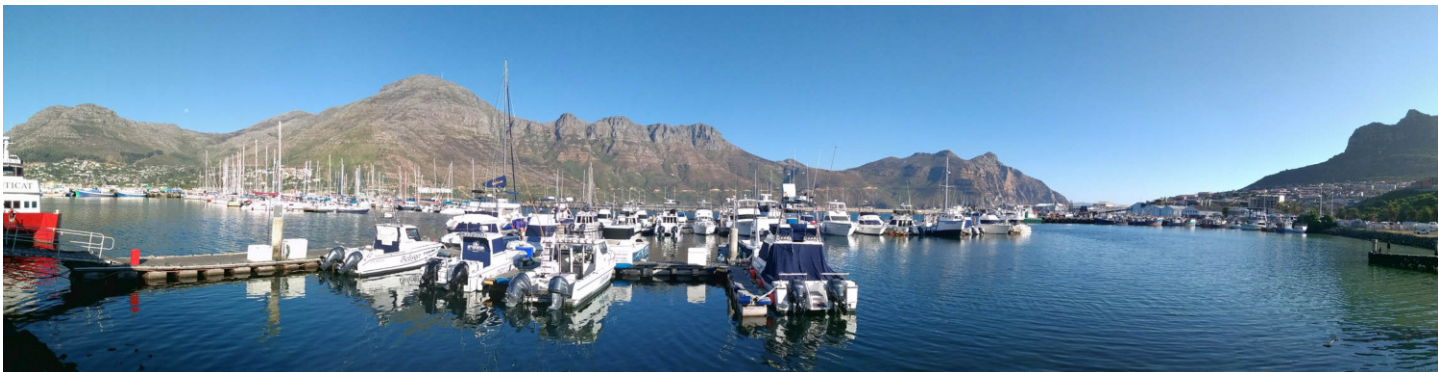
Cape of Good Hope



Seals on marina dock in Hout Bay



Table Mountain topped by its famous tablecloth



Hout Bay panorama

Add new box:

Namibia, the country that is never in the news

Why do so few people visit or even know about Namibia? Can you remember the last time you heard about this land? How often do you hear it mentioned in the news? Well this just proves that no news is good news. A stable democracy with relatively little crime, corruption or racial tension and a well-functioning infrastructure run by happy, friendly people (I complimented a customs officer on his courtesy and he told me with a smile that the government wants all officials to 'facilitate') amongst some of the most extraordinary scenery and wildlife on the planet just does not make news.

That an African success story could emerge from a quite nasty colonial history makes it even more remarkable. After a bloody colonisation by Germany, South West Africa was conquered by the British and later controlled by apartheid South Africa. The northern and western borders were front lines in the prolonged but largely hidden war to hold back the forces of change as far from South Africa's own border as possible. Perhaps the tiny population relative to the land area and the essential need to survive in a land that is almost all desert explain a lot. But my hat goes off to the Europeans who have chosen to stay and see the land flourish as well as the Africans who seek economic development, reconciliation and peaceful coexistence rather than revenge or expropriation.

All this is a long-winded way of saying that the cruising yachtsman will find herself welcome in Namibia and any visit is sure to be a rewarding one.

One of the main reasons to visit Namibia is to see the wildlife. The amount of animal life in what appears to be barren desert is quite astounding. Expect to see elephants, ostrich, springbok, steenbok, zebra and Oryx everywhere, even where life would seem to be impossible, and almost every African animal if you visit Etosha Park.

Cruising strategies and weather

These are simple as there are only two ports to choose from. Otherwise there are a handful of tenuous roadsteads on desert coasts to satisfy those who have a strong lust for exploration. The prevailing wind is from the S all year round with occasional frontal systems passing the Cape of Good Hope and extending their effect this far north, especially in winter. Small un-forecast coastal lows can occur but are not likely to be a problem in the ports. Strong sea and land breezes also make themselves felt. Overall Lüderitz tends to have more strong SE winds, especially in summer when it is also strong at the Cape. Walvis tends to have lighter winds with some gentle northerlies and, if not overcast, some strong SW sea breezes, from which the anchorage is well protected. Passage making from South Africa should be no problem at any time of year if the weather is monitored.

Because of the upwelling of cold water close to shore, fog is common on the coast. Both ports are simple and safe to approach with modern navigational aids, though there is a lot of shipping and AIS will be extremely useful. Incidentally this cold upwelling brings southern wildlife to the desert shores. Albatrosses are common at sea; seals are plentiful all along the coast and there is a large penguin colony just N of Lüderitz. Naturally the fishing off the coast is excellent.

Formalities

These are summed up by my experience with customs. The desire is to facilitate your visit and make everything as simple and easy as possible. This comes as a welcome

relief after the complications and uncertainties of South Africa. Visas are not required for most 'first world' nationalities and longer boat stays seem possible to arrange.

Facilities

There is little in the way of yachting facilities. Both ports are secure places to leave the vessel for a few weeks or longer by arrangement. Both have large fishing fleets so a lot of good chandlery is available. Fuel and water is readily available, make sure that the water is potable. I would advise tasting before putting it into your tank as even potable water can be quite brackish.

The national infrastructure is amazing. Excellent main roads, air services with regular flights to Europe, good cell phones and internet. Cafés, restaurants, hotels and tourist agencies in abundance. Hiring a car (preferably a 4x4 that can cope with the gravel minor roads and sandy tracks in some places and gives you a high place from which to spot more wildlife) is simple.

Attractions

From either port, it is possible to hire a vehicle and see much of the desert and its wildlife within a week's travel. Longer trips, best undertaken in winter, can include Okavango, Etosha Park or the Fish River Canyon.

www.namibiaturism.com.na

My Gems

The Sheltering Desert Hino Martin. A thoughtful and fascinating account of two men's experience of survival in the Namib desert over several years. (Do not watch the film which, though well made, betrays the charm of the book.)



The Namib

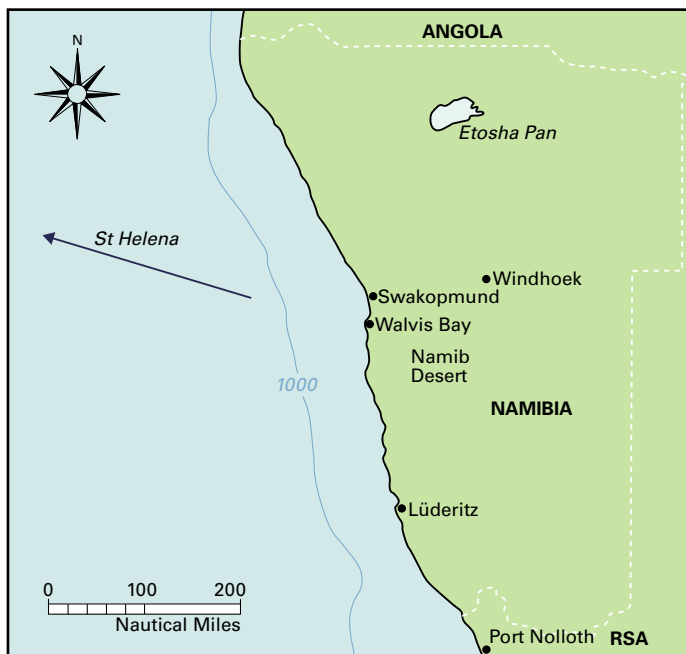


Oryx, Namibia

Page 132 Namibia Routes and Harbours

Add after first sentence:

Of the two, Lüderitz is the more popular with yachts, though AOG prefers Walvis because the winds are lighter, facilities are excellent and it is closer to many of the inland attractions. Walvis Bay is simple to enter and anchorage is excellent in sand off the Yacht Club.



NAMIBIA

Page 132 St Helena

General At end of paragraph add:

St Helena has historically been supplied by a Royal Mail Ship, carrying both passengers and cargo. Recently an airport has been built but at present it is not functioning. It is expected that the airport will be in service soon and the passenger ship service retired.

Formalities Replace text with:

Customs and Port control will visit the vessel; landing is not permitted prior to this visit; immigration must be visited on shore. In 2017 there was a port fee of £34 and immigration fee of £17 per person for those staying longer than 72 hours. Proof of medical insurance is a requirement. St Helena Radio monitors 2182Khz and VHF 16 24 hours. Port control monitors Ch 14 on working days 0830-1600.

Currency Replace entire text with:

Pound Sterling. The Bank of St Helena will change major foreign currencies or traveller’s cheques and can give a credit card cash advance upon payment of a fee. Some shops will also allow use of credit cards with payment of a fee.

Add: **Anchorage** The anchorage is deep with poor holding. There are 23 well-maintained moorings (18 yellow buoys up to 20 tonnes and 5 red buoys up to 50 tonnes) available at £2 per day. There is an excellent hourly ferry service at £2 per head, return. Landing from the ferry when there is a swell is easier than from the dinghy.

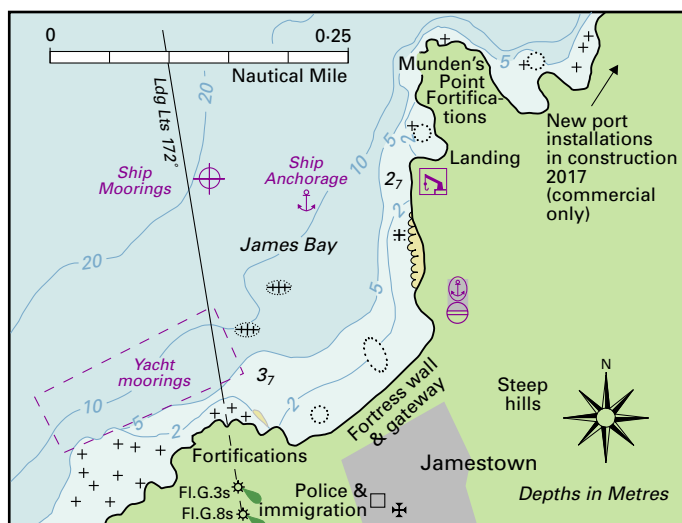
Sailing season Change second sentence to:

During the summer months swell created by the NE trades can be quite large and make the anchorage uncomfortable and landing tricky.

Add: **Remarks**

A tour of the island is strongly recommended, there are several excellent walks. This is one of the best places in the world to see Whale sharks. In January 2017 there were many in or around the anchorage, visitors are not permitted to follow the Whale sharks in their dinghies or dive with them, this must be done by hiring a local charter boat.

Plan See corrected sketch of Jamestown (St Helena) at top of page.



JAMESTOWN (St Helena)
 15°52'2S 05°43'2W



Jamestown, St Helena

Add new section:

The Caipirinha run - South Atlantic passage and St Helena

The crossing of the South Atlantic from Cape Town to Brazil is one of the most pleasant sails in the whole world. The first part of this route is common to sailors whose destinations are as diverse as the Falkland Islands, West Indies and the Azores. Namibia, St Helena and possibly Ascension Island make logical stops on all these routes. (See map page 127.) The route is of historical interest as it was opened by the Portuguese even before Columbus sailed to the West Indies and was of major strategic importance to the empires of Portugal, the Netherlands, France and England. The fortifications on St Helena, the wrecks or submarine sinkings around the Cape of Good Hope and the current military establishments on Ascension Island all bear witness to scale of commerce and military power that passes through these waters.

Weather

See South Atlantic introduction and South Africa box (supplement p.12). This run is available all year round and AOG has sailed it in mid-summer and late winter with equal ease and comfort. Passage makers vie with each other to recount how few sail changes they needed to make on each leg. None is not unusual. Indeed, so settled is the weather that much of AOG's contribution to this volume was written whilst making these crossings.

Cruising strategies

As there is little risk of tropical storms, strategies are dictated by the time you want to arrive at your destination. For a whole sailing season in the West Indies one would leave South Africa in winter, the exact timing depending upon how long one wants to stop for along the way. To arrive in Europe for the summer season most boats will leave Cape Town in January or February. For a visit to South America one could leave at almost any time of year and spend a varying period in Brazil before dropping down to the Rio de la Plata in the summer months (January) and on to the Cape Horn area in mid-winter (see box, Cruising Patagonia, p.346, and SAS4, p.128). For the Falkland Islands, South Georgia or Antarctica aim to leave Rio de la Plata in October or November.

Along the route

This is not just a pleasant sailing route, there are some excellent landfalls to make and places to visit. Few boats stop in Namibia; this is a great shame as they are missing one of the most extraordinary lands on earth (see box, p.16 of supplement). St Helena is the most popular stop. Ascension and Fernando de Noronha are other stopping places to consider depending on your chosen route. A stop at Ascension Island is on the route heading N and only adds 120M if travelling between St Helena and NE Brazil, it breaks the passage into smaller steps and is a commonly visited island. Unfortunately, Fernando de Noronha is prohibitively expensive to visit. It is a national park and said to be extremely beautiful, with wonderful marine life.

St Helena

This island is a gem for cruisers. It is conveniently located 8-10 days sail from Cape Town, has remarkably good facilities for such a tiny place and is a friendly and welcoming place to stop.

Discovered on saint Helena's name day, 21 May 1502, by a Portuguese ship returning from the Cape, it has been settled by the Portuguese, Dutch and British. For Britain, it was a strategic point along the route to South Africa and the Far East, where fresh water and some food could

be had, as the extensive ancient and modern fortifications will attest.

For one of the most remote islands on earth St Helena has frequently played a part on the world stage: it became the home in exile of Napoleon after the battle of Waterloo; it was a major base for the Royal Navy in the British campaign to suppress the slave trade; it was a prison camp for Boer soldiers after the Boer War and an important telegraph link in the First World War.

The island is a not very long extinct volcano surrounded by high cliffs formed by the rapid coastal erosion of the soft rock and has very little coral underwater. It is high enough to enjoy regular rainfall and porous enough that the water is available year around, though there have been periods of drought. This means that most of the island is lush and green with a pleasant climate that feels sub-tropical, not unlike the north of New Zealand. When rainfall is sufficient, local fruits and vegetables can be abundant. Locally produced meat can be found but no milk products. A distillery and coffee plantation are hidden in the winding hills and valleys.

The island offers many fascinating historical sites, good walking and diving and is one of the best places on earth to see Whale sharks. In fact, the sharks seem to favour the mooring area at Jamestown and it is normal to see them from the yacht. Local guides can take you to snorkel with them and for AOG this was a truly unforgettable experience.

Facilities

There are many tourist activities, several eating places, bars, clubs and hotels. Internet and telephone are available. There is a small hospital and an excellent museum. There are many food shops and some well stocked hardware stores. Goods on offer can vary remarkably from store to store so it is worth checking around. When the ship calls, fresh produce is available, this is of high quality and very fresh and well transported, however, it tends to be snapped up quickly. Typical of the friendliness of locals, if you let a shop know what you want they will put it aside for you.



Trans-Atlantic crossing in light winds



Lots wife, St Helena

Caipirinha

As one gently sails across the ocean the days become hotter and the fresh fruit less appealing and those of us who have previously visited Brazil think longingly of the refreshing and mouth-watering taste of a caipirinha under the palms on a warm evening. I don't know if Brazil has an official national drink, if not this one should take the honour. Almost every man I met in Brazil claimed to have won a prize in Rio for his Caipirinhas and insisted on instructing me in the art of their preparation. The reward for following their recipe is well worth it and it is doubtful if you will find a bar that will spend the time to give you a drink like the one below.

First one needs lots of very fresh and very green limes. If possible reject any that have a touch of yellow showing. Remove top and bottom, then quarter and remove the pith, the idea being to leave as much green skin and fruit flesh and as little white interior as possible. Then cut again so that you have chunks the size of a finger joint. Half fill a stout glass with the cut lime and cover with sugar (trial and error here but sweet is popular in Brazil). Take a blunt instrument, a wooden pestle is best, and crush the lime, being careful to catch the pieces of skin as you squeeze the oils out of the green part.

Now your glass should be a bit under half full, top it up to overflowing with small ice cubes.

And so, one needs alcohol. Apart from preheating my Primus stove, this drink is the only use I can think of for the otherwise foul local rum called cachaça or, colloquially, pinga (careful of that word in other South American countries where it can have a vulgar meaning). High class Brazilians will tell you that Absolute vodka is the ideal base. I have made the drink on a winter's night in Sweden and can testify that it tastes every bit as good on an icy night as when watching the sun set over the Sugarloaf in Rio.

Pour the alcohol slowly over the ice cubes. My Brazilian tutors assure me that there is some sort of alchemical reaction between the rum/vodka and ice that does not occur if it is just dolloped into the glass. When you have reached your limit or the glass is overflowing stir the drink so that ice, spirits and lime are well mixed.

Getting messy is definitely part of the fun and finger licking is permitted in cruising company. Sit back and enjoy. Ahhhhhhhh.



Page 134 RIO PARAIBA
Replace entire text with:

RIO PARAIBA (CABELO)

Tidal range 3m

Navigation

Entrance is straightforward through the marked channel, though the buoys may be unlit or missing.

Anchorage

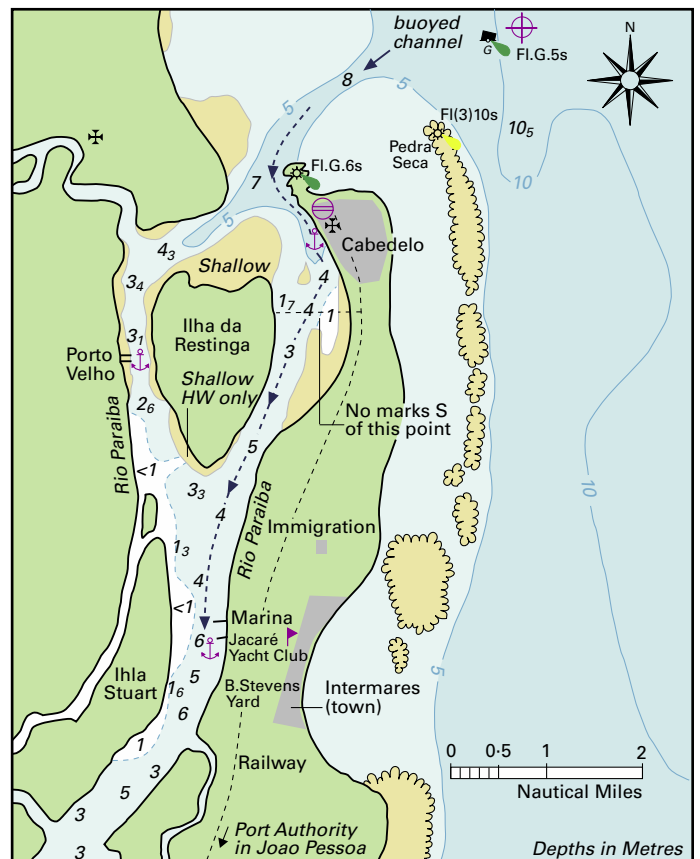
The most popular anchorage for yachts is off Jacaré, about 6M up the river. Good shelter and excellent holding, but currents are strong in the river.

Facilities

There is a marina, Jacaré Yacht Village, with usual facilities, though no fuel. The management is not particularly friendly, efficient or reliable. A little further up the river, Brian Stevens' yard at Jacaré will help with repairs and paper work. They have good facilities for GRP work and can arrange to haul out if needed. Fuel, water and basic spares are available at the yard. Other supplies are available from the nearby towns of Intermares or João Pessoa, 20 minutes by bus or train, where most things are available.

Formalities

Perhaps the most unhelpful and convoluted AOG has ever encountered. Immigration (*Policia Federal*) is in Intermares, Customs in Cabedelo and the Port Captain in João Pessoa. *Balaena* took 3 days with long waits and



RIO PARAIBA - JACARÉ (Brazil)

⊕06°56'2S 34°48'3W

return visits both for clearing in and out, despite paying a large fee to the marina for help. However, this is typical of Brazil and experiences vary enormously depending upon the local staff appointments, public holidays and pure luck.

