

**The Pilotage Foundation is grateful to Andy O'Grady for sending in these notes made during a visit to Brazil in his yacht Balaena in Summer 2008**

**Notes for RCCPF South Atlantic Circuit**

Page 13 Most Brazilian towns have well stocked supermarkets and virtually every item obtainable in any part of the world is obtainable here.

Page 19 Brazil - formalities: Most ports seem to expect you to clear in and out with immigration as well as the Capitania. However different officials in different ports have differing requirements and it seems impossible to get it right.

Page 69 The huge number of heavily armed and body armoured "tourist police" tend to decrease confidence rather than make one feel safe. At night or a few yards away from the view of these police you are very likely to be robbed, it happened to several yachts during the few days that we were there in December and January 2007-8. We and several other boats found this to be a very unpleasant destination.

Page 71-72 Anchoring and berthing: both marinas (as in all places we visited) were expensive. For those that anchor, the Centro Nautico allows use of its pontoons by dinghies for R\$5 per day. It is possible to anchor in sand, good holding, between the old harbour and new marina. Do not land on the beach here – knife wielding robbers lie in wait for yachtsmen who do this, go around to the marina.

**Formalities**

Immigration: The office is that of the maritime police (a little known – to Brazilians - branch of Policia Federal) which is at the back of the same building as the customs but can only be reached via the main dock gates and requires walking about 1km and then returning on the dock side. The security guards at the dock gate will try and direct you to the large Policia Federal building another 1km distant but if you go there you will only be sent back to the docks. The Centro Nautico failed to give us adequate directions to sort this out without a lot of going to and fro.

Page 87 Anchorage and berthing: Marina da Gloria is very expensive, in the order of US\$75 per day for a 12m boat. The area is dangerous outside the gates and it would be wise to use a taxi if going anywhere. Iate club de Rio would not accept transients in 2008 and made a steep charge for landing by dinghy if anchored off. We Used Club Naval Charitas opposite Rio in Enseada de Jurujuba, it was possible to anchor off and for a small fee use all the clubs excellent facilities or use a limited number of visitors berths at reasonable fees. An advantage of this position is that there is a high speed ferry to the naval district in Rio, almost taking you to the door of the Capitania. Apparently politics within all the clubs changes with their officers and visitors must be prepared for the need to look elsewhere.

Page 92 Pirates Mall marina allows free berthing for a few hours for the purposes of stocking up at the excellent but pricey supermarket or making crew changes.

Page 120 Entry: The military base in Mar del Plata is for the use of the Argentinian navy.

Formalities: These seem to be stricter here than elsewhere and all vessels from overseas were required to have health clearance. Customs needed 24- 48 hours to complete their documentation.