



RCC PILOTAGE FOUNDATION

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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 Anthony Browne in 2008

Route 7 English Channel to Gibraltar via Ouessant and Cape Finisterre Updated 31 January 2008

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General

It is some 1200 miles from the English Channel to Gibraltar. There are many all-weather ports on the way apart from the leg across the Bay of Biscay from Ouessant to the NW corner of Spain of over 300 miles.

This unsupported leg can be reduced by diverting SE along the South Brittany coast to La Gironde and then 160 miles across to Bilbao, rejoining the direct route at La Coruña a further 250 miles along the N Spanish coast. However this adds about 300 miles to the total distance to Gibraltar from the Channel and should only be considered if dictated by fuel consumption or other factors. Details of this route can be found in Route 8.

Weather and sea states

Bay of Biscay

The Azores High tends to move N in summer forcing the Atlantic lows in the same direction to pass over the British Isles. These usually trail fronts which pass over the Bay of Biscay on which secondaries develop to give strong winds. The reputation of the Bay as an area of big seas and heavy gales is probably exaggerated and, once clear of the Continental Shelf at about 80 miles from Ouessant and the Brittany coast, the seas may be large but are regular and undisturbed by tidal streams and the sea bed.

The winds in summer are predominantly from the NW sector from NE through W to SW. The incidence of winds from the NE increases as the NW corner of Spain is approached. Gales occur less than 3% of the time in the summer months as do calms. Because the winds are controlled by mobile depressions and associated troughs of low pressure passing eastwards, steady wind conditions do not persist for much more than a day.

Swell is generated by Atlantic depressions passing to the N and the direction is mainly from the W or NW.

Sea temperature is mainly 18°C in the Bay in August increasing to 20°C in the SE corner.

Fog occasionally occurs in the Bay in the summer and its incidence increases round the NW corner of Spain.

The west Iberian coast

The northern part is influenced by the Atlantic depressions but the northerly winds of the Portuguese Trades become more pronounced during the summer the further S one goes. These northerly winds tend to increase in the afternoons and decrease at night. Gales are not frequent.

Swell is from the NW or N and can be an added hindrance when going N.

Sea temperature rises to 21°C at Gibraltar.

Fog is a feature of the NW corner of Spain in the summer and may occur in one day in ten for several days at a time. This persists near the coast as far S as Lisbon. July and August are the worst affected months.

Cabo de São Vicente to Gibraltar

The Portuguese Trades lose their influence as Cabo de São Vicente is rounded and winds tend to either E or W in direction. The easterly *levanter* is more common in the summer months and can rise to gale force making the last leg to the Rock arduous.

Swell decreases to negligible proportions as the Straits are approached.

Fog is not a usual summer feature S of Cabo de São Vicente.

Currents

Currents are variable and much influenced by wind direction along the route. An easterly in-draught should be allowed for when crossing the Bay; the flow along the W Iberian coast is generally southerly. The current in the Straits of Gibraltar sets generally easterly at ½ knot at the west end increasing to 2 knots at the narrows but a tidal element must also be taken into account. A prolonged *levanter* will reduce or even reverse this easterly flow.

Tidal streams

These cease to have a significant effect once Ouessant is cleared until Cadiz is reached, unless entering harbours in an estuary en route.

Tides

The Spring ranges decrease progressively from 5.9m around Ouessant, 3.3m at La Coruña to 0.9m at Gibraltar. Standard Ports are Brest, La Coruña, Lisbon and Gibraltar.

Routing recommendations

Going South

Unless fuel or other considerations prevail, there is little to commend a diversion along the South Brittany coast. The quickest is the most direct route to the NW corner of Spain where there are a number of good ports to choose from. The Traffic Separation Zones to the NW of Ouessant and Cabo Villano should be avoided and the seas off Cabo Villano can be unpleasant and disturbed after heavy weather. Apart from the Berlengha Islands to the N of Lisbon, there are no off-lying dangers down the W Iberian coast and distance offshore can be selected to taste. Once Cabo de São Vicente is rounded the possibility of a *levanter* must be considered and further stops at Cadiz or Barbate borne in mind; further into the Straits, Tangier and Tarifa also provide shelter.