Remarks

A popular stop for cruising yachts, especially because serious crime does not appear to be a problem in this area.

Page 138

Entry should be Clube Naval Charitas.

Page 143

Heading should read:

Cruising Rio de la Plata (The River Plate)

Page 143 Cruising the River Plate

Replace text of box with the following:

Rio de la Plata and Buenos Aires

I expected the waters of the Rio de la Plata to be silver (plata in Spanish), but they are a vibrant brown in the sunlight and just plain muddy in the shade. The name derives from the treasure convoys that used to arrive from the interior bearing the mineral wealth of the continent to an insatiably greedy Europe.

Sailing is popular in Argentina and there are tens of thousands of yachts. The coast of Uruguay has many attractive destinations with anchorages and harbours that can be very crowded in summer but tranquil and comfortable out of season. Colonia, almost opposite Buenos Aires, stands out with its quaint old town and lazy streets and good restaurants.

At the head of this huge inlet (180M from Punta del Este to Buenos Aires) lies the delta formed by the rivers Uruguay and Parana. Most of the delta is wild and undeveloped, much is national park, with many small islands and waterways providing interesting cruising away from the crowds. However, many of the waterways are shallow and power cables make passage difficult in places. From the delta the two rivers lead into the continent, the waters of the Parana are navigable by yachts up to Asunción in Paraguay.

The main sailing centre of Buenos Aires is on the southern edge of the delta, located between the suburbs of San Isidro and Tigre. There are many club marinas here, some are located on the peaceful islands across the Rio Lujan and all facilities can be easily found. You can moor economically in delightful surroundings but within 45 minutes' train journey of one of the world's most vibrant cities.

Cruising strategies

Apart from those wanting to cruise one of the main rivers, cruising is mainly along the Uruguay coast and in the Delta. A visit to Buenos Aires is a very worthwhile detour from a direct passage from Punta del Este to Mar de Plata and for those wishing to take a break from prolonged cruising and perhaps leave the boat in safety for a period this is the logical place.

Navigation

The waters are very shallow with rapidly changing, unpredictable weather. A steep uncomfortable sea can build up quickly and water levels fluctuate dramatically according to atmospheric pressure and wind direction,

regardless of the tide. There are also shifting shoals, a confusing multitude of navigational aids, plenty of shipping and many wrecks (the masts of the *Graff Spee* are still visible just outside Montevideo). It is probably best to stay out of the big ship channels.

It is quite common to navigate using known waypoints (local yachtsmen will have books of waypoints for common passages). The following is a route used by *Balaena* (draught 1.7m) which carries a minimum of 3m, names refer to buoys and marks along the way:

Waypoints from Piriapolis to Buenos Aires:

Piriapolis 34°52'.4961S 055°16'.8541W

Flores 34°58'.8050S 055°56'.2136W

Calpean 34°58'.0099S 056°13'.7000W

Panela 34°56'.3000S 056°26'.5001W

Tabare 34°51'.4001S 057°00'.3001W

KM55 34°33'.1000S 057°55'.5998W

Paso07 34°30'.5700S 058°18'.6300W

Exp8 34°30'.3600S 058°22'.7998W

There are two options for entering the delta, the direct way to San Isidro or via Canal Emilio Mitre. Unless familiar with the area, boats with a deep draught (>1.5m) should go to the Rio Lujan via Canal Emilio Mitre. Currents are strong in the canal with the river stream reinforcing the ebb tide, so it is best to enter on the flood. Enter Canal Honda at Km52.4. Follow Canal Honda, then Rio Urion and then further along Canal Vinculación.

Formalities

The maritime authorities expect to be notified by VHF when a vessel arrives at a port. In Uruguay call *Prefectura* followed by the name of the harbour. In Buenos Aires call L2G (Lima dos Golf), to announce your arrival. The Prefectura has offices in Buenos Aires, San Isidro, San Fernando and Tigre.

The round of immigration, Prefectura and customs, in that order, can be quite a slog in Argentina. In Uruguay the Prefectura seem to handle everything and make life simple for visitors. Both countries allow yachts quite generous periods of time in their waters (eight months in Argentina) and are flexible, especially in Uruguay, about granting longer stays. This means that those wanting to spend several years cruising Brazilian waters have the opportunity to exit them for a period in order to restart the customs and immigration 'clock'.

Weather

In Buenos Aires the average temperature range is 17°–29°C in January and 6°–14°C in July. Winds are mainly light and the weather settled and warm, even in winter, though there are occasional, exceptional, cold spells. The direction is very variable with a strong land and sea breeze effect. Pamperos (see *Gales* in the *Introduction*) occur several times a year and are usually well forecast. Rain is scarce, even in winter.

Ashore

Transport

Air Argentina has regular flights to many international destinations. Buenos Aires is probably one of the best places in South America from which to make trips to and from Europe, Australasia and the Americas at reasonable prices. If connecting to an internal flight, be aware that these usually depart from a separate airport and the transfer can take one to two hours. The airline booking systems often allow insufficient time to make the transfer.

Bus The cheapest way to travel within the country is with the numerous and reliable bus companies. Towns have a

central bus station and buses connect almost every town in the country and destinations in neighbouring countries. Local buses within towns are cheap and easy to use.

Rail In and around Buenos Aires there is an excellent, though overcrowded, train and underground system. The San Isidro – San Fernando areas, where most of the yachting centres are located, are well served by train.

Health and Safety

In general Argentina presents few serious health hazards. Argentina requires no vaccinations for entry from any country, but the usual general vaccinations including hepatitis and rabies are recommended. Emergency medical care in Argentina's public hospitals is generally good and inexpensive.

Public safety in some areas, especially the bigger cities, has recently declined as the country is experiencing economic problems. Pick-pocketing and petty crimes occur and common sense should be used. Ask locals where the unsafe neighbourhoods are. However, Argentina is still one of the safest and friendliest countries in South America.

Provisions

Buenos Aires often feels like a European city and one can obtain absolutely anything. Large Carrefour supermarkets make provisioning for a long journey simple. Especially good in Argentina are the vacuum packed cheeses and beef that will keep for very long periods and the wonderful selection of wines.

Facilities

Berths

Argentinians are very welcoming to foreign yachts. Most clubs will offer free use of their facilities for a week, known as 'courtesia'. It is recommended to request courtesia from yacht clubs in advance. The clubs are often the domain of wealthy Argentinians and facilities are generally excellent; clean showers, nice restaurants, and a variety of services and workshops.

Yacht repairs

Buenos Aires probably has the largest concentration of yachts of any place in South America, much of the yachting industry is home based, though modest import duties make the cost of imported parts very reasonable. It is possible to find any type of yacht repair or construction, including sail-makers and mast/rigging specialists in the delta area.

Charts and Pilots

Argentinian charts and pilots are of high quality and are issued by the Servicio de Hidrografia Naval Armada Argentina (www.hidro.gov.ar). Charts are also available in digital form on CDs. They are in raster format and can be used with navigational software that accepts that format. Included on each CD is a program for viewing and using the charts. Each CD covers a certain area, usually with 10 or more charts. The price is about 100 pesos (2009). All publications, charts and agents are listed on the website. Unfortunately many charts, occasionally of important ports, are out of print. There are several local guides to the delta area with extensive waypoint lists.

Near the marinas at San Isidro there is a good nautical bookshop (run by a yachtsman) with an impressive service in obtaining charts, it is: El Pulpo Negro, Uruguay 802 (1643) Beccar. ☎ 4742 0848. In downtown Buenos Aires charts and publications are available from the Instituto de Publicaciones Navales, Florida 971 (in a small shopping mall).

Reading

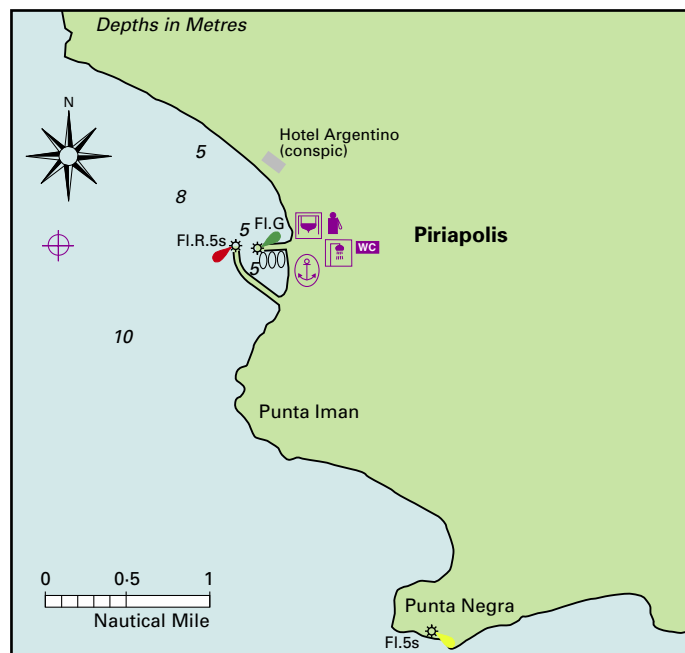
Argentina is covered by a guide (2009) from the RCCPF available as a download or hard copy from their website www.rccpf.org.uk

South Atlantic Circuit and Havens and Anchorages by Tom Morgan, www.rccpf.org.uk (now made out of date by the above guide).

The area south of Mar del Plata is covered in the *Patagonia and Tierra del Fuego Nautical Guide* by Mariolina Rolfo and Giorgio Ardrizzi.

My gem

Alone through the Roaring Forties by Vito Dumas



PIRIAPOLIS (Uruguay)

☉ 34°52'·5S 55°18'·0W

3. SOUTH PACIFIC OCEAN

Page 155 Passages within French Polynesia

Amend to: See plan on page 157.

Page 165 Easter Island

Replace text with:

See **Chapter 7 Southern Ocean** for country information.

Sailing season All year, but summer is best if a landing is to be made.

Formalities As for continental Chile. Call *Armada de Chile* on Ch 16. Officials will come to the vessel.

General A fascinating place to visit, with reasonable facilities. There are several anchoring places around the island and anchorage should be possible in most conditions. Be prepared for a lot of swell and the need to change anchorage.

HANGA ROA

Tidal range 1m

Anchorage

The anchorage is off the township. There is a leading line marking it. Anchor in 20m, sand, outside the yellow buoys. Further in is foul and anchorage prohibited. The shelter is poor and only tenable in winds from E. There is a landing place through a narrow passage between rocks but it may be rough.

Swell is generally a problem all around the island and may make landing impossible. Use of the small harbour in Hanga Piko is prohibited for yachts. There are alternative anchorages for all wind directions around the island.

Facilities

Basic supplies and transport to tourist sites are available in Hanga Roa. ATMs at banks. Free internet at tourist office.

Remarks

Hanga Roa is the township for the island.

See *Chile* revised 3rd edition (RCCPF/Imray) with supplement.

Page 184 APIA

There is now a marina at Apia, W. Samoa. Yachts may be required to berth in the marina rather than anchor. Clearance was mostly completed in the marina, with officials coming to the boat. Some of the berths in the marina are shallow and there is a heavy surge at times.

Page 184 GAHI (UVEA, WALLIS ISLANDS)

Most yachts do not go to Gahi village to clear. The anchoring area off the village is very exposed to trade winds of any force. It is better to anchor in the area near the tank farm at the southern end of the lagoon. It is easy to hitch a ride into the village to clear at the various offices there.

Page 200

Amend 'Whangerai' to: 'Whangarei'.

Page 203 Vanuatu Formalities

Add ahead of first sentence:

To avoid a stiff fine, prior notice must be lodged at <http://customsinlandrevenue.gov.vu/index.php/travellers/yacht-clearance>.

Page 211 Papua New Guinea Formalities

Ports of entry Delete Bwagoia on the SE coast of Misima Island.

Add: Prior reporting using a form on the customs website is required. Most nationalities (not Australia) can obtain a 30-day Visa on arrival, but only at major ports with immigration offices, which is not all Ports of Entry, so check details well in advance as you may find that obtaining a visa prior to entry will allow you to make your preferred cruise. Details at www.customs.gov.pg/04_aircraft_and_ships/3_smallcrafts.php

Page 215 Australia

Formalities

A lot has been written vilifying Australian customs and quarantine officials. Well, they have now been to charm school and my experience of customs and quarantine in Cairns and lots of other peoples' experiences in other Australian ports of entry is that they are affable and helpful with the whole process of clearing in.

They are still thorough. You need to have given 96 hours advance warning, preferably by email to: yachtreport@customs.gov.au. For more information go to www.customs.gov.au.

From the website the information required is:

There are several agencies interested in your arrival – principally Customs, Quarantine and Immigration.

96 hours notice may be given by either:

- Sending an *Email* to yachtreport@customs.gov.au
- Sending a *Fax* to +61 2 6275 5078
- Phoning the Australian Customs National Communications Centre on ☎ +61 3 9244 8973.

You will need to provide the following information:

- The name of your craft
- Craft's Country and Port of Registration
- Your intended first port of arrival
- Your estimated arrival time
- Your last four ports
- The details of people on board, including name, date of birth, nationality and passport number
- Details of any illness or disease recently encountered
- If you have any animals on board
- If you have any firearms on board

On *Skylax* Customs knew we were coming and had all the forms already printed off. Quarantine searched the boat from stem to stern but in the nicest possible way. The cost of clearing in (2009) was \$AU330 which you can pay by credit card.

Page 217 & 218 The Coral Coast

Alan Lucas in his *Cruising the Coral Coast* (a book everyone should have on board) says of the coast that it 'rivals some of the world's great tropical beauty spots, such as the Marquesas of the Central Pacific and the Grenadines of the West Indies'. He is right. This coast is stunningly beautiful, with mainland Australia on one side, a great long tract of coast virtually uninhabited once you are past Cooktown, and the reefs and sandy cays along the Barrier Reef on the seaward side providing protection from the trade wind swell and wonderful anchorages as well.

It is a huge cruising area away from it all with just one drawback. The saltwater crocodile inhabits these waters, it can grow up to seven metres and weigh up to a ton, and is a stealthy and cunning hunter by all accounts. Alan Lucas reports that three people are known to have been killed by saltwater crocodiles between 1975 and 2000. Personally it put me off swimming and even on a sand cay like Morris Island there was a resident croc swimming around the anchorage.

Once you set off from Cairns you are pretty much on your own with the exception of Cooktown some 75 miles north of Cairns. You need to be self sufficient in food, water and fuel until you get to either Thursday Island in the Torres Strait or, more usefully, Gove or Darwin in the Northern Territory. Apart from any fish you catch along the way, there are no shops or even a bar or restaurant except for Lizard Island, so you need to make your own fun. There are enough Aussie boats cruising the coast to make it convivial and they are a great lot. We were given fresh oysters and a sweetlips fish and managed to catch a nice blue tuna off the top of Australia.

Sailing strategies

The SE trades are the prevailing winds blowing at 10–20 knots and occasionally a bit more. Tucked behind the Barrier Reef there is virtually no sea and this is champagne sailing. The flood tide goes north up the coast and the ebb south, but with the trades blowing, most of the effect of the ebb is cancelled out and so you either have a favourable tide or a negligible amount against you. Not until up around Cape York, where the tidal streams are stronger, do you need to think about tide tables.

Anchorages around the coral coast mostly fall into two categories. You are either anchoring off behind sandy cays with a fringing reef or tucking behind a cape with sticky mud on the bottom to keep you there. The comfort of most of these anchorages depends on the strength of the trades and with 15–20 knots we found most of them just fine with only a minimal amount of rolling. In stronger trades I suspect some of them could be a bit more uncomfortable though still perfectly tenable.

Going south down the coast would be a bit of a chore. Most boats will wait until just before the cyclone season in early summer/late winter when the chances of northerly winds increases. Old hands on the coast reckon that northerlies are few and far between even in spring and that you needed to make whatever southing you could when the weather went light.

Customs

All up and down the coast customs aircraft or the Australian Air Force patrol the coast and you will be called up on VHF on most days for your boat name, POB's and sometimes the number of your cruising permit. There is also a customs patrol boat and a police patrol boat who may well call you up as well. It's all very friendly and after a while you get quite used to it.

Shipping Channel

Inside the Barrier Reef there is a shipping channel marked by beacons and buoys and for some of the time you will be using the channel or traversing it. It is used by big ships, although on average we only saw two or three a day. Foreign flagged ships take on a pilot for the channel and you can either call them up or they will call you up to enquire about which side to pass or to ask you to change course a little.

It's not as scary as it sounds and there is often plenty of water outside the channel so you can keep out of their way. AIS is useful to get a ship's name and to give you a bit of warning as visibility can be poor at times when a haze or rain obscures things.

Crocs

Most Australians don't swim here and even off some of the little sand cays there have been sightings of crocs. We nearly dropped our anchor on a 10 footer off Morris Island.

Cape York to Darwin

Most yachts will sail direct from Cape York (or one of the anchorages nearby like Simpson Bay) through the Endeavour Passage to Darwin if they are not going up to the Torres Islands. You need to get the tides right for this as they can run at 3–4 knots and whooshing out of the Endeavour Channel as opposed to plugging away against the tide has much to recommend it. Once out of the Endeavour Passage tides are less, although you can still have up to a knot with or against you.

The winds across the Gulf of Carpentaria and on down to the Dundas Passage are lighter than those up the coast and at times you may need to do a bit of motoring. It's time to think about light weather sails as up through Indonesia winds are light again.

Some care is needed entering Van Diemen Gulf because of strong tidal currents, and negotiating Clarence Strait through the Vernon Islands. The strait is well marked but also subject to strong tides. Once through the Clarence Strait the approach is straightforward. A night approach through Clarence Strait is possible with care.

At springs the tidal streams run at up to 3.5kn through the Dundas Passage and the Clarence Strait, so it is worth timing your passage through here. Approaching Cape Don at around 4.5 hours before HW Darwin will give you four hours of S-going current down into the gulf. Faster yachts can make it through the light adverse stream to Cape Hotham (at the E end of Clarence Strait) in time to pick up the start of the W-going stream through the strait. This W-going stream begins at Cape Hotham at four hours after HW Darwin, and this flood tide will carry all the way around and into Darwin harbour for the next eight hours.

4. NORTH PACIFIC OCEAN

Page 227 Sketch: Routes to and from North Pacific
Add arrows to S ends of routes NP3.

Page 228 NP6 From Australia and E Asia to Japan
This is a difficult passage heading N from Malaysia and the Philippines. In practice yachts encounter N-NE winds for much of the time even in the recommended month of May when the NE monsoon should be dying. That means head-winds for the 2,500 miles from Singapore. If you wait longer (say 2-3 weeks until nearer the end of May) then you will arrive in Japan in the wet season. By all accounts the wet season is very wet. You will also need to find a secure berth in Japan for the summer Typhoon season which starts in July. (For Typhoons 'July stand-by; August it Must- right through to November Remember').

The only saving grace on this passage is the Japan Current. You should pick it up soon after leaving the Northern Philippines and it can run N-NE at up to 2kn.

Page 229 NPE1

Though it depends on the remainder of your cruising plan, we would advise anyone intending to continue to Alaska from Japan to arrive in Japan in November, when the worst of typhoon season is over. Then winter in Japan, ready to cruise in the spring until late May before departing for a passage across the North Pacific. It is possible to stay in the milder southern islands during the coldest winter months.

Sketch: Routes within North Pacific

The route with arrows at each end, currently labelled NPE3, should also be labelled NPS4.

NPE 2 and 3 Tropical cyclones

Change to:

Hawaii: hurricanes are most likely between June and October.

Page 230

Add: NPS4 Juan de Fuca to Hawaii

Juan de Fuca to Hawaii 2,230M

Season March-May (Once winter storms have lessened in the N and before the cyclone season in the S).

