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The Pilotage Foundation is grateful to John Lawson who was the author of all our Passage Planning routes flowing out from the South Coast of England to Iceland, The Baltic, the Atlantic Islands and the Mediterranean.

This Route was updated by John Marchment in 2008

## Route 9B

For text version, see below

For interactive Google Map version,



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To return to text version, press 'back' button on your browser.

## Gibraltar to Balearics, South of France, Corsica, North Sardinia and North West Italy

See initial Route 9 above for Formalities, Search and Rescue, Navtex and Weather Forecasts, Fuel and Domestic Gas and Routeing Recommendations

### Weather and sea states

#### Gibraltar to Balearics

The wind blows either E or W in the Straits of Gibraltar and this feature will be noticed as far W as Cabo de Gata. From here to the Balearics and beyond, the wind direction and strength become unpredictable especially in the summer but are predominantly from the NW. Land and sea breezes will be apparent within 10M of the coast and are worth making use of in fine weather. Periods of nine or ten days of fine summer weather often end in a day or two of gales or strong winds.

#### Balearics to France and Italy

Winds blow most frequently from the W and N quadrants and gales and strong winds will almost certainly come from the NW(*mistral*) or N(*tramontana*). Although the prediction of these winds has got better, they can still arrive without warning and tend to blow for three days and sometimes longer; they are strongest at the W end of the region.

Seas in the Mediterranean tend to be shorter than in the Atlantic but can be no less unpleasant. They tend to become irregular and higher off headlands but, except in the Straits of Gibraltar there are no significant tidal streams or currents to run in opposition.

Swell is created by strong winds either a *mistral/tramontana* or a depression passing near the area. A feature of Spring and late Autumn in the Mediterranean is a low and confused swell resulting from various disturbances, which is present until a long spell of settled summer weather has been established.

The sea temperature in the summer is 23°C in the N and 25° - 26°C in the S.

Fog is rare, although early morning mist may appear near the coasts, and the southern *sirocco* brings sand from the Sahara and reduces visibility while it blows.

## Currents

The surface flow in the Mediterranean reaches its peak in the Straits of Gibraltar at up to 2 knots easterly. NE of Cabo de Gata up to the French coast a SW-going counter current exists of up to 1 knot which may be more round headlands and is a consideration in choosing between the Balearics or inshore route.

## Tides and tidal streams

Must be reckoned with in the Straits of Gibraltar and Messina but discounted in the rest of the Mediterranean.

## Distance Table

### Gibraltar to Balearics, S. of France and NW Italy

For ports and distances between Gibraltar and Torrevieja see Route 9A .