Going North

Favourable or light winds can be expected in the summer between Gibraltar and Cabo de São Vicente. There are a number of ports available on the S Iberian coast in the unlikely event of gales or strong westerly winds. There are two ways of tackling the next leg up the W Iberian coast against the Portuguese Trades, noting that these blow generally only between April and September:-

(a) Take a long starboard tack out for at least 100 miles to pick up the SW winds associated with any front on Atlantic depressions passing to the N. Chances of fog will be much reduced.

(b) Plug up the coast against the N wind and swell. There are a number of suitable ports along the coast at no great distances apart. The wind often eases or ceases at night and does not increase to its full strength till the afternoon, allowing northing to be made under power in this period. Chances of fog increase as northing is made.

From Cabo Villano to Ouessant the chances of a favourable slant increase as the crossing progresses. Whatever the weather, a steady wind direction and strength are unlikely to persist for more than a day. There are many available ports in South Brittany if forced E by bad weather.

Formalities

France

The following documents should be on board and produced on demand (also applicable to all countries en route):-

Certificate of Registry or Small Ships Registry Document.

- (a) RYA Certificate of Competence or International Certificate at least for the Skipper.
- (b) Evidence of insurance for the vessel.
- (c) Passports for all on board
- (d) Radio licence.

Yachts registered in an EU country (the Channel Islands are not part of the EU) need not complete any formalities on arrival unless they are carrying any goods dutiable in France or have any non-EU residents on board. In these cases, entry should be made at a port with a Customs presence and the Q flag flown until cleared.

If any form is completed which gives notice of future movements it may be passed to the MRCCs en route. A SAR incident may therefore be created if the vessel does not arrive as stated. It is as well to check in at Ouessant Traffic Control in passing and leaving French waters.

VAT (TVA in France). In general yachts must be able to demonstrate that VAT has been paid on them to enjoy freedom of movement within the EU. The RYA document C1/04 on the subject should be consulted if there is any doubt, the yacht is registered outside the EU or if VAT has not been paid on the vessel.

Spain

As for France although the Spanish tend to be more relaxed in the application. The Capitanía or yacht club should be visited at the first port of call in the country with the documents above to clear in. If a crew member is leaving, entry should be made at a port where an *Entrada* stamp can be placed on the passport (Any of the major ports in capital letters in this guide). There is no formal need to clear the vessel out of Spain.

Portugal

The Portuguese still have the most requirements and the authorities must be visited with the above documents to complete the paperwork which is now free of charge. Any port with a marina will cope with this formality on site which simplifies the problem. The departure date must be stated but there is no need for formal outward clearance.

Gibraltar

Although a British territory, Gibraltar is not part of the EU. Vessels must be cleared in and out at the Waterport on the N Mole or in Queensway Marina with the documents above available. The procedure takes about ten minutes.

The national courtesy flag should always be flown when in sight of land, changing as the border is passed. A Basque flag flown W of Gijon is not usually appreciated.

Search and rescue

The route from Dover to Gibraltar is covered by 7 MRCCs and 29 MRSCs or sub-stations. Those covering the French and Spanish areas are all DSC. The Portuguese W coast is covered by 7 VHF stations controlled from the MRCC at Lisbon on Ch 16. The Spanish and Portuguese still have coastal radio stations keeping watch on VHF and MF but those on the N and NW Spanish coast do NOT keep watch on Ch 16 (but they do on DSC).

The route is therefore well covered for emergencies except for the middle of the Bay of Biscay where it will be outside VHF DSC range, but not MF DSC or the activation of an EPIRB. The route across the Bay, however is close to a busy shipping lane.

All countries on the route maintain lifeboats and SAR helicopters.

Further details may be found in Admiralty Maritime Communications (UK and Mediterranean) NP 289.

Navtex and weather forecasts

The route is fully covered by Navtex broadcasts from Niton (E and K), Corsen(A and E), Coruña(D), Monsanto(Lisbon)(R) and Tarifa(G).

Details of further weather forecasts may be found in Admiralty Maritime Communications NP 289 and RYA Weather Forecasts G5/04.

Fuel and domestic gas

France

The use of low tax red diesel – known as *fuel oil domestique* or FOD in France – is officially permitted in yachts for use with generators or heater units provided they are supplied from a different tank to the main engine. Difficulty may be found convincing a supplier that this is the case for bulk deliveries but there should be no objection from the customs or suppliers in securing a limited amount in cans.