Tropical storms Hawaii: hurricanes are most likely between June and October.

A direct course can be steered.

Page 232

Add before Kodiak: Dutch Harbour on Unalaska Island is a Port of Entry. It is the only place to enter west of Kodiak and would be a logical stop when coming from Japan.

KODIAK

Facilities

There is now a boat lift and hard standing suitable for yachts.

Remarks

Add: Prince William Sound is easily accessible from both Kodiak and Seward and is an excellent cruising area.

Page 235 VANCOUVER VICTORIA AREA

Change last sentence to:

Port Sidney and Vancouver are expensive. There is a big difference between summer and winter prices.

Page 241 HILO (HAWAII ISLAND)

Radio Bay is now controlled by the Dept. of Homeland Security and is no longer a very easy or convenient place for cruisers to berth or stay, though it is still possible to clear there. Anchor in the outer harbour where shown.

Page 245 Marshall Islands

Routes and Harbours Add after first sentence: They can also be a refuge during cyclone season for those cruisers who wish to stay in the tropics for half the year rather than head to NZ or Australia.

MAJURO

Add after first sentence: There is a significant community of semi-permanent resident yachts. There is little or no anchoring but two large mooring fields. Locally-based cruisers will help visitors find a mooring. Mooring costs are very low.

Page 246 Federated States of Micronesia

The names Carolines and Gilberts are no longer used except on very old charts. In text, change Carolines to Federated States of Micronesia (Caroline Islands) and Gilberts to Kiribati (Gilbert Islands). However, the Republic of Palau is independent and made up of that island and several small adjoining islands.

Ponape should be changed to Pohnpei in all references.

Sailing season All year, with exception of Yap and Palau, which are subject to typhoons, (June to Nov).

POHNPEI

Anchorage

In 2010 a new marina was being built. Water was no longer available in the harbour at that time.

Facilities

Pohnpei is good for restocking. Quite good supermarkets, LPG available, diesel only by can from the petrol station close to the hotel.

Remarks

Add: The monumental ruins and canals at Nan Mandol on Pohnpei are one of the wonders of the Pacific Islands, right up there with the Moai of Isla Pascua.

Page 247 Japan

General Last sentence, change to: Prices in Japan are high, visitors have found that making local friends in yacht clubs has helped to secure more favourable marina rates.

Formalities First sentence, change to: Enter at a port of entry, not all ports that have customs offices are so designated. Unless using one of the major ports, it would be wise to check in advance. There is a requirement for prior notification, which should be sent to the coastguard at the port you intend to enter.

Second sentence, change to: Visa exemption granted on arrival for short stays (3-6 months) to citizens of the EU, USA and major Commonwealth countries. Sometimes the 90-day visa is renewable for another 90 days without

leaving the country, but this depends on each immigration officer or office. Experience varies. There is a significant cost for in-country renewal.

Currency Delete and replace with:

Yen. Cash is not generally available from ATMs using foreign cards. Some post offices and the ATMs at Seven Eleven stores do accept foreign cards. Foreign credit cards are not generally accepted for purchases except in major tourist centres.

Facilities Rubbish disposal is a major problem in Japan. There are virtually no public disposal facilities. There are bins outside Seven Eleven stores.

Page 247 Japan

Formalities The authorities now require 24 hours' notice prior to arrival. In practice this doesn't seem to be too much of a problem but should be adhered to if possible. See *Japan Coast Guard* www.kaiho.mlit.go.jp/e/index_e.htm.

You will need to obtain permission to cruise Japan. The coastguard require an itinerary and you need permission to enter ports. The Japanese have 'Open' and 'Closed' ports. The Closed ports are basically owned by the local fishermen and you must (in theory) gain their permission to enter their harbour. You will need to visit the Ministry of Transport and Lands to get permission for the various ports.

Telecom Foreigners cannot have a mobile phone. Permanent address and/or bank a/c plus Japanese ID required. Also applies to mobile data cards. Internet cafés scarce and difficult to find.

Currency ATMs do not work with many foreign cards. ATMs at POs work with current account cards.

Sailing Season Okinawa group reported to have a high incidence of typhoons. Local advice is to ensure you have big, strong fenders and plenty of strong rope (at least 300m to secure your vessel when a Typhoon arrives).

ISHIGAKI (OKINAWA)

24°20'.55'N 124°08'.75E

This is the most useful port of entry into Japan coming from the S (Malaysia or Philippines).

Approach

Call up *Okinawa Coast Radio* on VHF Ch 16 to get permission to enter.

Berths

Anchor inside the breakwater or go alongside a pontoon if possible. Note that no one should go ashore until you are cleared in by the authorities who will come down to the boat.

Facilities

Water by jerry cans. Fuel by mini-tanker. Supermarket nearby.

Remarks

Mike Quinn, an American local offers help to visiting yachties. Email lhanalee@crux.ocn.ne.jp.

Thanks to Fenton Hamlin on *s/y Pateke* for this info.

Page 251

Puerto Galera plan should read: Mindoro.

5. INDIAN OCEAN

Page 254 2004 Tsunami

The second sentence should read: The epicentre off the northern tip of Sumatra, a massive subduction along the Burma and Indian plates, caused a tsunami that affected

...

Page 257 Southern Indian Ocean *Left-hand column, line 12*: "...along the west coast." Change 'west' to 'east'.

Page 258 Left-hand table (Bay of Bengal)

Total of Tropical Storms and Cyclones over a 50-year period – Bay of Bengal

Right hand table (Arabian Sea)

Total of Tropical Storms and Cyclones over a 74 year period – Arabian Sea

Page 274 Singapore

Entry Formalities

Clearing in

Yachts can clear in at Raffles Marina or at the Republic of Singapore Yacht Club. Currently the charge for this is around \$S140. If you get the marina to clear you out, you pay this fee again; the marinas must bring the immigration man to the marina so some of the charge is for this service. Clearance is only during working hours, which are 0800–1600 for Raffles Marina and 0900–1700 for RSYC. Keppel Marina also offers clearance though this does not always seem straightforward.

NOTE: ALL MARINAS REQUIRE AT LEAST SIX HOURS PRIOR NOTICE and preferably more.

The alternative is to call Singapore MPA for east or west control and clear customs off the coast. This only operates in the eastern approach (off Changi VHF Ch 16/12) or western approach (off Tuas reclamation VHF Ch 16/68) and you will be cleared at sea. I haven't done this, but talking to a yacht that has, it is apparently quite painless. The customs boat comes nearby and a long-handled net is held out for documents. This is then processed on board the customs boat and the completed docs put back in the net and passed back across.

Yachts should heed the letter of the law regarding procedures as, although the officials are all very friendly, a close eye is kept on yachts and all systems are computerised (including those on board the customs boats).

If you have any crew leaving the boat, they should be entered as passengers and not boat crew. Passengers can cross to Malaysia and then on re-entry to Singapore get two weeks. All crew on board only get two weeks on arrival, but this can be extended for (usually) 30 days on first application and longer if you are having work done on the boat. You can do it yourself by going to the Seaman's Section at Marina South Pier in the Departure Hall (☎ 6324 5015). You will need to take a taxi there from downtown Singapore.

You will need the following documents to clear a yacht into Singapore:

- Passports
- Vessel Registration Certificate
- Insurance Certificate
- Last Port Clearance
- Crew/Passenger List (to be stamped by the Immigration officer)

Moving around Singapore

Yachts that want to move from one port in Singapore to another need to have a Class B AIS transponder. These can be hired for around \$335 a day (2009). If you are entering and leaving from the same port the transponder is not needed.

Page 275 ONE°15 MARINA 01°14'.50N 103°50'.40E

Navigation

The marina lies on the SE side of Senetosa Island.

Berths

VHF Ch 77. 270 berths. 14 mega-yacht berths. Visitors' berths. Max LOA 50m. Depths 2-5.6m. Charge band 3.

Facilities

All normal facilities. 24 hour security. Fuel quay. WiFi. Chandlers. Small yard for hauling.

General

Visitors may be asked not to use some facilities when members need them (usually weekends). Bus nearby into town or connects with the MRT.

Harbourmaster ☎ +65 6305 6999.
www.one15marina.com

REPUBLIC OF SINGAPORE YC West Retan Beacon 01°17'.6N 103°45'.0E

Navigation

Care needed of shipping when approaching the marina. It can be a bit difficult to find in the vast dock area.

Berths

VHF Ch 77. 180 berths. Visitors' berths. Max LOA 20m. Charge band 2/3.

Facilities

All normal facilities. It is a bit out of town and you may need to use taxis to get about.

Email marina@rsyc.org.sg
www.rsyc.org.sg

Malaysia

Formalities You can also clear in at Puteri Marina and Telaga Marina.

Page 275 Crossing the Singapore Strait

Sitting in Nongsa Point Marina and looking out to the Singapore Strait it's rare that you don't see two or three ships passing by. I have never seen tankers as big as these; some are the size of several football pitches. They make Panamax ships look tiny. Singapore is the busiest port in the world with some 140,000 shipping calls every year. I work that out to be an average of 380 shipping calls a day. On any one day there are reckoned to be 400 ships in the designated anchoring areas around Singapore. Ships transiting the strait are strictly regulated and are, on average, 15 seconds apart. In practice this is not how it works and you get ships overtaking in the strait, ships slowing down and turning to go into the Port of Singapore, and ships just going slowly while they take on supplies.

There are two crossing zones clearly shown on all charts and any small craft needs to cross the shipping channel as near to right angles as possible in either of these two zones. You can be fined for not crossing at these zones as near to a right angle as possible and it's important to remember that small craft do not have right of way over shipping in the channels whether they are sailing or not. In fact I'd recommend you just have a main up with a reef or two in it to give a bit of stability to motor-sailing and also increase your visibility.

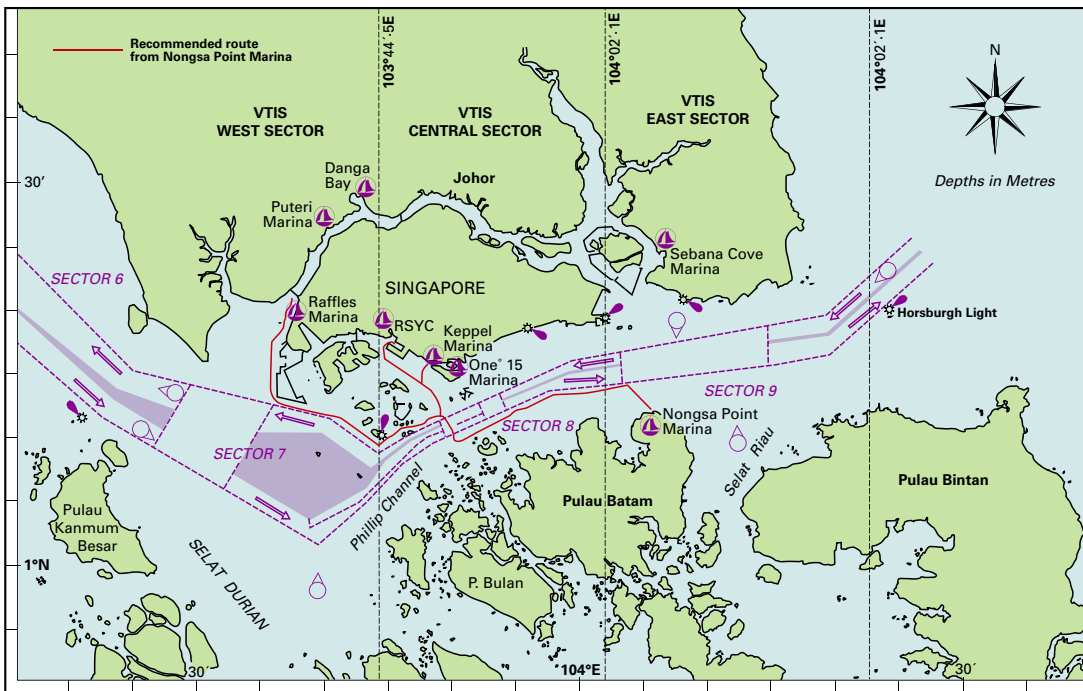
Cruisers who have been around this area for years recommend the following route from Nongsa Point Marina – which is where most yachts that have come up through Indonesia will clear out of. This route for crossing the strait is shown on the map.

Basically you go west just outside the shipping channel until you get to Batu Berhanti at the western crossing zone. There are fewer ship movements on this side of the channel, though 'fewer' here is a relative term, so it is easier to stick to the Indonesian side rather than crossing at the eastern crossing zone. Then head across to Kusu Island and 'the sisters' until you get to the north side of the shipping channel.

You will most likely have to slow up or do a turn to avoid shipping going E or W, but it is not that difficult. The isolated danger mark on this crossing is a useful reference point and you shouldn't worry too much as it marks a 14m patch, adequate for most of us. You will likely see small open fishing boats pottering around fishing between the E and W-going channels, seemingly oblivious to the nautical juggernauts coming through. There are also a fair number of fast ferries going back and forth between Indonesia and Singapore which are used to keeping clear of small slow craft like yachts.

Yachts going to Republic of Singapore YC, Senetosa or Keppel Marina will head up the East Keppel Fairway. Yachts going to Raffles Marina should proceed west along the northern side of the shipping channel to Raffles light and then head across the anchorage areas to where they can turn to head towards the Johor Strait and into Raffles just before Tuas No.2 crossing bridge. Anywhere around Singapore port you need to keep an eye out for ships leaving and entering the port facilities and the anchorage areas.

One thing that will strike you is the vast extent of the oil storage tanks and refineries along this bit of Singapore. This little island has the third largest refinery area in the world. A bit further on you will come across oil rigs in various states of construction. Singapore builds more oil rigs than anyone else in the world. To police all this, fast patrol boats roar up and down all the time and



CROSSING THE SINGAPORE STRAIT

call up ships that are not conforming or have not checked in with Singapore traffic control. It's a hurley-burley of organised chaos with more than enough going on to keep you occupied, but in practice it is not as bad as you might think, as long as you keep your wits about you.

Page 276 PUTERI MARINA

Tidal range 2.4m

Navigation

Proceed under Tuas Bridge, 25m air height. Once under the bridge the channel is well marked all the way up to Danga Bay. Call up *Puteri Marina* on VHF Ch 18 and they will send a boat out to guide you in. In November 2009 there was 4m least depth (my adjustment for LAT) at the entrance, but dredging is ongoing. It is planned to have a least depth of 4.5m LAT.

Note The entrance is silting already and is likely to continue doing so in the future, so contact Puteri Marina to see what depths there are in the immediate approaches to the outer basin.

Berths

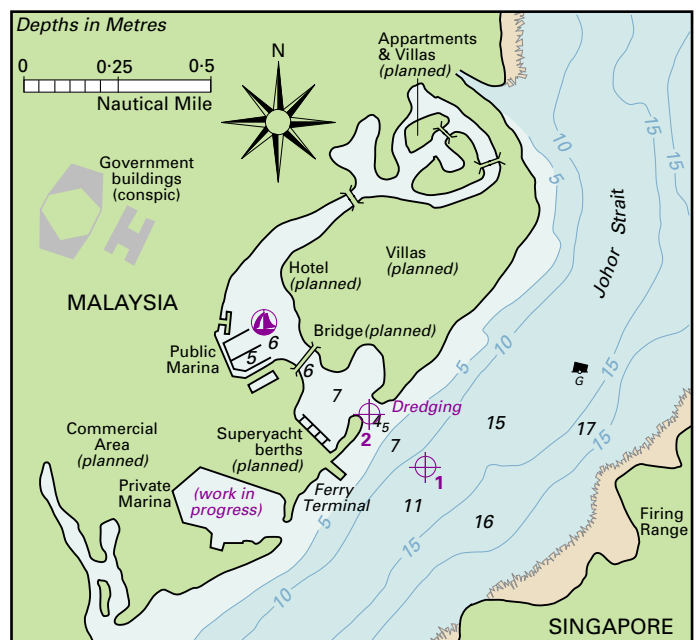
76 berths. Visitors' berths. Max LOA 60m. Depths 4–6m. Charge band 2.

Authorities

The staff will run you into the large container port at the entrance to the Johor Strait to clear in with the authorities. You need to give them a day notice for clearing in and clearing out.

Facilities

All normal facilities. WiFi. Fuel and gas can be arranged. Small chandlers-cum-grocery shop. Transport arranged on specific days to a night market and a supermarket.



PUTERI MARINA

- ⊕₁ 01°24'·81N 103°39'·81E WGS84
- ⊕₂ 01°24'·95N 103°39'·75E WGS84

Page 276 DANGA BAY

01°28'.38N 103°43'.42E WGS84

If you proceed up the Johor Strait from Puteri you come to the huge new development at Danga Bay. This is intended to be a huge commercial and residential development hitch-hiking on the economic powerhouse of Singapore just across the water.

Pulau Penang

Second Penang bridge

In the southern approaches to Penang a new bridge is under construction between Batu Maung on Penang Island and Batu Kawan on the mainland. In late 2009 the channel for navigation was on the west side with the southern approach at 05°17'.00N 100°18'.30E and the northern approach at 05°17'.35N 100°18'.48E. Completion is planned for 2012 and the air height will be 30m.

Page 282 Thailand

Formalities Yachts clearing into Thailand need to visit immigration, customs and the harbourmaster. In somewhere like Ao Chalong in Phuket there is a one-stop office for clearing in. When you get to a port of entry you need to go to the following authorities:

1. Immigration. Fill in the forms and get stamped into the country. Anyone leaving the country by any means other than the yacht should be stamped in as a passenger.
2. Go to customs and fill in the necessary paperwork.
3. Go to the harbourmaster and fill in the necessary paperwork.

When you leave, visit the authorities in the same order. The harbourmaster will issue the clearance papers for your next destination and make a charge for light dues (200 Baht).

If you intend leaving your boat in Thailand and then leaving the country by other means, you need to put up a bond (around \$US800) with customs. This can be tedious and it may be useful to use an agent, though I have done it without using one.

There have been rumours floating around various internet sites of corrupt officials demanding fees for clearing in and out. In my experience at Ao Chalong this was not the case and the officials were friendly and helpful.

Page 283

AO CHALONG

New waypoint mid-channel at the entrance of the E channel. 07°47'.55N 98°23'.90E WGS84

Ashore there are now numerous shops, including a supermarket nearby and sadly some pretty seedy bars for seedy expats.

YACHT HAVEN

A marina on the N side of Phuket just E of Sarasin Bridge.

Tidal range 2.3m

Navigation

The approach is peppered with islets, reefs and sandbanks, but with a little judicious study of the chart it is all straightforward. Once around the N side of

Phuket a course of around 320° magnetic on the tall electricity pylon on the mainland shows the course in, though eyeball it as well. Deep draught boats should call the marina for a deeper route on the N side of the large sandbank in the approaches.

Berths

VHF Ch 68. 200 berths. Visitors' berths. Max LOA 80m. Max draught in the marina 5m. Charge band 2/3.

Call up the marina when you are close by and they will send out a RIB to guide you in. Tidal currents run quite strongly through the marina and the RIB will help you get into the berth. Finger pontoons.

Facilities

All normal facilities. WiFi. Fuel can be delivered. Workshops nearby. Mini-market and restaurants.

Page 283 Phang Nga Bay

Around Phang Nga there are any number of spectacular limestone islands, many of them with hongs, caves that the rain has carved out of the limestone as it filters through it. It is so shallow everywhere that you can anchor almost anywhere. In the NE monsoon there are lots of anchorages on the west side of the islands and for the most part you can make it up by just looking at a chart and mapping out a route around the islands. The bottom is mostly mud and good holding, although there are some places where the mud is quite soft so the anchor pulls through it until you get to some firmer stuff.