|                | GIBRALTAR | TORREVIEJA | DENIA | BENICARLO | BARCELONA | L'Escala | Sète | TOULON | ANTIBES | MAHON | Bonifacio | GENOA | Elba | CIVITTEVECCHIA |
|----------------|-----------|------------|-------|-----------|-----------|----------|------|--------|---------|-------|-----------|-------|------|----------------|
| GIBRALTAR      | ***       | 280        | 355   | 450       | 550       | 623      | 715  | 720    | 780     | 610   | 780       | 942   | 932  | 957            |
| TORREVIEJA     | 280       | ***        | 72    | 160       | 270       | 338      | 428  | 443    | 503     | 261   | 510       | 600   | 610  | 635            |
| DENIA          | 355       | 75         | ***   | 95        | 195       | 638      | 348  | 374    | 434     | 215   | 455       | 530   | 560  | 585            |
| BENICARLO`     | 450       | 160        | 95    | ***       | 100       | 173      | 253  | 300    | 360     | 190   | 405       | 450   | 490  | 530            |
| BARCELONA      | 550       | 270        | 195   | 100       | ***       | 73       | 153  | 195    | 255     | ***   | ***       | 360   | ***  | ***            |
| P. de L'Escala | 623       | 338        | 263   | 175       | 73        | ***      | 80   | 135    | 205     | ***   | ***       | 300   | ***  | ***            |
| Sète           | 715       | 423        | 348   | 253       | 153       | 80       | ***  | 105    | 175     | 205   | ***       | 280   | ***  | ***            |
| TOULON         | 720       | 443        | 374   | 300       | 195       | 135      | 105  | ***    | 60      | 200   | ***       | 160   | ***  | ***            |
| ANTIBES        | 780       | 503        | 434   | 360       | 278       | 205      | 175  | 60     | ***     | 260   | ***       | 92    | ***  | ***            |
| P. DE MAHON    | 610       | 261        | 215   | 190       | ***       | ***      | 205  | 200    | 260     | ***   | 240       | 355   | 345  | 370            |
| Bonifacio      | 780       | 510        | 455   | 405       | ***       | ***      | ***  | ***    | ***     | 240   | ***       | 193   | 105  | 130            |
| GENOA          | 942       | 600        | 530   | 450       | 360       | 300      | 280  | 160    | 92      | 355   | 191       | ***   | 110  | ***            |
| Elba           | 932       | 610        | 560   | 490       | ***       | ***      | ***  | ***    | ***     | 345   | 105       | 110   | ***  | ***            |
| CIVITTEVECCHIA | 957       | 635        | 585   | 530       | ***       | ***      | ***  | ***    | ***     | 370   | 130       | ***   | ***  | ***            |

The distances are direct between any two ports in different columns. Interpolated distances between ports in the same column are not necessarily correct

## Ports on the route

Port names in capital letters indicate a port with major marina facilities including slipping with all kinds of repair, electricity and water on the pontoons with the resources of a town or city nearby. Other ports will have many of these facilities but with any omission noted.

## Port categories

Ports are categorised for their accessibility in all weathers and the security of shelter.

- A Port of refuge in storms, complete shelter.
- A\* Qualified storm port of refuge and haven
- B Port accessible in gales with good shelter
- B\* Qualified gale port of refuge and haven
- C Entry subject to wind and swell conditions with some shelter inside.

The ports below along the Spanish and French coasts have been selected at between 50M and 100M apart. On both coasts there are very many more ports at shorter distances apart which could be equally suitable.

### **GIBRALTAR      A**

A large commercial and ex-Naval harbour on the W side of the Rock. It has three marinas and is accessible in all weathers but the three marinas are subject to swell to a greater or lesser extent in strong westerlies, and all are buffeted by gusts and down-drafts in strong *levanters*; a duty-free port with facilities for yachtsmen. Marina Bay marina ([www.marinabay.gi](http://www.marinabay.gi)) is located just south of the runway. Unfortunately Sheppards old marina has been taken over by Ocean Village Marina ([www.oceanvillage.gi](http://www.oceanvillage.gi)) and is still under construction but berths may be available. Sheppard's plan for a marina north of the runway has been postponed indefinitely and his chandlery and repair business is reported to be running down. Queensway has reconfigured its marina to reduce the swell problem but has built several apartment blocks on the new westerly quay which has reduced the number of visitor berths available. Also no anchoring allowed south of the runway so most cruising people now anchor north of the La Linea breakwater and use Ceuta or a Moroccan port for repairs (cheaper and quicker!).

Vessels up to 90m can be accepted in the marinas and up to any size in the commercial part of the harbour; depth in the marinas at least 3.5m; 40 ton travel lift at Sheppards and the largest vessel can be docked or repaired at Cammell Lairds in the old Dockyard; good medical facilities on the NHS for UK residents. Several flights a day to UK destinations but not Spain. A reasonable place to leave a yacht but a fender and warp minder is needed even in the summer.