Recent receipts for red diesel obtained in the UK or Channel Islands should be retained and produced if needed. A ‘reasonable quantity’ of such fuel carried in vessels tanks can be imported into France without further formality or payment of tax.

FOD however is rarely available at marinas and only from fishing ports. Marinas supply fully taxed diesel from pumps which are now almost all operated by a credit card which must have a chip incorporated in it. There are still some British cards which do not have a chip in them and the reliability of some pump operating systems are not what they might be with foreign cards. Sufficient cash to pay for fuel needed until at least the next major port should always be carried.

Petrol is often also provided by pump at marinas otherwise recourse must be made to the nearest garage

Spain

There are two types of diesel – *Gasoleo A* which is taxed and available for yachts, and *Gasoleo B* which is untaxed and available for fishing boats. Pumps with *Gasoleo A* are usually only found in marinas or ports with yachting facilities otherwise it must be carried by can from the nearest garage. Sometimes it can be supplied by road tanker. *Gasoleo B* is widely available by pump in nearly all fishing ports but few will now supply it to

yachts. Marinas in the bigger ports may accept credit cards for fuel but enough cash should be carried to cover the cost.

Portugal

There are two types of diesel as in Spain but they usually come out of the same pump and the yachtsman pays the duty paid price.

Some of the newer marinas may accept cards but enough cash should be carried to cover the cost.

Indication is given in each port section how fuel may be obtained, whether there is any restriction for larger quantities, access to the berth and opening hours for supply. It is prudent to radio ahead to the port authority if a quick fuelling stop only is needed.

Domestic gas

Camping Gas is available in France, Spain and Portugal. It may still be possible to find a Portuguese gas depot that will charge Calor cylinders if the right adaptors are carried. Butagaz is widely available in France and only needs a special regulator to be used with Calor appliances.

Distance tables

| | Dover | Eastbourne | Brighton | Solent(Cowes) | Plymouth | Falmouth | CHERBOURG | Guernsey | L'Aberwarch | Ouessant | Cariño | Cedeira | LA CORUÑA | Camariñas | CASCAIS | GIBALTAR |
|------------|-------|------------|----------|---------------|----------|----------|-----------|----------|-------------|----------|--------|---------|-----------|-----------|---------|----------|
| Dover | *** | *** | *** | *** | *** | *** | 151 | 191 | 287 | 312 | 617 | 627 | 647 | 707 | 1015 | 1338 |
| Eastbourne | *** | *** | *** | *** | *** | *** | 106 | 146 | 242 | 267 | 572 | 582 | 602 | 662 | 970 | 1293 |
| Brighton | *** | *** | *** | *** | *** | *** | 86 | 126 | 222 | 245 | 550 | 560 | 570 | 640 | 948 | 1271 |
| Solent | *** | *** | *** | *** | *** | *** | *** | 95 | 191 | 216 | 521 | 531 | 551 | 611 | 919 | 1242 |
| Plymouth | *** | *** | *** | *** | *** | *** | *** | *** | 105 | 130 | 435 | 445 | 465 | 525 | 833 | 1156 |
| Falmouth | *** | *** | *** | *** | *** | *** | *** | *** | 98 | 115 | 420 | 430 | 450 | 510 | 818 | 1141 |
| CHERB'RG | 151 | 106 | 86 | *** | *** | *** | *** | 40 | 136 | 161 | 466 | 476 | 496 | 556 | 864 | 1187 |
| Guernsey | 191 | 146 | 126 | 95 | *** | *** | 40 | *** | 96 | 121 | 426 | 436 | 456 | 516 | 824 | 1147 |
| L'Aberw'ch | 287 | 242 | 222 | 191 | 105 | *** | 136 | 96 | *** | 25 | 330 | 340 | 360 | 420 | 728 | 1051 |
| Ouessant | 312 | 277 | 245 | 216 | 130 | 115 | 161 | 121 | 25 | *** | 305 | 315 | 335 | 395 | 703 | 1026 |
| Cariño | 617 | 572 | 550 | 521 | 435 | 420 | 466 | 426 | 330 | 305 | *** | 17 | 42 | 87 | 395 | 718 |
| Cedeira | 627 | 582 | 560 | 531 | 445 | 430 | 476 | 436 | 340 | 315 | 17 | *** | 25 | 70 | 378 | 701 |
| CORUÑA | 647 | 602 | 570 | 551 | 465 | 450 | 496 | 456 | 360 | 335 | 42 | 25 | *** | 45 | 353 | 676 |
| Camariñas | 707 | 662 | 640 | 611 | 525 | 510 | 556 | 516 | 420 | 395 | 87 | 70 | 45 | *** | 308 | 631 |