You could spend weeks around here with brief trips back to Phuket or Krabi to re-provision or catch up on boat jobs and the like. At times you can re-provision... sort of. Off Ko Pranak a longtail pulled up and, lo and behold, sold us dinner - a dozen fresh prawns. Around the islands you are well away from the excesses, the seedy bars, the fast-food joints, the touts and the tricksters that inhabit Phuket and in a world closer to the old values of Thailand. In the daytime some of the islands are busy with tripper boats running tourists out from Phuket, but by evening it goes quiet and you will likely have an anchorage to yourself.

Going south

As with coming up from Malaysia, there are any number of islands you can visit on the way south to Malaysia. Lots of yachts shuttle back and forth between Thailand and Malaysia using the two countries as one big cruising area.

Basically you can go south down through the middle islands of Phi Phi, Rok Nok and the Butang Islands or down through the eastern islands off the coast like Ko Lanta Yai, around Ko Muk, Ko Bulan group and Ko Tarutao. Of course you can mix and match all these. Yachts heading north just reverse the order here.

Page 288 **Malaysia and Thailand to Sri Lanka**

Leaving Malaysia (usually Langkawi) and Thailand (usually Phuket) the winds will usually be fresh NE-E for a bit before dying off in the wind shadow of the Asian peninsula. Up to the Nicobars the wind has the usual diurnal variation going from NE-E in the morning to light SE in the afternoon and variable easterlies through the night.

Yachts leaving from Langkawi will usually head for the Great Channel between Great Nicobar Island and the northern end of Sumatra as it is closer to the rhumb line than more northerly channels. Yachts leaving from Phuket will often use the Sombbrero Channel.

Overfalls and 'whirlpools'

In the sea area east and west of the Nicobars you get upwelling from the sea bottom even in very deep water. You will see areas of disturbed water a bit like tidal overfalls and the sort of whirlpools you get in places like the Messina Strait in the Mediterranean. At first these can be a bit intimidating and there is a bit of water being thrown around in the steep waves, the boat will be swirled around a few degrees either side, but they only cover a small area and you will soon be through them until you get to the next lot.

Nicobars

It must be remembered that the Nicobars belong to India and are off-limits to yachts. The Indian navy and air force patrol the area which has sensitive military installations and are not lenient with boats that pull into an anchorage in the Nicobars.

Nicobars to Sri Lanka

There is usually a good west-going current in the Bay of Bengal although it seems to be best if you stay higher, around 7°N. Staying north also seems to pay dividends wind-wise and you will usually have more consistent winds, around 7° as opposed to 5°. Once clear of the Nicobars the NE monsoon usually blows quite consistently at 10–20 knots, although there are days when it can drop below 10 knots for a time before kicking in again.

Another advantage of staying around 7° is that you are clear of the rhumb line course for shipping coming up the Malacca Strait and heading west to Sri Lanka before crossing to the Red Sea and Suez. You will come across a few fishing boats, usually beaten up old Bangladeshi, Indian or Sri Lankan boats, and a few stray ships heading to Bangladesh, the Andamans and Burma.

Once you get near Sri Lanka the wind is channelled down the west coast of Sri Lanka and around the bottom, often getting up to 30 knots or so. The current here is SW going west around the bottom of Sri Lanka and often runs at 2kns or more. Staying north means you can just turn SW to go with the current and the wind and follow it around. As you approach Donda Head the wind will often die to nothing.

Around the south side of Sri Lanka there will be fishing boats, but not too many, and its useful to stay around 8–10 miles off the coast to keep out of the separation channel for ships and away from some of the smaller fishing boats.

There are few who do not find this passage a pleasant and easy one with comparatively benign seas and good winds. Squalls do occur and can blow at 35 knots or so for an hour or two, but compared to the Atlantic and Pacific they are less frequent and not as violent.

Page 288 **Sri Lanka**

If you are prone to internet and cruiser rumour then the likelihood is that Sri Lanka does not figure on your list of destinations to visit in this part of the world. Internet forums and nautical chat-rooms are full of stories of how awful the place is, how bad Galle harbour is, and how you get ripped off for anything and everything. Well that's the rumour mill at work and any cruiser's loss for not visiting this wonderful island.

The truth is that there is minor corruption, Galle harbour is pretty much like it was when I last visited it 13 years ago despite plans to make it more yacht friendly, and clearing in and out carries minor penalties in the way of 'gifts' if you are a soft touch like me. That apart, Sri Lanka remains one of the most spectacular tropical islands in the world and the Sri Lankans, the everyday folk you meet in the street, some of the nicest people on this planet. All this despite a devastating civil war, the 2004 tsunami and internecine political rivalry that often spills over into violence.

The Highlands

From the coastal flats you head up into the highlands, to old colonial retreats in the cool of the mountains like Nuralia at some 6,500ft (take some warm clothes), past Buddhist temples, through tropical rain forest and waterfalls dropping hundreds of feet, and of course through vast tea plantations.

This is another Sri Lanka away from the booming surf on golden beaches and proas setting out through the surf to set nets in the inshore waters.

Most yachties will organise an excursion in a mini-bus with a driver from Galle and this is not a bad way to go. It depends on your driver and sometimes on the accompanying guide. Some of the drivers are just not amenable to your requests whereas others will listen to what you want. Alternatively take local transport and even if you take a mini-bus, it is worth doing a morning trip on the slow train that winds up through the mountains – the drivers will usually put you on the train at Ella and collect you from one of the stops along the way.

Around Galle

Around Galle you should take time to wander around Fort Galle, which is now being slowly renovated. It is a wonderful mix of old Portuguese, Dutch and English colonial architecture with little gem shops, a museum which also has gem and jewellery shops, art galleries and everyday shops in the old buildings. And if you tire of the touts you can always pop into the restored elegance of the Fort Galle Hotel for a cold drink or a cappuccino on the veranda and spoil yourself with a little old world charm – though it comes at a slightly higher price.

Page 288 Sri Lanka

Formalities Yachts arriving at Galle will usually be directed to anchor off to the E/SE of the harbour. The navy will come out to check you over and you can then go into the harbour. A boom now obstructs most of the entrance and you need to wiggle around the S end of it. Once anchored or berthed the agent will come out and the other various officials will follow. It is a good idea to email your chosen agent at least 24 hours in advance so they have all the paperwork ready to clear you in.

Agents All yachts must have an agent, either GAC Shipping or the Windsors. It's best to email the agent with details of your boat and crew before arrival so they can do the relevant paperwork and have it all ready on your arrival.

Once berthed in the harbour the agent will come out with customs (who will angle for a bribe, usually alcohol or cigarettes) and quarantine who may also want a little 'gift'. Yes I do usually give them a little something, usually cheap vodka or rum I have bought in Langkawi for next to nothing, but lots of yachts do not.

Your agent will then take you ashore to get a shore pass from security and to immigration.

In 2010 GAC shipping cost \$US225 and the Windsors cost \$US200.

GAC shipping: *Email* Srilanka@GACWorld.com

Windsors: *Email* Windsorreef@wow.lk

Don't always expect to get an answer from the Windsors, but they will usually have got your email and will have the paperwork ready on arrival.

You need to give details of:

- Crew on board including nationality and passport numbers. If anyone is flying out of Sri Lanka, list them as passengers and not crew.
- Boat details including LOA, beam, draught. Flag, port of registry and registration number.

Page 289 India and Cochin

India is the Asian Tiger, an economy projected to grow at close to double digit figures and an economy set to rival China in the future. The evidence is everywhere. No longer do you see the old Morris Ambassadors, a British car from the early 1950s built here, or the old Royal Enfield Bullet, a single pot 350cc motorbike built here until recently. Instead there are modern Suzuki cars built under licence, the whole Tata range of cars, which offer everything from super-minis to 4x4s. The motorbikes are mostly Honda Heroes built under licence. India is swiftly moving into the 21st century and the nation is proud of it.

The new affluence in India has accentuated the differences between the haves and have-nots. The new entrepreneurs and savvy nerds from India's Silicon Valleys drive around in new 4x4s and luxury saloons and acquire the material accoutrements of success while the farmers and traders still cart goods around on handcarts and auto rickshaws. On the margins the untouchables and gypsies are still there even if, in Cochin at least, they are banned from begging and soliciting.

On the river some of these people come out at various states of the tide to fish with small surface nets, gather firewood from Bolghatty Island, and retrieve bits of discarded rubbish that might be useful to them. On the river they use round woven coracles almost identical to those that were used in Ireland in the past. They are wickerwork with some sort of waterproofing between the weave and how they paddle these big baskets with a single paddle is beyond me when the boat has neither stem nor stern. Still paddle them they do, although when the tide is running strongly it takes a lot of effort to avoid being swept onto the yachts at anchor.

They keep pretty much to themselves, although now and then they will ask for water or a cigarette. On the shore where you leave the dinghies there will often be one of the young girls with a baby on her hip gently asking for money, I say gently because begging is banned in Cochin and you don't get mobbed the way you do in Mumbai.

The large 'canoe' style boats with a rough lateen sail that used to ply the river are pretty much gone to be replaced by motorised barges. There is still the odd smaller canoe ferrying goods upriver, though these are also motorised. This time around I've seen just one canoe with a sail.

Outside of Cochin much of what goes on is small scale agrarian, with small-holdings growing everything from market vegetables to spices like pepper and cinnamon, a bit of rice and small mixed orchards with fruit, cashews, and coconuts. You can take organised trips into the waterways south of Cochin and it is a 'must do'. To get up the canals you are poled along as the waterways are pretty shallow in places. Out on the larger stretches the canoes have outboards to get around and sails are rare these days. The Asian Tiger is running on oil and the old sailing craft are dying out... except there are three local windsurfers in Cochin now.

Page 290 COCHIN

Revised waypoints

Buoyed channel entrance 09°57'.88N 76°10'.29E WGS84

Mid-channel Fort Cochin and Vypin 09°58'.21N 76°14'.33E WGS84

Arrival anchorage off Taj Malabar 09°58'.18N 76°15'.39E WGS84

Entrance to Bolghatty Hotel anchorage 09°58'.20N 76°16'.57E WGS84

Agents

You may now be intercepted at the arrivals anchorage off the Bolghatty Hotel by an 'agent' cum 'fixer'. The two main 'fixers', who are both reliable, are both confusingly called Nasir. Either Nasir Boat 72 or Nasir & Ibrahim are OK. They will help you clear in and take you to an ATM to get rupees. Once in the anchorage they will arrange fuel, laundry, and just about anything else. They can also arrange a SIM card for your phone, which can otherwise be an irritating and frustrating process. Often they will loan you a SIM card and you top it up and give it back before you leave.

Bolghatty anchorage

The channel into the anchorage is now buoyed. Depths are still around 2.2–2.5m, so deeper draught boats need to go in on a rising tide. A yacht drawing 2.8m got in when I was there. The bottom is all soft mud so it is usually possible to trawl your way through it.

A small marina is nearly complete on the W side of the anchorage. A small apartment block has been built and the piles are in place and the pontoons ready to be attached. This will have around 30–40 berths. Ashore there is a three story apartment block and behind it the extension to the old Bolghatty Hotel.

Page 291 Oman

MINA RAYSUT

Navigation

Port control operates on Ch 13 and are on the ball. It's a big port so you may have to wait for ships coming or going or keep just outside the marked channel where there are good depths. A night approach is possible.

Berths

The anchorage in the basin is often packed in March–April. You will have to anchor close to others here, though fortunately depths are 3–5m and the holding in mud is good. Boats can anchor in the SE corner with a long line ashore to the rocks.

Facilities

Water by jerry can from a tap on the quay. Fuel in jerry cans by arrangement with Mohammed (\$US1 per litre). Small provisions shop (with duty free) in the port area. Local restaurant in the port area and the Oasis Club just outside the port (around 2km) has an alcohol license and good international food. In Salalah there are several restaurants (mostly Indian) which also have alcohol licenses. Big LuLu supermarket in Salalah. Mohammed can arrange hire cars.

Remarks

Mohammed is the agent here and it is easiest to do the paperwork for entry and exit through him. He also organises fuel and hire cars.

Page 292 Piracy

As I've written before, the statistical risks for yachts in the Arabian Sea and Gulf of Aden are a lot less than in other parts of the world, Venezuela and Brazil for starters, but that doesn't do much for the gut feeling in your stomach before setting off. Even when you've done this trip a couple of times before, still I get a few butterflies and a spot of queasiness thinking about it.

Most yachts are going through in convoys, some of them quite big (20+ boats), some much smaller with just 4–6 boats in them. My recommendation is for a smaller convoy as there are fewer logistical problems and less chance of the more authoritarian souls on some boats making the convoy a trip from hell. A few of these convoys claim to have special contacts with the Yemen Coastguard, MSCHOA, and in some cases the navy of a particular country. In fact any of us can contact these agencies and their advice is always DO NOT GO. They cannot offer special protection, this comes only from private security firms and costs tens of thousands of dollars. In fact, one we contacted out of curiosity laughed when we said our cruising speed was 6kn. Some yachts go it alone and others even cruise the Yemen coast.

1. Yachts will adopt a diamond shape or some variation on it, although in practice it's difficult to keep to this formation due to differences in cruising speeds and the effort involved in keeping an exact position. Larger convoys have groups of four or five in some overall diamond pattern. The logistical problems are evident.
2. Position reports on the various radio nets operating are given using a code. Mostly this involves disguising the lat and long position by set amounts or giving the lat and long in reference to a set waypoint. Obviously the code is distributed by email.
3. VHF communication is on low power only.
4. Most boats will run only a small white light above the cockpit at night. The object is to look a bit like a fishing boat.
5. Radar reflectors are also being removed.
6. Most yachts do not carry firearms.
7. Some are carrying a bottle of champagne to toast the gods on a safe arrival in the Red Sea.

Yemen

Formalities You now need to get a visa in Aden if you wish to visit Sana'a or any other part of Yemen. The only practical way to do this is to go to a travel agency who will process the application for you. Expect it to take 3–5 days minimum. You do not need a visa to visit Aden and its environs.

Small 'gifts' are rarely asked for now.

Page 293 ADEN

Anchorage

The oil pollution which used to cause problems in the harbour has not been evident for a few years now.

Facilities Omar the taxi driver and *Mr 'Fix-it'* sadly died a few years ago. You will find numerous taxi drivers around the Prince of Wales Quay and they will ferry you around. Alternatively you can go outside the port area and find taxi drivers who will do the job as well. There

are a few taxi drivers around who will want to take you on a tour of the sights around Aden.

Water Available on the Prince of Wales Quay. Go alongside where it costs around \$US10 for a ton.

Fuel Still available at the Aden Bunkering Company. Go alongside the bunkering barge, then enter the office and complete the relevant paperwork. You will need to visit a few offices, then pay in US dollars in a separate office, at which point you will be given your fuel. Fuel was around \$US0.75 a litre in 2010.

Gas Achmet, the laundry man on the Prince of Wales Quay, can arrange to have gas bottles filled.

Repairs There is now a chandlers close to the Prince of Wales Quay with very helpful owners.

Provisions There is a big LuLu's Supermarket in Krater. Take a mini-bus to the shopping mall and get a taxi back with your shopping.

Other ATMs that give US dollars or riyal in the Krater mall. Several internet cafés near the Prince of Wales Quay.

Page 294 MASSAWA

Revised waypoint for the entrance 15°36'.94N 39°28'.92E WGS84

Mooring

Yachts are no longer permitted to anchor in Talaud Bay. If there is room you can stay on the quay or anchor off at the W end of the commercial harbour in 4–6m. You need to be a bit circumspect looking for a place here as it shallows up towards the bridge and you also need to leave the channel into Talaud Bay clear. There is some debris on the bottom.

Facilities

Water Can be obtained by tanker although it seems difficult to arrange.

Fuel By jerry can but again difficult to arrange and not always available. You need to obtain 'coupons' from the authorities. 'Johnny' who hangs around the waterfront has arranged small amounts for other boats.

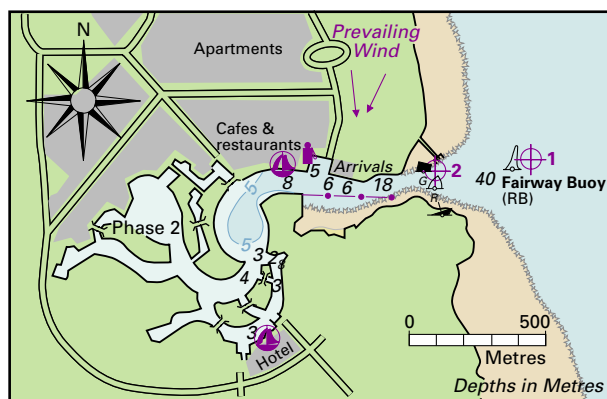
Eating out Mike the 'laundryman' now has a café, the Jasmin, on the waterfront. Apart from laundry he will do his best to source things in what is a difficult climate in Eretria. He also serves very good coffee and does simple food.

Internet There is an internet café on Talaud Island and another in Dagga the Segelen Hotel across the causeway from Talaud Island. Both are desperately slow and you struggle to get text email.

Page 295 Port Ghalib

Approach

The fairway buoy (R & W) is easily located and in good light the entrance between the reef on either side is straightforward. It is narrow, around 50m wide, and has small red and green buoys showing the channel. You should call up (call sign *Ghalib Port Control*) when 10 miles out on VHF Ch 16. You will then be asked to call up again when you off the fairway buoy. Once into the marina, go alongside on the arrivals quay immediately inside.



PORT GHALIB

① 25°32'.03N 34°38'.78E WGS84 - Fairway Buoy
② 35°31'.99N 34°38'.48E WGS84 - First set of buoys

Formalities

One of the marina staff will come down with the necessary forms for you to fill in and wait while you complete them. You will also need one crew list. The papers and passports and boat registration will be taken away and it usually takes a couple of hours for the documents to be returned.

Costs (2010) are:

\$US15 per person for a one month visa

\$US30 for customs

\$US40 for processing the paperwork

Given that some other places will charge \$US100 plus to act as an agent, the charges in Ghalib are very reasonable.

Berths

Data 100 berths. Visitors' berths. Max LOA 50m. *Depths* 3–5m. Charge band 2.

Smaller yachts up to 14m will usually be directed to the southern basin off the hotel. Larger yachts go stern-to tied to a buoy off the main complex just past the fuel basin.

Facilities

Water and electricity. Fuel quay. In the dormitory town for the workers (around 3km away) there is a mini-market and a fruit and veg shop. In the resort itself there is a restaurant and snack bar in the hotel in the southern basin and in the main resort there is a TGI Fridays, Costa Coffee and the Grand Café. Grand Café and TGI Fridays have WiFi.

PORT TEWFIK

Amend waypoints:

Beginning of buoyed channel 29°50'.99N 32°33'.34E WGS84

Entrance to Suez YC basin 29°56'.58N 32°34'.43E WGS84

Felix Yacht Agency now handles many of the yachts here. VHF Ch 74, 68, 16. *Email* felix@felix.eg.com

In 2010 the Suez YC charged \$US21 per day to go on fore and aft moorings.

Page 298 DARWIN

Marinas

Cullen Bay Marina Cullen Bay Marina recently introduced a one off fee for the lock. For visiting yachts who are going to just lock in and out, the fee is a bit steep.

For yachts up to 12m: Aus\$250

For yachts over 12m: Aus\$430

That's apart from your actual marina fees.