SEE ROUTE 9A FOR PORTS ON THE SOUTH SPANISH COAST BETWEEN GIBRALTAR AND TORREVIEJA

## Torrevieja to South of France

### **PUERTO DE TORREVIEJA B (37° 58'N 00° 41'W)**

Can be approached in all weathers but can be uncomfortable inside in strong S to SW winds; a big commercial harbour with extensive yachting facilities in 3 marinas ([www.rcnt.com](http://www.rcnt.com), [www.mitorrevieja.com](http://www.mitorrevieja.com), [www.marinasalinas.com](http://www.marinasalinas.com)); maximum length 40m; 80 ton travel lift; good chandlery and shops close by; duty paid fuel by pump; rail and road communications.

After Torrevieja there are plenty of options including Santa Pola, Alicante and Villajoyosa.

### **DENIA A (38° 50'N 00° 07'E)**

A ferry and commercial harbour with 2 marinas which has good shelter and easy approach. The Club Nautico ([www.cndenia.es](http://www.cndenia.es)) has occasional berths for visitors but the more recent Marina de Denia ([www.marinadedenia.com](http://www.marinadedenia.com)) should be tried initially. The marina has all facilities and chandlery but is further away from town than the Club Nautico berths but has some food stores on site. Maximum length 30m, 3m-5m depth, 2 slipways up to 100 T, 12T cranes. Ferries to the Balearic Islands.

### **BENICARLO A (40° 25'N 00° 26'E)**

An old fishing port with a modern marina ([www.marinabenicarlo.com](http://www.marinabenicarlo.com)) built into the north end of the port. The approach is safe in any weather and the marina offers excellent shelter at reasonable cost. All repair facilities are available along with fuel and shopping in the nearby town.

## **BARCELONA      A**

There are two harbours, one in the city centre and the Puerto Olimpico (built for the 1992 Olympics) a bit further away outside the main harbour; the main harbour is all-weather ([www.marinaportvell.com](http://www.marinaportvell.com)), Puerto Olimpico ([www.portolimpic.es](http://www.portolimpic.es)) is well sheltered but a narrow entrance which could be difficult in strong southerlies; max length in main marina 70m, 30m in Olimpico; depths 7 – 9m in main, 4 – 7m in Olimpico; charges high in main, low in Olimpico; all possible facilities for yachtsmen in both marinas but shopping easier from main harbour; international airport, good bus and rail services, a ferry and busy shipping terminal; British Consul. The marina in the main harbour is now accessed through the north entrance of the breakwater and yachts should not use the southern entrance. If full try the new **Marina Badalona** ([www.marinabadalona-sa.es](http://www.marinabadalona-sa.es)) recently opened 7 miles to the NNE with all facilities of a modern marina, maximum length 30m, with depths of 3m to 6m, slipway & 75 T. crane.

## **Puerto de L'Escala      A\* (42° 07'N 3° 08'E)**

A safe and easy approach in all weathers and good shelter in the new marina ([www.nauticescala.com](http://www.nauticescala.com)) and in the old with a new breakwater; max length 15m; slips and craneage; piped diesel and petrol; water, electricity on pontoons and good repair facilities; limited shops near marina but more within easy walk; bus service. If full try **Puerto de Roses** new marina 10 miles to the north ([www.portroses.com](http://www.portroses.com)). Maximum length 45m, depth 3m to 6m with 110 berths for visitors but with limited repair facilities.

## **Sète      A**

A large commercial and fishing port with full facilities for yachts; one of the main entrances to the Canal du Midi and the French inland waterways; good facilities for mast removal/replacement and conversion to/from seagoing/inland cruising modes.

## **TOULON      A**

A vast Naval and commercial port with full yachting facilities in excellent shelter and seven marinas to choose from; any kind of repair can be undertaken but there are marinas close to the E and W in rather more congenial surroundings

## **ANTIBES (Port Vauban)      A\***

The largest marina in Europe ([www.portvauban.net](http://www.portvauban.net)) but a difficult entrance in strong north easterlies; 10m in the entrance, 2m-8m inside; max length 65m but a few berths for vessels up to 165m; every possible facility for the yachtsman and a few more – but at a price; international airport nearby, good road and rail connections. There are other rather smaller marinas close by – **Port Gallice** and **Port du Crouton** to the W and **Port de Marina, Baie des Anges** to the E.