| | Camariñas | The Rias | BAYONA | V. de Cost. | P.de Vazim | LEIXOES | Nazaré | Peniche | CASCAIS | Sines | LAGOS | Portimao | Vilamoura | CADIZ | Barbate | GIBRALT. |
|------------------|-----------|----------|--------|-------------|------------|---------|--------|---------|---------|-------|-------|----------|-----------|-------|---------|----------|
| Camariñas | *** | 50 | 85 | 113 | 133 | 145 | 241 | 264 | 308 | 362 | 437 | 444 | 472 | 567 | 597 | 631 |
| The Rias | 50 | *** | 35 | 63 | 83 | 95 | 191 | 214 | 258 | 312 | 387 | 394 | 422 | 517 | 547 | 581 |
| BAYONA | 85 | 35 | *** | 28 | 48 | 60 | 156 | 179 | 223 | 277 | 352 | 359 | 387 | 482 | 512 | 546 |
| Viana de Costelo | 113 | 63 | 28 | *** | 20 | 31 | 128 | 151 | 195 | 249 | 324 | 331 | 359 | 454 | 484 | 518 |
| Povoa de Vazim | 133 | 48 | 20 | 12 | *** | 108 | 131 | 175 | 229 | 304 | 311 | 339 | 434 | 464 | 498 | 532 |
| LEIXOES | 145 | 95 | 60 | 32 | 12 | *** | 96 | 119 | 163 | 217 | 292 | 299 | 327 | 422 | 452 | 485 |
| Nazaré | 241 | 191 | 156 | 128 | 108 | 96 | *** | 23 | 67 | 121 | 196 | 203 | 231 | 326 | 356 | 390 |
| Peniche | 264 | 214 | 179 | 151 | 131 | 119 | 23 | *** | 44 | 98 | 173 | 180 | 208 | 303 | 333 | 367 |
| CASCAIS | 308 | 258 | 223 | 195 | 175 | 163 | 67 | 44 | *** | 54 | 129 | 136 | 164 | 259 | 289 | 323 |
| Sines | 362 | 312 | 277 | 249 | 229 | 217 | 121 | 98 | 54 | *** | 75 | 82 | 110 | 205 | 235 | 269 |
| LAGOS | 437 | 387 | 352 | 324 | 304 | 292 | 196 | 173 | 129 | 75 | *** | 7 | 35 | 130 | 160 | 194 |
| Portimao | 444 | 394 | 359 | 331 | 311 | 299 | 203 | 180 | 136 | 82 | 7 | *** | 20 | 115 | 145 | 179 |
| Vilamoura | 472 | 422 | 387 | 359 | 339 | 327 | 231 | 208 | 164 | 110 | 35 | 20 | *** | 95 | 125 | 159 |
| CADIZ | 567 | 517 | 482 | 454 | 434 | 422 | 326 | 303 | 259 | 205 | 130 | 115 | 95 | *** | 30 | 64 |
| Barbate | 597 | 547 | 512 | 484 | 464 | 452 | 356 | 333 | 289 | 235 | 160 | 145 | 125 | 30 | *** | 34 |
| GIBRALTAR | 631 | 581 | 546 | 518 | 498 | 485 | 390 | 367 | 323 | 269 | 194 | 179 | 159 | 64 | 34 | *** |

The distances are approximate direct distances between any two ports in different columns. Distances given between two ports in the same column will not necessarily be correct.

Ports on the route

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

Ports in the UK are not included.

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, tide and swell conditions with some shelter inside.

CHERBOURG A

A large, completely protected commercial and naval harbour with a huge marina (www.ville-cherbourg.fr) with no limitations on the approach by day or night in all conditions. The tidal stream runs strongly across the entrances. A port of entry; marina limitations are up to 15m length and 2m draught but some berths available up to 25m and 4m draught, larger vessels in commercial harbour; fuel in any quantities; airport near with flights to UK and Channel Islands; fast ferries to UK.