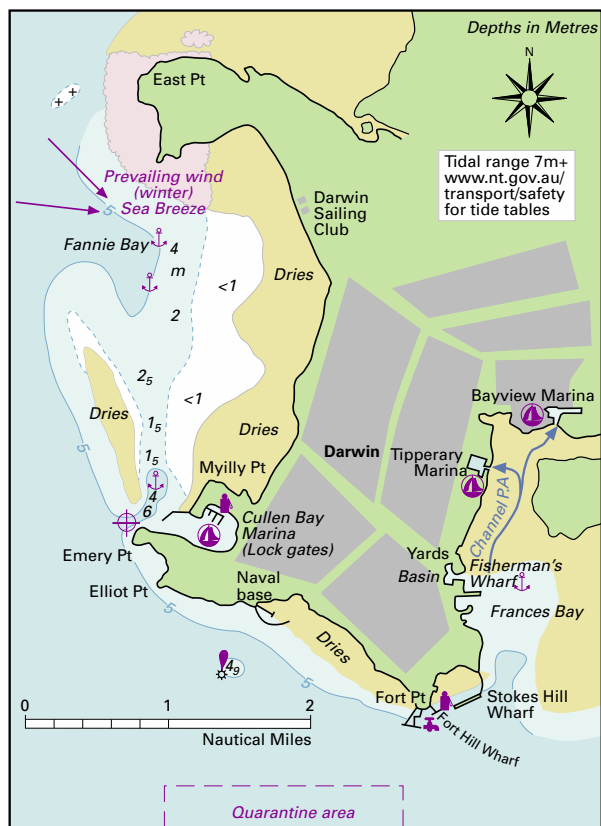
Tipperary Marina and Bayview Marina do not charge a lock fee.

Anchorage

Cullen Bay You can anchor off Cullen Bay Marina behind a drying sandbank where the shelter is OK except when the afternoon sea breeze gets boisterous. You lie to the stream here, around 4kn plus at springs, and wait for the drying sandbank to emerge and give a bit more shelter. The anchorage inside the sandbar is not the most comfortable with the afternoon sea breeze, but is certainly tenable.

General

In downtown Darwin there is everything you need. A big Woolworths and a Coles supermarket. Restaurants and cafés. Boutiques and dollar shops. The Indonesian Consulate (near the Law Courts) is in downtown as is customs (21 Lindsay St) for clearing out. Customs is quite happy for you to do the paperwork in advance (drop in to see them) and make an appointment for clearing out. After doing the final paperwork and getting stamped out you have 24 hours to leave.



DARWIN
⊕ 12°27'·15S 130°48'·9E

Page 299 Southeast Asia Regattas

Sail Indonesia

Most of the regattas leaving Australia for Indonesia have been amalgamated into the Sail Indonesia Rally. In 2009 the rally went to Ambon and a number of other nearby islands before returning to the Lesser Sunda islands and heading on towards Borneo and Nongsa Point Marina before crossing to Singapore or Malaysia.

In 2010 yachts have the option of taking the route to Ambon or short-circuiting this route and heading to Kupang and the Lesser Sunda Islands, then on up towards Singapore.

For exact details on the route, which changes from year to year, go to the Sail Indonesia site. www.sailindonesia.net

Sail Malaysia

Passage to Langkawi This is a much looser rally than Sail Indonesia and involves sailing from somewhere like Danga Bay near Singapore up the west coast of Malaysia to Langkawi.

Passage to the East (May–August). This rally goes down the Malacca Strait from Langkawi and then across the top of Borneo to Sabah. In Borneo there is a regatta in Miri, Brunei, Labuan and Kota Kinabalu (www.borneorace.com). www.sailmalaysia.net

BIMP EAGA A new rally taking in Borneo, the Philippines, Papua New Guinea and back west through the Indonesian archipelago. There are a lot of variations on the routes and you can take and sections of the rally you want to go on. It runs from June to November. www.brunelbay.net

Raja Muda One of the most sociable regattas I have been to. As a cruiser you rub shoulders with all the top racing boats and the entertainment and food ashore is outstanding. *Skylax* won the cruising class in 2009.

Kings Cup Still the premier racing event in SE Asia but with classes for cruising boats and classics. Stunning hospitality ashore with as much wonderful food as you can eat and more than you can possibly drink. *Skylax* won the cruising class in 2009.

A plea Cruising boats here seem to shun these two events for reasons unknown to me. All cruising boats are overloaded and that is no hindrance (or not too much) for some good racing. If you join in you will be converted, so give it a go. See www.tell-tales.info for an account of the racing in the Raja Muda and Kings Cup.

Andaman Sea Rally

This no longer runs but may be revived in future years.

Page 299 Indonesia

Formalities Indonesia CAIT formalities have changed, it is now possible to obtain the permit yourself up to 24hrs prior to arrival. Go to <https://yachters-indonesia.id/> to register and complete the documents. An up to date list of Ports of Entry is given on the site. Note: you must wait for approval, so it is probably wise to do everything well ahead of time. Changes to cruising itinerary are not permitted once approval has been given. After approval, print the documents and have copies (with crew lists, and copies of passports and ships papers) ready to hand in at each authority (Quarantine, Customs, Immigration, Port Captain and Navy – may vary from port to port). Technically you should not go ashore until boarded by authorities and given permission. Try to make contact with the Port Control on Ch 16 and follow their directions. Otherwise follow the directions of the marina if berthed in one or after a reasonable wait go to the Port Captain yourself.

Note AIS is compulsory and your MMSI number will be required on the permit. If you or your crew are arriving by air, especially if you have yacht spares, it is wise to have a copy of the permit with you as evidence that the person and boat will be leaving Indonesia.

Page 300 Main Routes through Indonesia

Indonesia is such a huge archipelago of islands that the choice of routes through it is many and varied. It is a 'pick and mix' sort of place where you could spend months cruising and still see just a small part of it. Most yachts will leave from Darwin for either Ambon, Kupang or Bali and then work their way up through the archipelago according to time and inclination. Those yachts on the Sail Indonesia Rally will have the itinerary mapped out for them, though within this itinerary there is some variation on routes. It should be remembered that when a large number of yachts turn up in one place the authorities and the locals can be overwhelmed by the sheer scale of arrivals and it may take you some time to clear in and get hold of scarce commodities.

Below I have listed a series of routes, but it must be emphasised that these have many variations and its up to the individual to do some intensive research on just where to go and what to see in this fascinating and friendly country.

Darwin to Kupang

Kupang

From Darwin to Kupang is around 460 miles. This used to be the popular route until there were 'problems' with the local officials for clearing in here. See the section on getting a CAIT for the situation on 'payments' to customs.

Clear in with Napa Rachman

Email kupangyacht_service@yahoo.com. See *the entry on Kupang for details*.

Lesser Sunda Islands

Most boats will head up to Flores and then cruise along the N side of the islands. The following are a few of the anchorages along the N side of the group. See *also the Nusa Tenggara and Komodo Country info boxes*.

Solor Island Overnight from Kupang. Anchorages on the N side of Solor Island.

Flores Island Anchorages at Larantuka, Telong Gedong (exposed), Sea World Resort, Maumere (a port of entry), Koro, Nangarujong, Riung Island, Terang, ending up in Labuan Bajo.

Rinca Island Anchor in Crocodile Creek on the N side.

Sumbaya Island Anchorages at Teluk Bima, Dangar Besar, Sumbaya, and Utan.

Lombok Island Gilirengit and Pamenang.

Bali Island See entry for Benoa.

Boats not going on to Jakarta (the majority of boats) will cruise up through the islands to Nongsa Point Marina. From Lombok the following stops may be of use.

Kangean Island Ketapang on the W side is well protected.

Bawean Island Bight on the N side that can be used in calm weather.

Kalimantan Kumai on the W side of Borneo. Many yachts will head for the river at Kumai to see the orang-utan reserve. Anchorage in the river can be a little dicey but is safe enough.

Lepar Island Several anchorages around the island.

Singkep and Lingga Islands Anchorages around these and smaller islands in the group.

Riau Islands Numerous anchorages around the group before ending up at Nongsa Point Marina to clear out.

Darwin to Ambon

From Darwin to Ambon is around 575 miles. This can be a light wind trip and most boats factor in a fair amount of motor-sailing. This route has been used by the Sail Indonesia Rally.

Ambon Island See the entry on Ambon for details.

Banda Islands Yachts will sometimes stop at the Banda Islands. Samulaki is not a port of entry but you can always say you are going onto Ambon to clear in.

Wakatobi Islands A group of four islands off the SE corner of Sulawesi. Sail Indonesia use Wangi Wangi Island.

Sulawesi Island Yachts will head W from either Ambon or the Banda Islands to Butong and then onto Makassar.

From either the Banda Islands or Wakatobi/Sulawesi boats will often want to head SW for the Lesser Sunda Islands. See routes above. Alternatively some boats cruise W to Kalimantan and Kumai and then up to the Riau Islands.

Darwin to Bali

From Darwin to Benoa in Bali is around 950 miles.

Yachts will often stop at Ashmore Reef for a break en route. See *the entry for Ashmore Reef*. The first half of this trip is often in calms or very light easterlies. The second half is often in westerlies that get stronger as you approach Bali. It is not a bad idea to stay S so you are not too tight on the wind for Bali.

Bali Island See entry for Benoa.

Yachts cruising the Lesser Sunda Islands from Bali will usually head along the N side as far as Flores before heading back W and N. Reverse the route for the Lesser Sunda Islands above and then follow the route N to the Riau Islands.



MAIN ROUTES THROUGH INDONESIA

Page 300 BENOA Anchorage

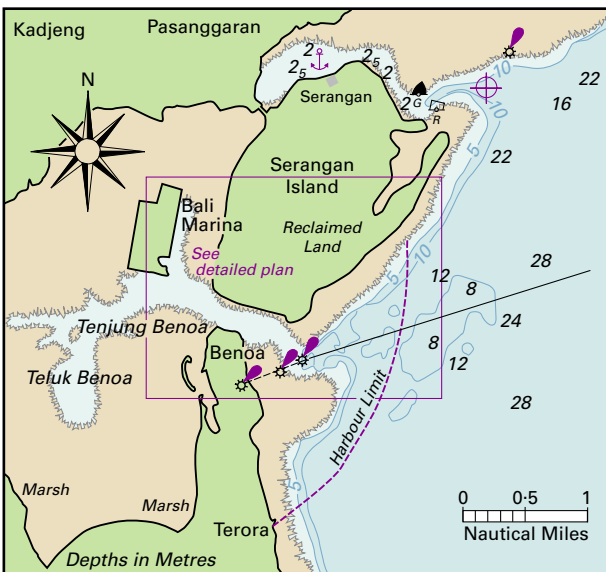
Add at end:

It is also possible to pick up a mooring (charge band 1) or anchor at Serangan, which has a buoyed channel opening 2M N of the entrance to Benoa. This anchorage is less commercial, slightly cleaner, less smelly and more geared towards local pleasure and party boats. It is not far from here by dinghy to the hotels and restaurants on Sanur beach. Taxis are frequent and it is close to shopping and tourist facilities.

Royal Bali Yacht Club

Yachts can proceed into the anchorage on the N side of the reclaimed land at Benoa and pick up a mooring here. The depths given in the plan are reported depths and you should take local advice before entering.

The RBYC can organise paperwork. It is also a good source of information on spares and repairs, and has a convivial bar and restaurant. However, the latest news is that the RBYC is moving. www.royalbaliyachtclub.com



BENOA APPROACHES

⊕08°43'·5S 115°15'·1E

Page 301 NONGSA POINT MARINA

Navigation

The marina cannot be seen from the eastern approaches until close to, although you will see the pier off the Turi Resort. In the direct approaches to the marina there is a reef, Terumbu Babi, so yachts need to shape a course into the marina on either side of it. A small flag sometimes marks the reef (red 2009). When you are in the immediate approaches to the marina call up on VHF Ch 72 and they will send a boat out to guide you in. There are three sets of beacons showing the channel into the marina, although there are also beacons marking the channel down the Nongsa River to the ferry terminal. VHF Ch 72

Berths

Data 90 berths. Visitors' berths. Max LOA 18m. Depths 3–5m. Charge band 2.

Berth where directed on finger pontoons. Good shelter now the breakwater has been modified. There is a little wash from passing craft but nothing really discernible.

Authorities

Paperwork for clearing in or out can be processed here for a small fee. Notify the marina a day in advance of your departure date.

Facilities

Water and electricity at every berth. Showers and toilets. WiFi. Laundry. Swimming pool. Fuel quay. Mini-market. Restaurant and bar. For stocking up you need

to take a taxi into Panas (around 45 minutes). Fast ferries to Singapore from Panas.

Remarks

The marina is the most useful jumping off point for Singapore or Malaysia.

Page 302

Add before Cocos Keeling heading:

Christmas Island (Australia)

Tidal range 0.5m

Navigation and formalities

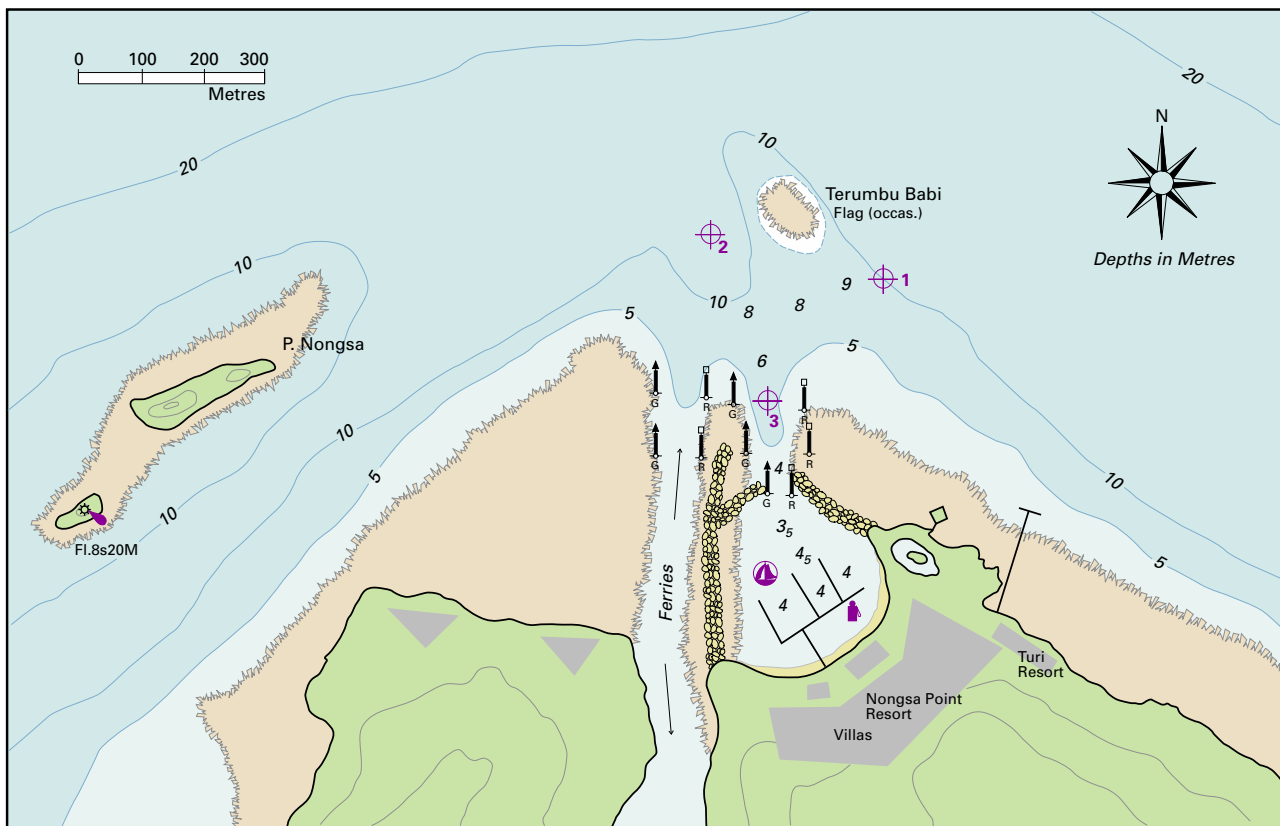
The island is steep to and there are no off-lying dangers, approach would be possible in the dark though finding a mooring may be risky at night. This is an Australian territory, so visas are required and the formalities are strict but friendly with no charge. Call Border Control on Ch 16. Authorities will visit the landing stage; landing for any reason other than meeting with them is not permitted until clearance has been given.

Mooring

Anchoring is not permitted as there is wonderful coral in the bay. There are around 6 moorings available, charge band 1. Landing by dinghy on the landing stage.

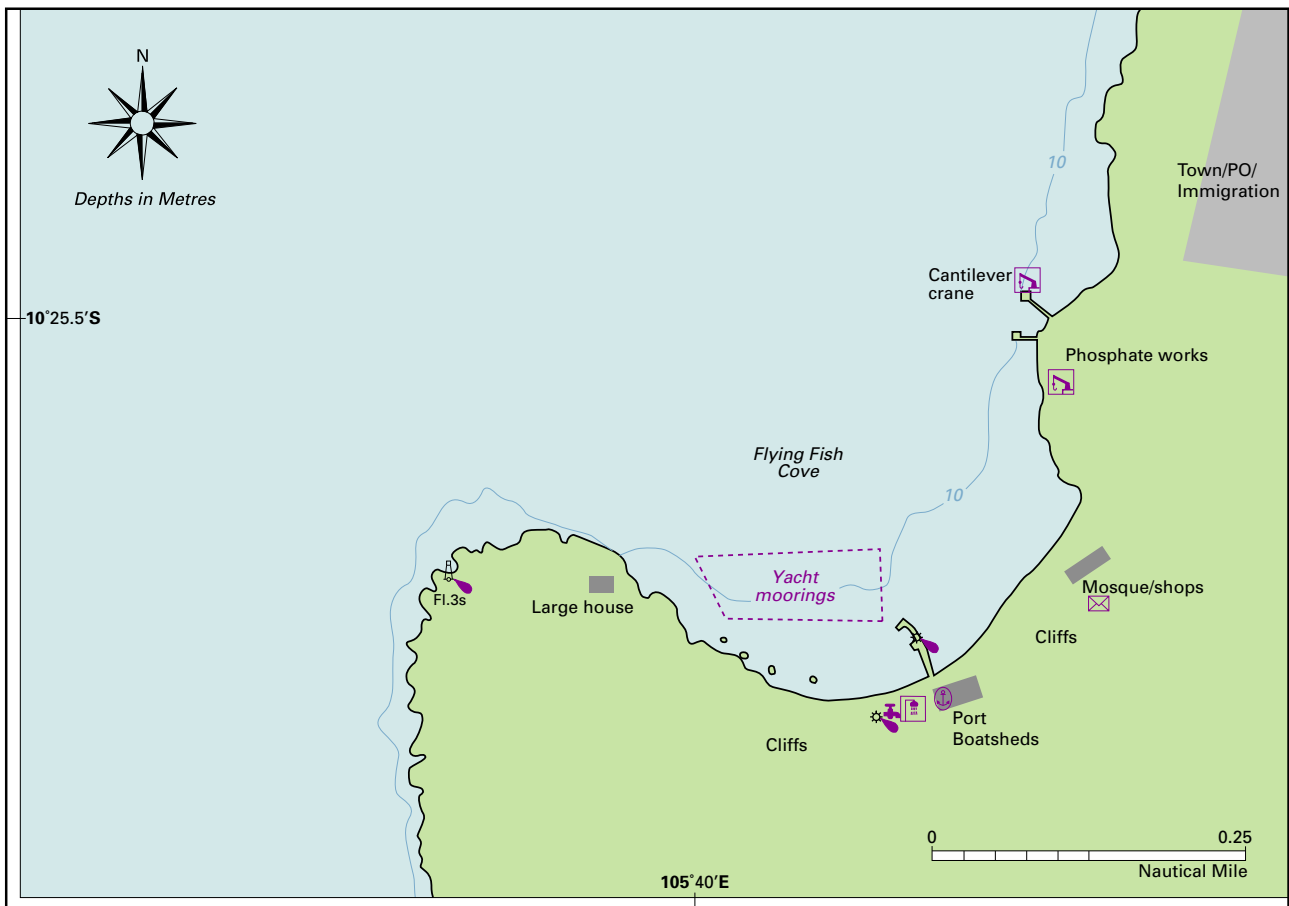
Facilities

There is a surprisingly good range of Australian produce, fresh if there has been a recent flight, but at prices above those on the mainland. Alcohol is duty free. Some cafés and restaurants.