## **Balearics to NW Italy**

### **PUERTO DE MAHON      A**

A beautiful and well sheltered port accessible in all weathers but deeper draft yachts may have to resort to dinghy work to provision. The small marina ([www.marinamenorca.com](http://www.marinamenorca.com)) is limited to 15m with only a few berths with over 2m depth and is also a long way from the shops; all other berths are administered by Ribera del Puerto SL ([www.riberadelpuerto.com](http://www.riberadelpuerto.com)); all facilities are available but somewhat scattered round the harbour; fuelling during working hours in any quantity from fuel depot; hospital, and airport close by with occasional direct flights to UK.

### **Bonifacio      A**

A unique sheltered harbour with a deep but narrow entrance navigable in all conditions; a busy commercial and ferry port with major yacht facilities; max length 55m; between 2 and 6m at the berths; fuelling berth, water and electricity and handy shopping; airport and frequent ferries to France and Italy.

### **GENOA      A**

A major industrial and commercial city with a port to match in the heart of it; two major yacht harbours with all the facilities, one near the city centre ([www.marinaportoantico.it](http://www.marinaportoantico.it)) and both very noisy and dirty; any kind of repair and maintenance is possible; international airport close by and excellent road and rail connections.

### **Elba      B**

**Portoferraio** is the only harbour of consequence on the island; it has several yacht yards and repair facilities but the small yacht harbour gets very crowded especially in summer; a port of entry to Italy; fuel and water on the quay; excellent shopping; frequent ferries to Piombino.

### **CIVITAVECCHIA      A\***

An easy entrance in all conditions but uncomfortable inside in strong northwesterlies unless in the inner yacht basin which is quite sheltered; a dirty commercial port but close to Rome; a port of entry; all the usual facilities for yachts in the inner basin including slipping and repairs; Camping Gas available; good road and rail connections via Rome and international airport at Fiumicino 30M. Just 3 miles to the south is a 1200

berth **Riva di Traiano** ([www.rivaditraiano.com](http://www.rivaditraiano.com)) with all facilities, maximum length 42m with depths 2 to 4m.

To visit Rome, **Anzio** to the SE is an alternative but a very crowded port; **Fiumicino** is the closest but the entrance is dangerous in onshore winds.

## **Route 9B**

### **Waypoint Table**

THESE WAYPOINTS SHOULD BE USED FOR PLANNING ONLY AND  
NEVER FOR NAVIGATION

Waypoints are given to the nearest minute of latitude and longitude and are positioned in clear water off the ports.

NOTE THAT IN THIS TABLE THE DIRECT ROUTE BETWEEN POINTS SOMETIMES CROSSES  
LAND OR OTHER NAVIGATIONAL HAZARDS AND THAT THIS IS NOT SPECIFICALLY  
INDICATED

| <b>Port</b>   | <b>Lat</b> | <b>Long</b> |
|---|------------|-------------|
| GIBRALTAR   | 39 06N     | 05 21W      |
| See Route 9A for ports between Gibraltar and Torrevieja |            |             |
| TORREVIEJA  | 37 57      | 00 41W      |
| DENIA   | 38 51      | 00 08W      |
| BENICARLO   | 40 24      | 00 26E      |
| BARCELONA   | 41 20      | 02 11E      |
| L'Escala  | 42 07      | 03 08       |
| Sète  | 43 23      | 03 42       |
| TOULON  | 43 04      | 05 59       |
| ANTIBES   | 43 35      | 07 08       |
| MAHON   | 39 52      | 04 20       |
| Bonifacio   | 41 23      | 09 09       |
| GENOA   | 44 23      | 08 53       |
| Elba  | 42 50      | 10 20       |
| CIVITAVECCHIA   | 42 06N     | 11 45E      |

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