Good security and a safe place to leave the yacht unattended.

Guernsey A*

Both St Peter Port (www.guernseyharbours.gov.gg) and Beaucette (www.beaucettemarina.com) marinas are accessible with enough rise of tide and they are uncomfortable in easterly gales. Restricted space for the larger yacht but good facilities, easy shopping and duty-free fuel in any quantity.

L'Aberwrach B*

Visibility of at least 5 miles is needed to see the leading marks/lights although entry is possible in good weather with less visibility and GPS. A small river harbour with a new marina, visitors' mooring buoys and facilities including fuel and water for yachts; provisions are some distance from the harbour; nearest airport and railway at Brest (25 km); not suitable to leave the boat unattended except for short periods.

Routeing past Ouessant

- (a) **To the NW of the Traffic Separation Zone.** This adds little distance if coming from the West Country ports and avoids the strong tidal streams round the island.
- (b) **The route inside the Traffic Separation Zone and outside the island.** The preferred route if coming from the east in poor visibility and/or a foul stream.
- (c) **Passage du Fromveur to the S of the island.** The shortest route coming from the east but the strongest tidal streams (up to 9 knots at springs). The preferred route in good visibility and a fair stream.
- (d) **Chenal du Four.** Might be preferable in strong W winds if coming along the coast from L'Aberwrach.

Although not mandatory for vessels below 300 tons, a call to Ouessant Traffic Control in passing may be a useful precaution.

Cariño B*

A well-protected commercial and fishing port with reasonable facilities for yachts and provisions close by; fuel and water by can.

Cedeira B

An active fishing and small commercial port whose bay is open to the NW with a protected anchorage closer in; an anchorage only, but larger quantities of fuel by road tanker and water available alongside may be arranged with the Capitania; a dinghy ride for provisions.

LA CORUÑA A*

The port is only qualified as the outer banks break in storm conditions and must be avoided on approach. A large commercial and fishing port. Two large marinas (www.darsenacoruna.com and www.marinacoruna.com) with all facilities near the city centre. Yachts up to 50m with 5m in the basin; a port of entry, the formalities being handled by the Club Nautico; 50 ton travel lift; fuel. There is another marina at Sada/Fontan 6M to the E with similar facilities

City airport has some UK flights otherwise via Madrid. Santiago de Compostela international airport 60 km.

National holidays on 1 May, 17 and 29 June, 18 and 25 July, 15 Aug for several days may restrict facilities but not berthing.

Yachts can be left safely here or at Sada/Fontan (www.marinasada.com) where there are 45 visitors berths up to 20m and 3m draught.

Camariñas A*

The entrance is accessible in storm conditions but the shelter inside is indifferent in NE winds although a protected anchorage is available. Camariñas has a small marina (www.come.to/cncam (site under construction)); water on the pontoons, but fuel only in cans from Club Nautico; adequate provisions.

The Rias

Consist of Ria de Corcubion, Ria de Muros, Ria de Arosa, Ria de Pontevedra and Ria de Vigo which stretch 35 miles from Cabo Finisterre in the north to Bayona in the south. They have many harbours and anchorages but generally will be a significant diversion from the direct route north or south.

BAYONA A*

Can be approached and entered under all conditions with two first class marinas; the older marina (www.mrcyb.com) is exposed to E winds (which are rare) where there is an excellent club, the Monte Real Club de Yates (MRCY), but it is usually full. The new Bayona Marina (www.puertobaiona.com) just to the S of the older is much larger and it is likely that visitors will be directed there; accommodation up to 15m and 3m draught with a few berths up to 35m; a sizeable town with everything for the visitor; a good fuelling point for any quantity of fuel but a tidal restriction for vessels drawing more than 2m in the old marina; 32 ton travel lift; frequent bus service to Vigo whence it is 90 minutes by motorway bus to Santiago de Compostela international airport. Holidays and fiestas as for La Coruña. Good security and a safe place to leave a yacht.

Viana do Castelo (Portugal) A*

Although the entrance is dredged to 8m and well protected from the N and W by a large breakwater, entry in S or SW gales would not be recommended; a small, well protected marina (www.ipnorte.pt/p/portorecreio.htm) with all the facilities and fuel needed.