NONGSA POINT MARINA

- ⊕1 01°12'30N 104°05'93E WGS84
- ⊕2 01°12'35N 104°05'63E WGS84
- ⊕3 01°12'13N 104°05'77E WGS84



FLYING FISH COVE, CHRISTMAS ISLAND

Remarks

This is an excellent and strongly recommended stopping point on the way across the Indian Ocean. The notorious detention centre is on the far side of the island and the atmosphere is friendly and relaxed. Most of the island is National Park and the birdlife and coral are spectacular.

Cocos Keeling

Anchorage Change penultimate sentence to:

Anchorage is off the beach to the W of the ferry jetty. 3-5m sand and coral heads. There is a small mooring fee (charge band 1).

Facilities Add at end:

On the beach at Direction Island is a shelter with non-treated rain water for showers and toilets. There is a free telephone here to make calls throughout the atoll. There is also a pay-for-use wireless internet connection which is slow (satellite) but adequate.

Page 302 Add new box:

CHRISTMAS AND COCOS (KEELING) ISLANDS

Christmas and Cocos (Keeling) Islands are conveniently located near to routes sailing west from the north of Australia, New Guinea and southern Indonesia. They make interesting and convenient calling places along these routes and a short stop over is highly recommended. These are wonderful places to meet other cruisers - the social life can be quite intense.

Natural history

Although, superficially, they appear to be very different, both islands were formed by the volcanic action of the ocean floor passing over a hot spot in the earth's crust. Cocos is younger and a classical atoll (actually two; the main island and the much smaller North Keeling 30M to the north), formed as the original volcanic island sinks into the ocean. Christmas, meanwhile, is a limestone island, formed from an ancient coral island that has sunk beneath the surface and then risen as the ocean floor bulges upwards in its slow journey towards oblivion in the Java Trench.

Why the sudden interest in Geology? HMS *Beagle*, after her work in South America, had been tasked by the Admiralty with making a detailed survey of a typical coral atoll. Young Captain Robert Fitzroy, with his usual thoroughness, chose Cocos and the *Beagle* spent two weeks making a survey and creating cross sectional profiles of the atoll. Charles Darwin was aboard and had

already made numerous observations of volcanic activity, mountain uplift and coral formation, arriving at a revolutionary new theory to explain the formation of coral atolls. He used Cocos to make his own detailed observations and combined them with Fitzroy's survey and his earlier work to make a clear formulation of this theory. The first chapter of Darwin's first book, *The structure and distribution of coral reefs*, deals almost exclusively with Cocos Atoll and is a significant landmark in modern science on the route to the theories of evolution, continental drift and plate tectonics.

For such a small island, Christmas Island has many endemic species, which reflects its ocean isolation. Among them are some special birds, my favourite being the golden-feathered Christmas Tropicbird, which nests just above the anchorage and will often be seen from the boat or in the settlement. You will also spot the famous Christmas Island land crabs, which almost overrun the island at times. Even though there has been extensive quarrying of phosphate, the vegetation is dense and luscious. The limestone has considerable reservoirs of water and fresh water is plentiful as evidenced by the public showers and taps on the waterfront.

Cocos has a very different feel. The predominant vegetation is coconut palms and non-aquatic wildlife is less spectacular, though North Keeling is a reserve and has a flourishing population of sea birds. Water is scarce. Both islands have spectacular coral formations and offer wonderful diving. Indeed, at Flying Fish Cove one has just to lie on the surface alongside the mooring to look down into a coral wonderland and identify nearly every tropical fish in the book. In Cocos, the lagoon is home to many turtles and sharks (mainly black and whitetip reef sharks). On a recent visit, most yachts collected a group of faithful hangers on, very small blacktip sharks that waited for scraps to be thrown overboard. The rip, a narrow inlet into the lagoon north of Direction Island, is a marine reserve and huge reef fish can be seen when snorkelling here.

History

Despite their proximity, the islands have differing histories. Christmas was found to be rich in phosphate, a result of guano deposits left over millions of years by the rich and unique birdlife. To exploit this, workers from SE Asia and China were brought over and a loading terminal built at Flying Fish Bay.

Cocos became the personal property of John Clunies Ross, a seaman from the Shetland Islands. With imported Malay labourers, he set up coconut plantations and continued to work them under a benign feudal system until the 1960s. Cocos was strategically important in both world wars. In WWI the German cruiser *Emden* landed a party to destroy the telegraph station linking Australia and the Far East to Europe. She was discovered and run aground after a battle with HMS *Sydney*, the first naval engagement by Australia. The landing party's subsequent sailing voyage to Saudi Arabia is a classic tale of survival at sea. During WWII a large airfield was built on West Island for the planned re-conquest of SE Asia from the Japanese.

The islands passed from British administration to become Australian territories and now form the frontline in Australia's struggle to prevent illegal immigration via Indonesia.

Inhabitants and culture

Both islands have a minority of Europeans, mainly administrators and professionals and most inhabitants are descended from the imported labourers. On Cocos, the Europeans are concentrated on West Island near the airport, and the Malays on Home Island, where the Clunies Ross homestead still stands. The Chinese presence in Christmas is appreciable but the overall tone of both islands is Malay and Muslim. This must be the only part of Australia where Muslims are in a majority and where one can wake up, on the boat, to the Muezzin's call to prayer. I mention this because, in this intolerant world, the islands are havens of tranquillity, tolerance and mutual respect; after visiting them one feels that there is a brighter future available to our troubled world.

The detention centre on Christmas Island, used to intern asylum seekers and other people, such as NZ and UK citizens who have committed offences, prior to deportation from Australia, provides the one sad note.

Weather and cruising strategies

This is a cyclone area and there is not the slightest chance of a yacht riding out a cyclone in safety in either island. The season is strictly May to October. July and August are the windiest months but also popular with those heading to Chagos, Seychelles or the Mascarene Islands. One author (AOG) has visited in late September, prior to sailing SE to Fremantle (a rather uncommon route) and found the weather to be much more settled than on a visit in August.

Facilities for the cruising yachtsman

There are moderate mooring fees on both islands.

The anchorage at Christmas Island can have a fair bit of swell but landing is easy on the dinghy dock and the township is close by. At Cocos, it is only practicable and permitted to anchor at Direction Island, where there are pleasant beach facilities, including showers, toilets, telephone, internet and a barbeque. These facilities and the jetty are intended as much for tourists and locals as for yachtsmen. A ferry runs from the island to Home Island twice a week and the dinghy trip to Home Island, where there are frequent ferries to West Island, is relatively easy. Shelter here is very good, though when the trades are strong it can be windy and rain squalls are not uncommon. Unfortunately, Direction Island is home to uncounted voracious mosquitoes.

Apart from being welcome resting places on an ocean passage and interesting places to visit, both islands offer some good facilities. Medical services are available on both islands. There are post offices with airmail twice a week (in other words, there is the possibility of obtaining parts or spares from Australia, though be sure that the item can be shipped airmail on a passenger aircraft and has the appropriate shipping declarations attached and be prepared to pay a bit more than the normal domestic rate). There are ATMs on both islands. Shops have excellent supplies of Australian-quality non-perishable goods (some hardware as well as food and drink) and some more exotic products from SE Asia (there is a flight from Indonesia and shipping from Singapore). Fresh products come in on the flights and can be quite good, though expensive.

Twice weekly flights to Perth run from the airports and bring a few tourists as well as serving local needs.

Formalities

The authorities here are thorough and efficient but much more relaxed than on mainland Australia. However, all the rules are the same: prior notification is required; all except Kiwis need visas; quarantine rules do not allow any fresh products to be taken ashore, though they can be kept on the vessel, even if from outside Australia. No fees are charged. As this is the frontline for stopping people smugglers from Indonesia you can expect to meet several coastguard ships at both islands, they will almost certainly be monitoring you on radar and AIS and will probably call you for identification and quite likely already know all about you!

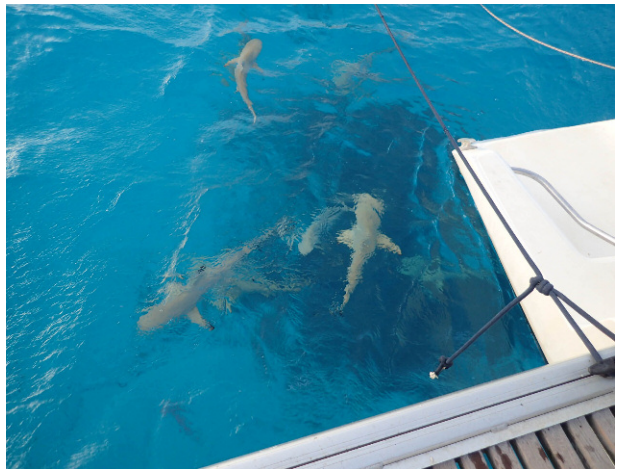
Gems

Darwin, C. R. 1842. *The structure and distribution of coral reefs*. Being the first part of the geology of the voyage of the *Beagle*, under the command of Capt. Fitzroy, R.N. This is a classic and of great interest to those who follow the development of Darwin's thoughts on natural history. It is interesting that the theory he presented to the world in 1842 was not proved until over 100 years later when bore holes for atomic weapon testing on Pacific atolls demonstrated volcanic rock beneath nearly 2000m of coral.

Mücke, Hellmuth von. *The Emden-Ayesha Adventure: German Raiders in the South Seas and Beyond, 1914*. Annapolis: Naval Institute Press, 2000. ISBN 1-55750-873-9. A story from the early years of WWI. It is remarkable not just for the spectacular naval exploits of the *Emden* and the dramatic concluding battle, but also for the humane and gentlemanly way in which the captain and crew of *Emden* carried out their duties. There are some excellent pictorial displays on the site of the telegraph station at Direction Island and in the museum at Home Island. To this day, the ship name *Emden* has a deservedly special place in the German navy.



Christmas Island. Flying Fish Cove from the shore



Reef sharks like to congregate at the Direction Island anchorage



Flying Fish Cove, Christmas Island



The anchorage at Direction Island Cocos Keeling

Page 302 Local sailing boats in Indonesia

Pinisi (phinisi, pinisq)

These are schooners or ketch rigged boats of around 40 to 60 feet that are generally gaff rigged with two or three foresails. Unlike European gaff rigged boats, the gaff is permanently fixed in place and is not hauled up. At first I thought they were like the sprit rig of a Thames barge, but the sail is in fact brailed to the mast and then hauled out between boom and gaff. A topsail can be rigged as well.

I've seen lots of pictures of the traditional *pinisi* in Indonesia and had a friend who had one built in Sulawesi as a yacht. During our time in Indonesia I saw only one of them sailing. There were a lot of others around, mostly used as charter boats for diving and as tripper boats, but it was pretty obvious from the arrangement of awnings and lack of sails that the masts were only for ornament. In fact most of them had deckhouses so high that there was little room left to set a sail and with so much top hamper they could only be described as motor sailors, and even that is being charitable.

Lambo

I'm not really sure about the name, but these are Bermudan sloops or cutter rigs on a development of the traditional hull. We only saw one sailing in the distance.

Prahu

This is the Indonesian name for a proa with a crab-claw sail and you see quite a lot of these. Some of them are canoes carved out of a single log with the outrigger and some are planked or a combination of the two. They are fast, can go to windward, and are mostly used for fishing, either trolling a line or fishing off the reefs. Years ago I remember reading something about the crab-claw sail being more efficient to windward than the Bermudan rig, which is normally considered the most efficient. (C A Marchaj's *Aero-Hydrodynamics of Sailing*).

Lots of the traditional boats are now powered by diesel, but some of these still use a sail for added propulsion and motor-sail most places.

Page 304 Seychelles

Security There have been a number of piracy incidents as close as 100 miles west of the Seychelles. The last involved the kidnapping of the Chandlers from their yacht *Lynn Rival*. Anyone heading from the Seychelles to the coast of West Africa or down to the Comoros and Madagascar should take every caution.

There have been no piracy incidents within the home islands of the Seychelles to date.

Page 305

Gross tonnes top entry should read <20

Gross tonnes bottom entry should read 100–300.

Page 306

Line 2: delete 'and' so sentence reads '... in the last decade things have got ...'

Page 305 The Mascarene Islands

Add new box:

The Mascarene Islands

For those crossing the Indian Ocean and making for Southern Africa these are essential stopping places and provide colourful glimpses of life in the Indian Ocean.

Natural history

Like Christmas and Cocos Islands this group is also formed by ocean floor passing over a fixed hotspot in the earth's crust. Within it can be found all stages of the geology of coral atolls described by Darwin (see supplement p.38) from an active volcano on La Réunion to the ring-shaped reef around Rodrigues and the submerged coral reefs at Cargados Carajos Shoals.

As isolated oceanic islands, each one once had its own unique species but since the arrival of humans these have been decimated. The Dodo, a large flightless bird endemic to Mauritius, is a classic case in the biology of extinctions. There are valiant attempts, particularly on the off-lying islands of Mauritius and the coast and volcanic highlands of Réunion, to preserve what remains.

The islands all have lush and varied vegetation and are well worth exploring. The central crater of La Réunion is split into three basins, one of which has no road access and a system of walking tracks and hostels which make visiting on foot practical and highly recommended.

People

Both India and Africa have had an influence. All the islands are melting pots for peoples coming from Europe and around the Indian Ocean. The result is very pleasing, occasionally stunning. Music, food and traditions are also varied, though there is a strong French influence throughout, noticeable in the ready availability of delicious fresh bread, wine and cheese even in the remotest spots. On Rodrigues one can hear folk music played by Africans on accordions and drums, little different from the music heard on the coast of Quebec.

Weather

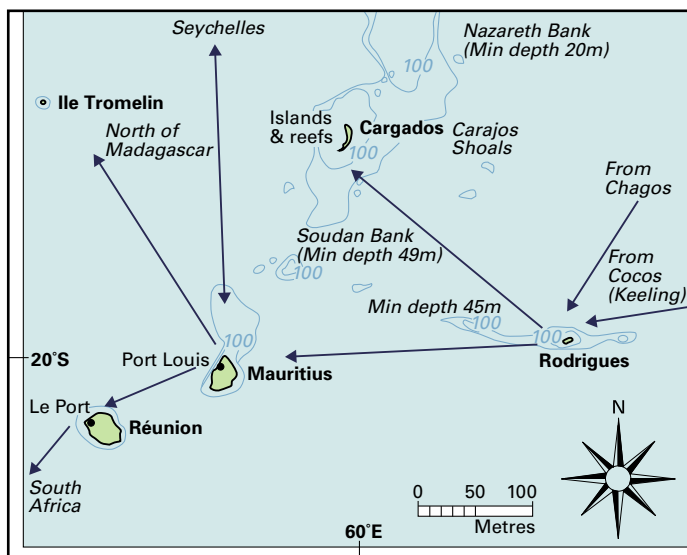
All the islands lie in the cyclone area and are regularly subjected to them. Rodrigues offers no protection from Cyclones. In Mauritius, there are local yachts moored in Port Louis and Grande Bay during the cyclone season. Protection is not perfect but there may be a chance of riding one out here and there are facilities for hauling out. La Réunion, with its large resident yachting fleet, would be the best bet in a cyclone, though space may be at a premium and need to be organised well in advance. The yacht basins in Le Port would be the best bet and St Pierre second best.

Outside the cyclone season, November to April, the weather is generally fair, with SE trades that periodically swing a bit more southerly and can be associated with winds up to 35 knots and rain squalls. Nothing dangerous but it pays to think about this if choosing an anchorage on Mauritius.

Both Mauritius and La Réunion cast large wind shadows, the later can still be noticeable at 100M to the SW.

Cruising Strategies

Arriving from SE Asia, via Cocos (Keeling) is a reach or broad reach. From Chagos it may be a close reach or even hard on the wind with considerable variation week to week. For most world cruisers, there will be a run through the group and with the wind from Rodrigues to Mauritius and then La Réunion. On Rodrigues, in settled weather, one might visit Port South East. As its name suggests the entrance is wide open to the prevailing wind, though looking at it from the highest point of the island, it appears to be safe from breaking swells. From Rodrigues, if a permit has been obtained, one could sail via Cargados Carajos Shoals, which offer spectacular coral diving but may then necessitate a close reach to arrive at Mauritius.



MASCARENE ISLANDS



Ascending the mountains, La Réunion

Once in Mauritius there is quite a bit of cruising to be had if time permits. A trip up to Grande Baie is highly recommended as this is a pleasant and clean anchorage with almost equal facilities to Port Louis. For the adventurous there is good exploring to be done on the windward, SE coast at Grande Port. Anchorage at Riviere Noir, S of Port Louis is also possible.

At first glance La Réunion seems to offer several anchorages on the west coast. However, most of this area is a marine reserve and anchoring prohibited. The swell seems to work its way around the island and it is doubtful if any of the anchorages would be comfortable. St Pierre, if space is available, is the only real alternative to Le Port. Better, therefore, to explore the island by car or bus.

Most yachts will leave the group heading for South Africa around the southern tip of Madagascar. There tends to be a concentration of shipping at this point and the regular westerlies that blow along the South African coast start to create more unstable weather. Expect electrical storms on the leg towards Durban. Because it is also shallower, it is wise to keep around 100M off the southern tip of Madagascar.

It is perfectly possible to sail from the Mascarenes to the north of Madagascar.

Facilities

As mentioned in the text, La Réunion is the place for yacht supplies or work while Mauritius offers almost everything else at very reasonable prices. Obtaining water and fuel is generally easy; boats leaving for overseas can obtain duty free fuel from the fuel dock in La Réunion. Flights to Europe tend to be cheaper from Mauritius (locals get a subsidy in La Réunion) but the international airports in both places offer lots of possibilities for crew changes.

My Gems

The Mauritius Command Patrick O'Brien. Captain Jack Aubrey relives, in fiction, the actual events of the capture of the Mascarene group by Britain in 1810.

The song of the Dodo, Island Biogeography in the age of extinctions David Quammen. A scholarly and highly readable account of the role that oceanic and environmental islands have played in both evolution and extinction of species.

For further information on Rodrigues, Mauritius and Réunion see Indian Ocean Cruising Guide by Rod Heikell (Imray).



Cilaos, in the volcanic crater, La Réunion



Sunset Grande Baie Mauritius



One of the authors relaxes in La Réunion



Waterfalls, La Réunion

Page 305 Remove all text under Mauritius, Réunion and Rodrigues and replace with:

Mauritius

Mauritius is an independent nation consisting of three main groups of islands:

1. The main island of Mauritius, which is a high volcanic island with a well-developed infrastructure and interesting off-lying islands and reefs.
2. Rodrigues, a volcanic island lying some 300M E of Mauritius. It is surrounded by a coral reef with the only useable harbour, Port Mathurin, on the NW side.
3. Cargados Carajos Shoals, a group of reefs to the NE of the main island, mostly submerged but with a lodge, park warden and lighthouse. This is a national park and special permission is required to visit.

These islands, with La Réunion, form the Mascarene group. Mauritius was probably known to Arabs and Malays from the 10th century on; they were discovered by Europeans in 1507 by the Portuguese navigator Dom Pedro Mascarenhas, who gave his name to the group. The island of Mauritius was settled by the Dutch for a century and later the whole group was permanently settled by the French. They were captured by Britain in 1810 during the Napoleonic wars and only La Réunion was subsequently returned to the French in 1815. The people are a beautiful mixture of European, African and Indian and the first language is a patois of French, though English is the official language in Mauritius.

Since independence in the 1960s the islands have capitalised on their strategic location as a sort of Switzerland in the Indian Ocean with extensive banking facilities serving India and African nations and a major transshipment port for international trade. This has created great economic disparities on the main island with resulting crime and insecurity on a similar level to South Africa, not to mention horrendous traffic congestion on the roads. However, Rodrigues remains outside most of this development and is a charming and very secure island which seems to lie 30-40 years in the past.

All parts of Mauritius are beautiful and offer fascinating cruising and exploring.

Formalities These are cumbersome but handled with great efficiency and courtesy. Vessels must clear in and out of both Mauritius and Rodrigues when travelling between them. In Rodrigues the vessel will be boarded by coastguard, customs, immigration and health authorities. In Port Louis (the only port of entry on Mauritius) these authorities must be visited in the main harbour. Firearms (including spear guns which are prohibited) will be taken into bond. A small payment for the health clearance is the only fee. Visas are not required for EU, North America, Australia and NZ.

Facilities Good banking services and many ATMs on both main islands. Credit cards widely accepted. GSM telephone system with good internet services, even on Rodrigues, WiFi common in cafés and restaurants. Basic but adequate shopping and supplies on Rodrigues and

excellent supplies at very reasonable prices on Mauritius, for gourmets there is a lot of good quality French produce available. Mauritius has an international airport, while Rodrigues is served by frequent flights from both Mauritius and Réunion. If the skipper is leaving a vessel in Mauritius, a local agent must be appointed to take responsibility for her.

RODRIGUES ISLAND - PORT MATHURIN

Tidal range 1.2m

Navigation

Caution In 2016 neither CMap nor Navionics chart datums agreed with the actual position of reefs here and navigation at night is not recommended. Actual chart details appeared to be correct.

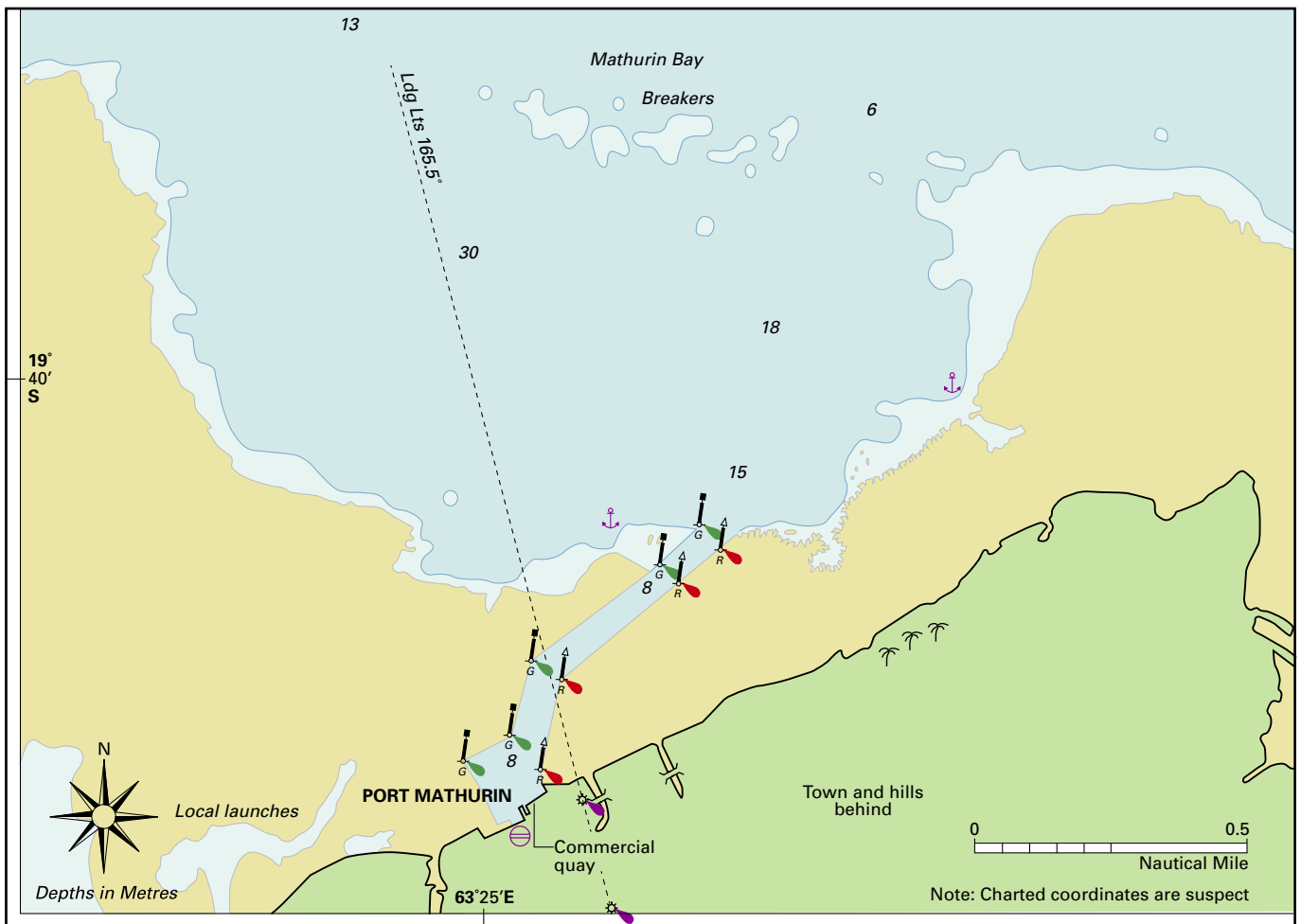
Port Mathurin lies on the NE side of the island. There is an outer reef with entrances to the NE and NW of the channel through the inner reef. Leading marks are set up for the NW outer pass and it is possible to anchor in 10-12m sand and coral heads just outside the inner entrance on both sides of the channel. The inner channel is marked by beacons and leads to a commercial quay and fishing harbour. Navigational lights are not reliable.

Mooring

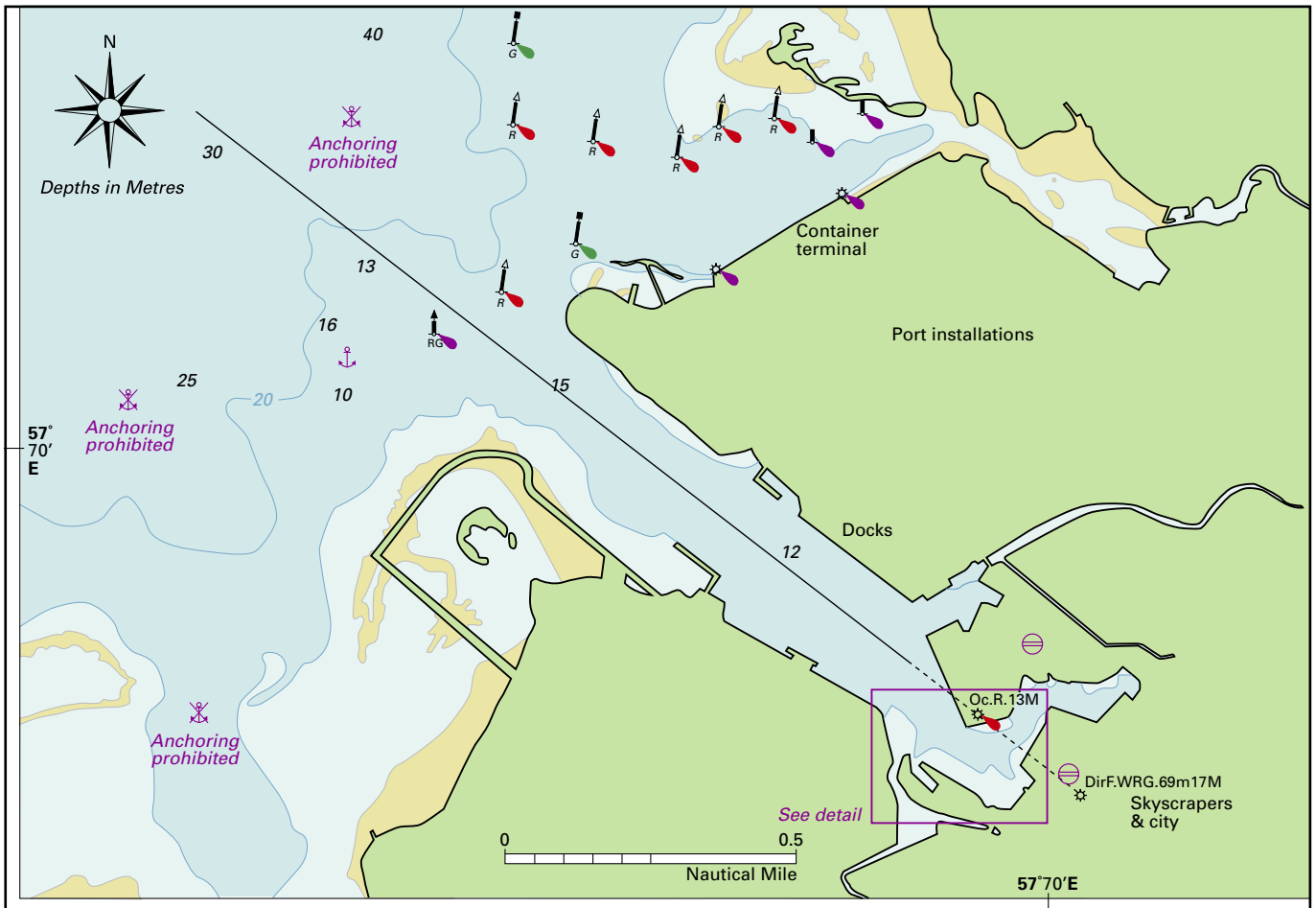
Yachts berth free of charge at the NE end of the commercial quay so long as there is no commercial vessel in port. When commercial vessels visit (normally this is a ferry or cargo vessel at about 10 day intervals) yachts must leave the inner harbour while the vessel is manoeuvring, though once it is secure they are permitted to anchor in the turning basin off the quay. Holding in the turning basin is excellent in sand, 8m.

Remarks

Port Mathurin is a bustling but laid back town. Almost everything closes at 1530 and people at that time will salute you with “good night”! There is a local market for fresh produce, well-stocked supermarkets, general and hardware stores and a selection of restaurants and cafés. Car hire is available and many buses run to every part of the island. Day trips are strongly recommended.



PORT MATHURIN - RODRIGUEZ



PORT LOUIS - MAURITIUS

MAURITIUS – PORT LOUIS

Tidal range 0.5m

Navigation

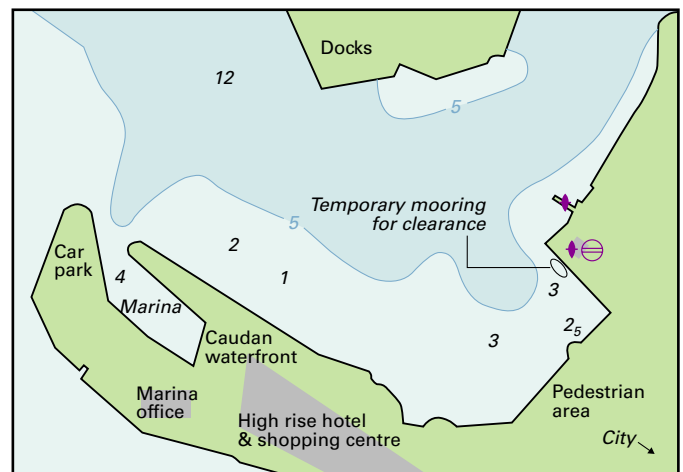
Port Louis on the W coast is a large commercial harbour. The harbour basin, which forms the old town centre, lies to the south of fuel and container terminals. The channel through the coral is buoyed and straightforward though it is busy and permission to enter or leave must be obtained from Port Control on Ch 12.

Mooring

Initially tie up alongside, just to the E of the Coastguard jetty. Once cleared it is possible to remain here free of charge, beware of thefts. There is a yacht basin with basic facilities where one must tie alongside or to another vessel in the shopping and hotel development (Caudan waterfront). Mooring fees charge band 1. Swell and wash from the main harbour enters the basin. Despite many guards and cameras, security is not good; *Balaena* was boarded at night and other vessels robbed during our stay of just a few days in October 2016.

Remarks

Port Louis is well worth a visit and is a fascinating combination of modern and colonial architecture with colourful and friendly people. However, once cleared in most yachts move around to Grande Baie on the NW tip where there is good shelter, more convivial surroundings and excellent shopping and eating.



PORT LOUIS

La Réunion

Tidal range 0.4m

Réunion is the southernmost high volcanic island in the Mascarene chain. The main volcano is dormant and has a large crater, divided into three basins, which is mainly national park and criss-crossed with excellent walking tracks. Le Volcan, on the coast to the SE is an active volcano with frequent spectacular eruptions and lava flows. It is part of France and the EU and has first world infrastructure ashore. La Réunion is a wonderful mixture of tropical island, much of which is ecological reserve, and modern French culture and infrastructure (largely funded by the EU). It is a popular destination for tourists though it appears to be relatively unvisited by nationalities other than the French. Every facility for yachts that would be available in France is available here.

Formalities

As for France and the EU. Le Port is said (by the customs in October 2016) to be the only port of entry or departure, though AOG, having been refused permission to do so, met vessels that had cleared in and out at St Pierre.

The French coastguard monitor the approaches and will likely call vessels on Ch 16 as they approach the island. Normally it is not permitted to enter port outside daylight hours. As there is no suitable anchorage this

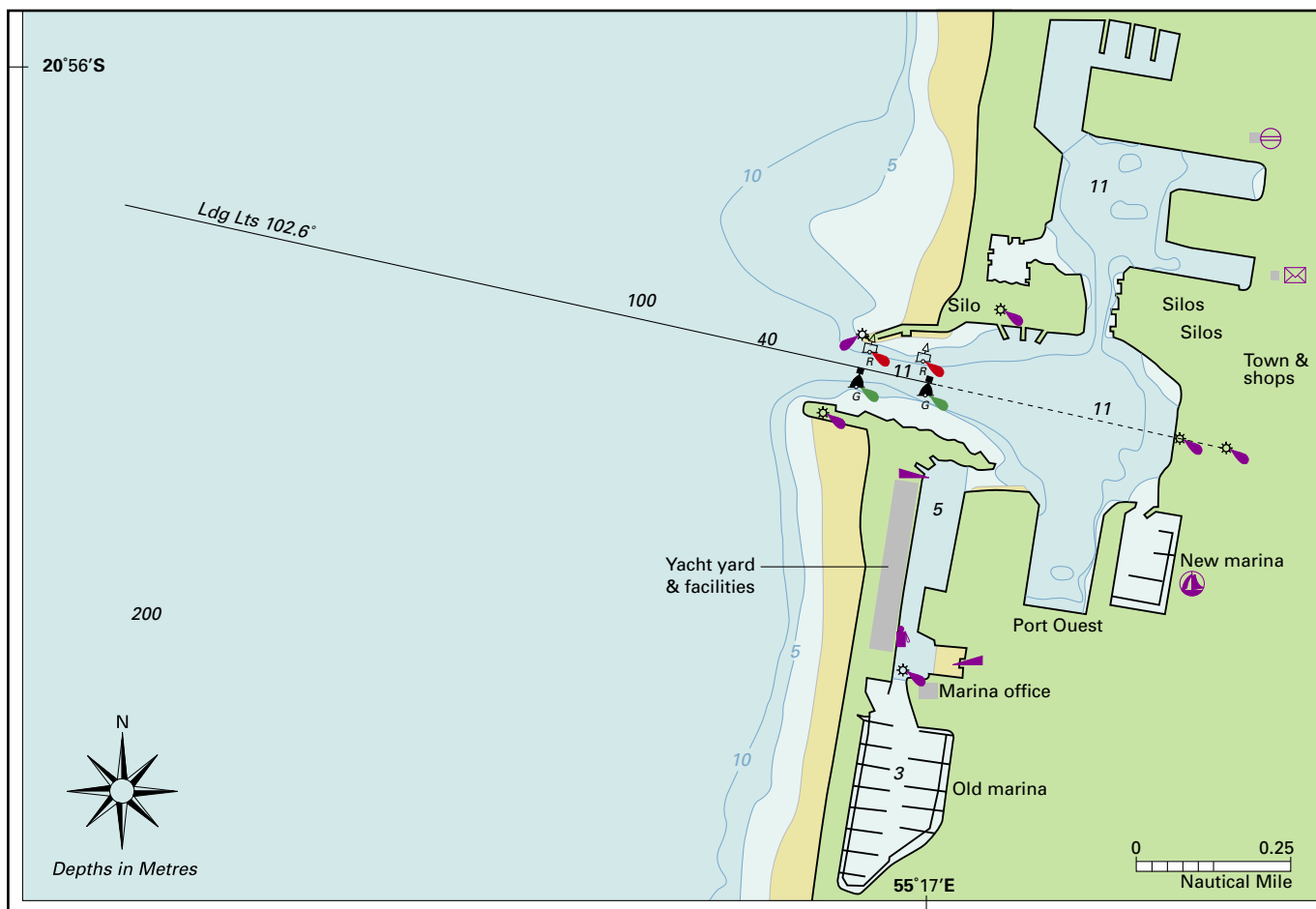
can prove inconvenient and a daylight arrival is strongly recommended. Once permission to enter is given, the yacht will be directed to a berth and met by the marina staff, customs, immigration and agriculture. The reception is friendly and efficient and if it seems too heavy this is probably because of concerns about importing agricultural diseases (foot and mouth was in Mauritius in 2016) into the EU.

On departure, the vessel is expected to fly a yellow flag as the authorities use the flag for identification when they visit to deliver the documentation.

Mooring

The main port is in the NW and is commonly known as Le Port, the part used by yachts is called Port-des-Galets on the NW side where there is a large commercial harbour and two big yacht basins. Both are considered tenable in tropical cyclones as the harbour walls are very substantial and construction and maintenance impeccable. Charge band 3. Chandlers, engineers, slips etc. are all available. Anything not in stock locally can be obtained from France in 3-5 working days. Prices slightly above those current in France.

The only other harbour suitable for yachts over 8m is St Pierre in the SW. This would be a nicer place to stay than Le Port but is smaller and no berths were available in October 2016. Anchoring off the coast is not practicable as there is almost always a swell and much



LE PORT RÉUNION

of the west coast is marine reserve with anchoring prohibited.

Remarks

A visit to La Réunion is unforgettable and every effort should be made to travel around the island and see the sights. Jerome, the Capitaine de Port du Plaisance is an ex-yachtsman, speaks good English and is exceedingly helpful. He would be a good person to contact for any long term visit or plan to stay over the cyclone season. He is also actively trying to make berths in St Pierre available to visitors. jerome.belhuerne@reunion.port.fr

Page 308

Remove note, top LH corner.

Page 309

Add new port: **RICHARDS BAY**

This is a popular first destination, especially for those coming S from Madagascar and Mozambique. It is 85M N of Durban and is preferred by many for a longer stay as it is quieter than the big city and a convenient place to haul out and work on the boat. It is two hours closer to the main game parks. However, those requiring the facilities of a major city or with less time to spare may wish to make straight for Durban as it will almost certainly be necessary to visit that port in order to sail towards the Atlantic (see box Agulhas Current).

Approach

This is straightforward, safe and well-marked. It is a major export harbour and yachts should call Port Control on Ch 16 or 12 to request permission to enter. Vessels coming from overseas should go directly to the small boat harbour and tie up at the Quarantine jetty, unless directed otherwise. (See formalities.)