Povoa de Varzim B

Well protected from the N and W but not from the S and only 3m in the entrance; a small marina (www.clubenavalpovoense.com) in a fishing harbour with fuel and facilities.

LEIXÕES A

Can be entered in any weather with a deep, well-protected entrance, reasonable but crowded marina (www.marinaportoatlantico.net) and all the facilities close to Porto airport. The best port of refuge on this stretch of coast but not somewhere to leave the boat unattended for any length of time; accommodation for a few yachts up to 30m but southwesterlies send some swell into the marina; no travel lift but plenty of craneage; repairs more

geared to fishing boats than yachts; fuel only available during working hours and not on Sundays; Porto international airport is 6 km.

Nazaré A

A well-sheltered fishing port accessible in all conditions with a small marina, adequate facilities but a long way to the shops; fuel on pontoon.

Peniche A*

Completely sheltered from the N but strong southerlies make the marina most uncomfortable although access to the port should not be hindered in these conditions; adequate fuel and facilities.

CASCAIS A

A large and modern marina (www.marinacascais.pt) with complete shelter and a safe approach in all conditions; several other marinas up the Rio Tejo to Lisbon if further diversion is desired; accommodation for up to about 20m and 6m draught, over 40m and up to 7m draught at special pontoon; 70 ton travel lift; fuel in any quantity; first class rail service to Lisbon (30 minutes); 1 hour to Lisbon international airport.

A safe place to leave a yacht but expensive.

Sines A

A large all-weather harbour half way between Cascais and Cabo de São Vicente with a small modern marina (www.portodesines.pt) mostly with 5m depths and accommodation up to 20m; facilities somewhat distant but fuel available in any quantity; outside communications indifferent.

Cabo de São Vicente

In the prevailing northerlies, wind and waves tend to increase in the vicinity of the Cape which may be avoided to some extent by giving it a berth of about 2 miles. Having said that, with reliable power, there is something in cutting close round the headland going either way and shortening the unpleasantness. The cliffs are steep-to and clean. The 50m gap between the Cap and Giganta carries 30m and is passable in good weather with a steady nerve but not in swell conditions when it can build up alarmingly in the gap.

LAGOS B*

Well sheltered from the W sector, the entrance is shallow (3m) and it would be unwise to attempt it in S or SW gales especially on the ebb. Inside is a large and modern marina (www.marinadelagos.pt) with all the facilities at hand for up to 30m and dredged to 3m; bridge to marina has a 11m width restriction but wider multis could find a berth outside; travel lift of 36tons and 20m; comprehensive repair facilities; fuel available during office hours only for cash or credit card with a 5% charge. Faro International airport is 90 minutes by train, 50 minutes by taxi.

Fairs on 16/17 August and 12 – 14 October cause some disruption to services.

Very good security and a safe place to leave a yacht for any time.

Portimao B*

A well-protected but narrow river entrance which would not be advisable in a S gale especially on the ebb; a large, modern and completely sheltered marina (www.marina-portimao.com) inside, good facilities.

Vilamoura B*

A very large and old-established marina (www.vilamoura.net) with a narrow entrance dredged to 3.3m which could be dangerous in S gales; secure and close to Faro airport, another good place to leave a boat.

CADIZ

Bahia de Cadiz is 6 miles wide from N to S and encloses Puerto Deportivo Rota, Puerto Sherry, El Puerto de Santa Maria and two small marinas in Cadiz itself besides the big US Naval Base at Rota and the commercial docks at Cadiz. All are accessible in all weather conditions but Rota is the most conveniently situated for the transient

Puerto Deportivo Rota A

Depths vary between 2.5m and 3.5m and there are provisions for yachts more than 12m in length. 35 ton travel lift; fuel in any quantities. (www.eppa.es).

It would be reasonably safe to leave a yacht here but it is a long way to Sevilla international airport and the other marinas in Bahia de Cadiz are no closer.

Barbate B*

Barbate is included as it is the last port before Gibraltar (except for Tarifa 15M short of Gibraltar) if faced with a *levanter*. However the entrance is shallow and the end of a long and large tunny net laid from March to September restricts access. The inner marina (www.eppa.es) can accommodate yachts up to 2 - 5m draught but the stated depths of 3m in the approach, entrance and marina should not be counted on; fuel during working hours; a long walk to a large supermarket.