Mooring

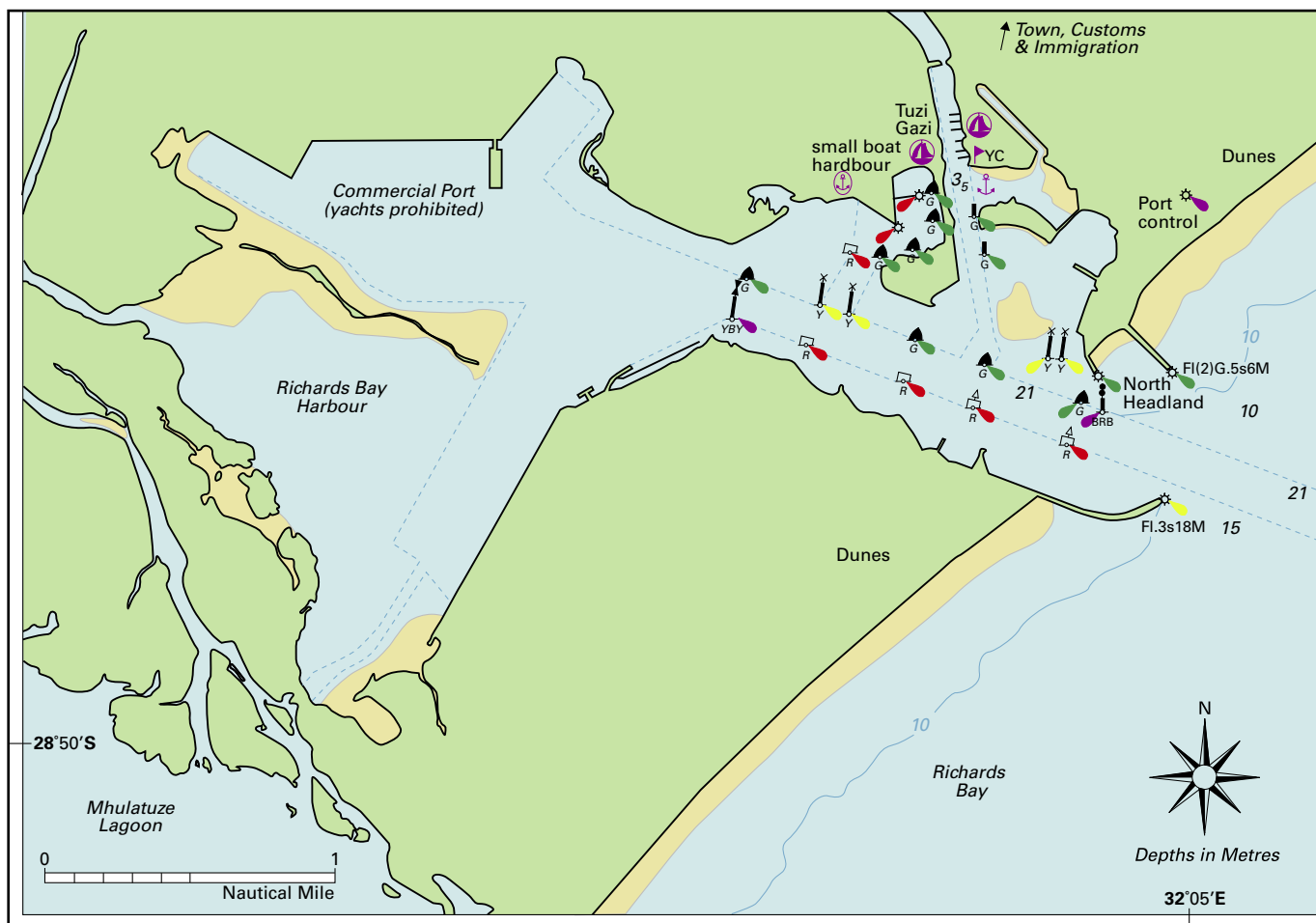
At the Zululand YC, Tuzi Gazi marina or in the small boat harbour (free mooring here for one month). It may also be possible to anchor in the mooring area just before the Zululand YC.

Formalities

As for South Africa (p.129), however, the authorities here have a reputation for being slow; they are supposed to visit the boat on arrival but some yachts have waited over a day. It will also be necessary to take a taxi to town to visit customs. Checking out can be even slower with several offices to visit in succession and delays common. The YC or marina will advise on the current situation.

Facilities

Practically everything that a yacht could require, if not locally then by delivery two hours from Durban and the international airport. This is a good place from which to visit game parks in KwaZulu Natal.



RICHARDS BAY

DURBAN

Remarks

Durban is well known as a friendly destination where a yacht can refit after crossing the Indian Ocean. Perhaps the only disadvantage, for some, is that the facilities are in the centre of a bustling city where one needs to take care of personal security. Those wishing to have a quieter or longer stay may prefer Richards Bay. This harbour is popular with cruising boats, especially those coming from Mozambique or Madagascar, and lies up the coast to the N. Richards Bay used to be a bustling community but currently appears to be on a decline, with less public transport and reduced facilities. The Royal Zulu YC is still welcoming and a pleasant place to moor.

Durban or Richards Bay are good places in which to leave the boat and visit some of South Africa's inland attractions. Up-to-date information on facilities is available at www.cruiser.co.za

Page 309

Insert new section:

The Agulhas current and coastal passage making off South African shores (from the experience of Andy O'Grady)

This route has acquired a bad reputation, similar to that of sailing the Bay of Biscay or even to Cape Horn. As with other notorious passages there are definite dangers and boats have got into serious trouble, but with careful planning and patience they should not present any problem to a vessel and crew capable of making ocean passages.

In a nutshell, the Agulhas current is a strong, warm flow of water heading S from the Mozambique Channel and turning SW towards Cape Agulhas, the true southern tip of the African continent. Though the flow can vary in strength and occasionally in direction, with offshore deviations and back eddies, one can say that overall at the 200m line it is about 5-6 knots between Durban and Port Elizabeth. After East London, the 200m line and the current start to move offshore and weaken, by Port Elizabeth it is 30M offshore and at Cape Agulhas 120M offshore. Therefore, after Port Elizabeth the yacht will be in the shallower water of the Agulhas bank and hardly affected by the current or contrary back eddies. The website <https://earth.nullschool.net/> gives excellent graphics of actual and predicted current flows and is well worth studying over a few days. As the part of the route in the main current is within GSM phone range this information can easily be accessed on the spot.

During fine weather with wind and current in the same direction it is a joy to sail. The speed over ground will be around 11-12 knots and the weather is warm and sunny. Leaving Durban, the NE can get up to 30-40 knots and the passage can be rough but not dangerous. With light to moderate W quarter winds the waters are safe inside the 200m line. The danger comes with strong SW winds. Blowing against the full current and on the edge of the continental shelf (depths drop precipitously outside the 200m line) these winds can create the biggest seas known to man and swallow oil tankers let alone yachts.

So, the secret is in no circumstances to find yourself in the current in a strong W quarter wind and preferably not even inside the 200m line, though this would be the logical place to head, other than far offshore, if caught out.



SOUTH AFRICA - AGULHAS CURRENT

The problem is that strong W winds occur frequently because of fronts on the N side of depressions passing to the S. Incidentally there is a constant swell of varying height from the SW, generated by these systems which continues even in the E weather, and is not a big issue for a yacht unless trying to enter Knysna or use an open roadstead. Fronts tend to be more active and frequent in the winter months and less frequent and pass further to the S in the summer months. Watching the grib charts over the months one can see that fronts pass roughly every 7-10 days with periods of 24-36 hours of E quarter winds between. From mid-December to late February the fronts are often less frequent and E spells longer, just too late for most yachts who want to spend Christmas and New Year in Cape Town.

Heavy shipping is to be expected all along the route and yachts and big vessels are most likely to come into close proximity between Durban and East London. AIS makes this much less worrisome than previously. Most prominent lights on the coast have AIS transmissions, making navigation a doddle.

An E to W passage in stages

This passage is assuming a vessel capable of sailing at around 6-8 knots with a fair wind or 5-6 knots under power. Large catamarans and other fast vessels may be able to make longer hops in safety.

A. Richards Bay to East London

This is the most exposed part of the passage. There is absolutely no shelter between Durban and East London (therefore, I strongly recommend starting from Durban to make the passage as short as possible), the places calling themselves ports along the coast are

definitely not. The space inside the 200m line is very narrow and any vessel needing to use it would be at risk of running aground, as happened in tragic circumstances a few years back. The distance to be covered, if departing from Durban, is roughly 250M and so just within the 36-hour window for fair winds. If the forecast was firm for at least 40 hours of NE wind and the current running strongly along the whole route it may be possible to make the passage from Richards Bay but I would not want to cut my safety margin by that much as weather forecasts in this area are not entirely reliable due to the formation of small coastal lows not seen as part of the larger picture.

Depart Durban at whatever time of day or night is required to meet the dropping W wind and be out to sea for the first puff of the E. Try to get into the full current if possible. However, there is a bulge in the continental shelf between Richards Bay and Durban which often results in a quite dramatic horseshoe eddy taking the current a long way offshore and there can be a N-going counter current to slow you down in the first 80M after leaving Durban. Check regularly on the internet or by saildocs download (see introduction) of RTOFS files. Often this passage can involve nail biting as you wait to see if enough progress can be made before the next W wind comes. Once you are 80M south of Durban a 5-knot current is almost guaranteed. If the E spell is longer, then it is entirely logical to carry on to Port Elizabeth, another 154M. You would have to be exceptionally lucky to carry a fair wind further than this.

GSM cell phone internet should be available along the entire route.

East London has a semi-defunct YC with some poorly maintained buoys in the river and a rickety pontoon. There are supermarkets within 20 minutes' walk. The entry to the port has impressive swells but is protected from all but the worst storms.

B. East London to Port Elizabeth or Mossel Bay

Along this stretch the 200m line slowly moves offshore. It is worth moving out with it as the current here is strongest and a push of 6 knots is normal. The choice of destination depends upon the length of the E spell, if it is long enough Mossel Bay will be about 340M. Note that past Port Elizabeth one will eventually have to sail inshore of the 200m line and lose the main current. However, it is usual to encounter some fair current most of the way to Mossel Bay.

Port Elizabeth is generally safe to enter, even in heavy weather and has reasonable mooring and facilities and relaxed port authorities.

Mossel Bay is a small, well-sheltered fishing harbour with a charming and picturesque town, well worth a visit. There is an exceptionally friendly YC with a small marina. Port control will be reluctant to allow you to enter the harbour unless you have rung ahead and arranged a berth (we did this as we approached the harbour - see SA Cruising Notes below). Larger vessels may be able to negotiate a berth in the commercial harbour if space is available, which it rarely is. Alternatively, it is safe, though likely to roll a lot in strong W winds, to anchor in sand 4-5m just W of the harbour wall and conveniently off the yacht club, where you will find several nice fish restaurants.

C. Mossel Bay to Cape Town

Sailing over the Agulhas Bank you are out of the effect of the current. There may even be a slight E-going current. The shallow water means rough and steep seas in strong winds but the closer one gets to the Cape of Good Hope the more frequent and reliable the SE winds, which don't usually get strong until the Cape is reached.



Dolphins near Cape of Good Hope

There are several roadsteads protected by headlands where a vessel could seek shelter if pushed. These are obvious from the charts and marked with anchor symbols, none is recommended unless in an emergency or very settled weather. South African National Sea Rescue can be called on the telephone (once again you will probably be in range) for advice. (See SA Cruising Notes below.) Hermanus has a very small harbour that is closed to yachts except in a serious emergency.

After passing Cape Agulhas the choice is to enter False Bay for Simonstown or proceed around the Cape of Good Hope to Hout Bay or Cape Town Harbour.

Making the passage to the west

This is entirely possible and relatively simple as the periods of fair wind are longer. Obviously, it is important to avoid the strongest fronts and to stay inside the 200m line.

Table of distances and relative sailing times (assuming that there is a fair current)

Richards Bay to Durban	85M	8-10 hrs
Durban to East London	255M	24-36 hrs
East London to Port Elizabeth	134M	12-18 hrs
Port Elizabeth to Mossel Bay	175M	20-30 hrs
Mossel Bay to Cape Town	245M	40-48 hrs

Useful information

South African Cruising Notes Tony Herrick, available locally or download at www.cruisingconnections.co.za where there are a lot of useful links and other information. The book has details on the Agulhas current, strategies, some port information and up to date lists of links and telephone numbers, c.f.: SA Nautical Almanac.

6. MEDITERRANEAN SEA

Page 319 Gibraltar

Queensway Marina Still subject to swell and wash. There are plans to extend the breakwater to provide more shelter.

7. SOUTHERN OCEAN

Page 343 SO3

First and second sentences, change to:

Once again, the great circle course is not recommended as ice may be encountered south of 50°S. S of 40°S the westerly winds may be replaced by light easterlies in late December to early February and it may be necessary to sail south to around 50°S.

Page 345 NELSON

Navigation Replace second sentence with:

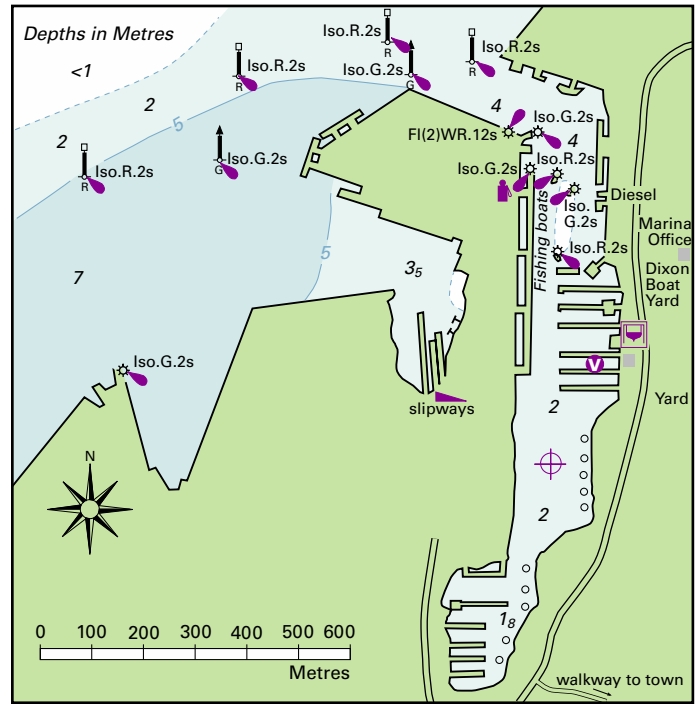
The yacht harbour is in the inner basin in the E part of the harbour.

Facilities

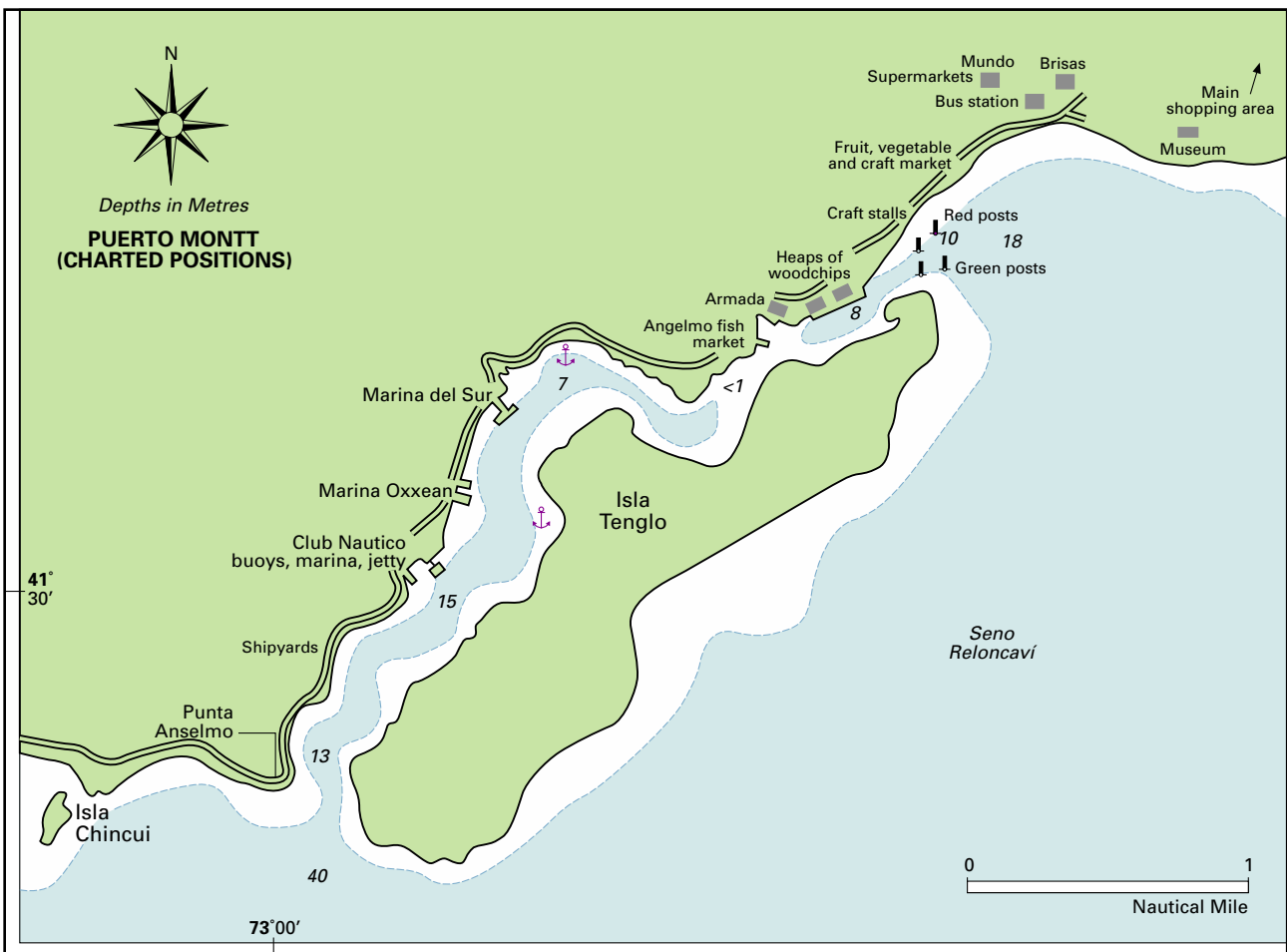
There is no fuel available in the marina. Larger quantities can be arranged at the fishing boat refuelling dock on the west side of the channel into the marina.

Page 346 Plan: Puerto Montt

See below.



PORT NELSON - DETAIL
 $41^{\circ}15'7S$ $173^{\circ}16'9$



Page 350 STANLEY

Anchorage Add:

In westerly gales, the head of Stanley Harbour is a good anchorage.

Page 352 HOBART

Berths

The clubs often have visitors' berths available and it is possible to find a berth in the marina in Constitution Dock or at King's Pier Marina (up to 17m) though it may be difficult to find a berth for a longer stay or at busy times.

Remarks

D'Entrecasteaux Channel is misspelt.

Page 354 Warning

I have received several reports of vessels sailing to South Georgia in recent years with either insufficiently prepared vessels or inexperienced crews. Vessels have been damaged by ice and lost. I hope that yachtsmen have not been encouraged to think that this is an easy and safe trip because of information published by me (Andy O'Grady) in this book or elsewhere. I wish to emphasise that this is a very dangerous trip, weather conditions are frequently severe and the risk from ice is great. Apart from the obvious risk to yourself and your boat please also consider the bureaucratic repercussions, in the form of increased restrictions on our navigation, for other yachtsmen if an inappropriate vessel or crew disappears or requests assistance.

APPENDIX

Page 359 Second column under Amateur radio

Pacific Seafarer's Net, the frequency should read: 14.300MHz daily at 0300UTC (according to the website for the net).

Page 364 South Pacific Ocean

Third entry down: Departure date should read 18th Aug 1983.