GIBRALTAR A

A large commercial and ex-Naval harbour on the W side of the Rock (www.gibraltarport.com/html_files/port.cfm) It has three marinas, but one, Sheppard's, has been closed for development for 3 years, and its re-opening date is uncertain. The other two marinas are Queensway Quay Marina (<http://queenswayquay.com/index.html>) and Marina Bay (www.marinabay.gi). They are very crowded and it is wise to book in advance. Accessible in all weathers but the marinas are subject to a greater or lesser extent from swell in strong westerlies and are buffeted by gusts and down-draughts in strong *levanters*; a duty-free port with excellent facilities for yachtsmen.

Vessels of any size and draught can be accepted up to 90m in the marinas and more in the commercial part of the harbour; the depth in the marinas is at least 3.5m; 30 ton travel lift at Sheppards and the largest yacht can be catered for at Cammell Lairds in the old dockyard.

Good medical facilities available on the NHS for UK residents.

Several flights a day to UK destinations but not Spain.

A safe and secure place to leave a yacht but a minder of fenders and warps should be appointed even in the summer.

Route 7 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 or headlands.

Turning points (TP) to avoid land or navigational hazards are also noted in the table.

Waypoints are positioned where possible to avoid Traffic Separation Zones but the direct routes sometimes pass through them.

The symbol * between two points denotes that direct route between them passes over or close to land or other dangers.

| Port or point | Lat | Long | |
|--------------------------------|---------|---------|-----|
| Dover | 51 06 N | 01 21 E | (1) |
| TP Dungeness | 50 53 | 01 00 | |
| TP Royal Sovereign | 50 41 | 00 27 | |
| BRIGHTON | 50 47 | 00 06 W | |
| * | | | * |
| SOLENT (Needles) | 50 39 | 01 37 | |
| * | | | * |
| PLYMOUTH | 50 19 | 04 10 | |
| * | | | * |
| FALMOUTH | 50 08 | 05 02 | (2) |
| * | | | * |
| CHERBOURG | 49 41 | 01 39 W | |
| TP Cap de la Hague | 49 45 | 01 59 | |
| Guernsey (Platte Fougère) | 49 31 | 02 28 | |
| Guernsey (St.Martins) | 49 24 | 02 31 | |
| L'Aberwrach | 48 39 | 04 39 | |
| * | | | * |
| Ile d'Ouessant (off SW corner) | 48 24 | 05 09 | |
| Cariño | 43 44 | 07 51 | |
| * | | | * |
| Cedeira | 43 40 | 08 05 | |
| * | | | * |
| LA CORUNA | 43 22 | 08 22 | |
| * | | | * |
| TP Cabo Villano | 43 10 | 09 15 | (3) |
| Camariñas | 43 07 | 09 13 | |
| * | | | * |
| BAYONA | 42 08 | 08 53 | |
| * | | | * |

| Port or point | Lat | Long |
|----------------------|------------|-------------|
| Viana do Castelo | 41 40 | 08 51 |
| Povoa de Varzim | 41 22 | 08 46 |
| LEIXOES | 41 10 | 08 43 |
| Nazaré | 39 36 | 09 05 |
| * | | * |
| Peniche | 39 20 | 09 22 |
| * | | * |
| CASCAIS | 38 41 | 09 25 |
| * | | * |
| Sines | 37 56 | 08 53 |
| TP C. de São Vicente | 37 00 | 09 00 |
| * | | * |
| LAGOS | 37 05 | 08 39 |
| Portimao | 37 06 | 08 32 |
| * | | * |
| Vilamoura | 37 04 | 08 07 |
| * | | * |
| CADIZ | 36 34 | 06 20 |
| * | | * |
| TP Cabo Trafalgar | 36 11 | 06 04 |
| * | | * |
| Barbate | 36 10 | 05 55 |
| * | | * |
| TP Tarifa | 36 00 | 05 37 |
| * | | * |
| GIBRALTAR | 36 09 | 05 22 |

Notes.

- (1) Dover - Cherbourg direct route crosses the Dover Strait Separation Zone.
- (2) Direct route passes through Ile d'Ouessant Separation Zone.
- (3) Direct route from Ile d'Ouessant passes inside Cabo Villano Separation Zone.

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