

RCC PILOTAGE FOUNDATION

ATLANTIC ISLANDS

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Cautions & Acknowledgements

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The Azores

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Cautions and Acknowledgements

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. In particular, minor changes to light ranges or to the heights of light structures may not be included.

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him or her.

This supplement contains amendments and corrections sent in by many cruising yachtsmen and women, in addition to those from official sources. The author and publisher would particularly like to thank:

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The updating of cruising guides is an ongoing process and the author and publisher are always glad to receive information, sketch charts or photographs for incorporation in future supplements or new editions. Please send either by email, with copies to both the publisher at ilnw@imray.com and the author at atlantic.islands@virgin.net, or by post to the author, Anne Hammick, at Falmouth Marina, North Parade, Falmouth, Cornwall TR11 2TD. Many thanks in anticipation.

The CAUTION on page iv of the 4th edition should be replaced by the following:

Caution

Whilst the RCC Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the content of this book, it contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied on alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation.

The RCC Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the skipper, who should assess all information, published or unpublished. The information provided in this pilot book may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept any liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC Pilotage Foundation, the author and the publishers do not accept liability for any loss and/or damage howsoever caused that may arise from reliance on information contained in these pages.

Plans

The plans in this guide are not to be used for navigation – they are designed to support the text and should always be used together with navigational charts. It should be borne in mind that the characteristics of lights may be changed during the life of the book, and that in any case notification of such changes is unlikely to be reported immediately. Each light is identified on the plans (where it appears in magenta) by its international index number, as used in the Admiralty *List of Lights*, from which the book may be updated. All bearings are given from seaward and refer to true north. Symbols are based on those used by the British Admiralty – users are referred to *Symbols and Abbreviations* (NP 5011).

Updating charts and pilot books from official sources

Much useful information regarding harbour developments, and changes to navigation lights and radio signals, is available free of charge on national hydrographic websites.

In April 2009 the website address of the UK Hydrographic Office was changed to <http://www.ukho.gov.uk/Pages/Home.aspx> and that of the page detailing Admiralty *Notices to Mariners* to <http://www.ukho.gov.uk/ProductsandServices/MaritimeSafety/Pages/NMPublic.aspx>.

The website of the Portuguese Hydrographic Institute was redesigned early in 2008, making it much more difficult for non-Portuguese speakers to locate the *Avisos aos Navegantes* (*Notices to Mariners*) page. The simplest approach is to go direct to <http://websig.hidrografico.pt/idamar/anavnet/GruposMensais.aspx> – the page on which monthly notices are listed in reverse order and in pdf format.

If the link will not open, go to the Portuguese Hydrographic Institute homepage at www.hidrografico.pt/hidrografico/ and select **Produtos** from the table at left, followed by **Avisos Navegantes** and then **ANAVNet**. This brings up a page with three sets of tables – from the one on the left select **Grupos Mensais** from under the **Grupos de Avisos** heading. This should bring up the page described above. For current Navtex listings for both continental Portugal and the Azores (the promised Madeira Navtex station has yet to come onstream), return to the **ANAVNet** page and make the appropriate selection.

To check Spanish *Avisos a los Navegantes*, enter the Spanish Navy (*Armada Española*) website at www.armada.mde.es and select the English (or French) option if preferred. Under the **Science/Culture** (*Ciencia/Cultura*) heading choose **Hydrography** (*Instituto Hidrográfico de la Marina*) and then **Notices to Mariners** (*Avisos a los Navegantes*) from the table at left. This brings up a bilingual page after which all is pretty straightforward. Unfortunately the direct link to this page is long, so once open it is worth adding to the Favourites list.

Radio communications

In March 2009 it was announced that all three books of radio signals in the Admiralty Leisure series, including *Maritime Communications : United Kingdom and the Mediterranean* (NP289) which includes the Azores and Madeira Group, and *Maritime Communications : Caribbean* (NP290) which included the Madeira Group, the Canaries and the Cape Verde Islands, were being withdrawn and would not be replaced.

The last input of technical information for all sections of this Supplement was July 2009, including British Admiralty *Notices to Mariners* Week 31 of 2009, Portuguese *Avisos Navegantes* for June 2009, and Spanish *Avisos a los Navegantes* Week 30 of 2009.

Text in black type appeared in previous supplements; text in blue type comprises information received since June 2008.

Page numbers refer to *Atlantic Islands* 4th Edition, 2004.

Anne Hammick
Falmouth, July 2009



The Cape Verdes

Introduction

Page 259 The archipelago

The Cape Verdes are becoming increasingly popular both as a holiday destination and with those considering a second home or rental property abroad. It is too soon to say what effect this will have on the lives of local people, though if handled sensitively an influx of wealthy foreigners could provide a major source of employment in both the construction and service industries, and a real boost for the country's economy.

In June 2009 the website of Sambala Developments Ltd included the following paragraph regarding the Cape Verde economy: 'According to the IMF (International Monetary Fund) the economy rose by 10.8% in 2007 and is likely to expand by 7.7% in 2008. There has been a consistent growth of 5–10% year on year since 1999 ... The country has also benefited from 1.5 billion euros of private investment from overseas ... Employment currently stands at approximately 80%.'

By mid 2009 tourist developments were under construction in Sal, Boavista, São Vicente and Santiago. Sales figures were claimed to be good and prices low compared to European resorts. Several of the developments cited marinas in their plans, including the Murdeira Beach Resort, Porto Murdeira, Cotton Bay and the Pedra de Lume Marina & Golf Resort on Sal, and the Sambala development – which includes the Porto Lobo Resort & Marina – on Santiago. However by mid 2009 none of the marinas appeared to have got beyond the 'artist's impression' stage.

General information

Page 263 Money

As of June 2009, the Cape Verdean escudo remained at CVE 110\$00 to 1 euro but had risen to CVE 125\$00 to £1. It still did not appear possible to obtain currency from outside the islands.

Page 263 Shopping

In November 2007 it was reported that no fresh meat was to be found anywhere in the Cape Verde Islands, though frozen meat was available in supermarkets.

Six months later, while familiar brands of most imported spirits were on sale in many places, imported rum was virtually unavailable – perhaps to protect the local industry? My correspondent saw only one bottle of imported rum in the entire archipelago, and that from Holland. He remarked that he was 'trying to imagine the Dutch farmers humming calypso tunes as they cut sugar cane on the poulders....'.

Page 264 Communications, Telephones and fax

In July 2004 an extra digit was added to all phone and fax numbers – 2 for landlines and 9 for mobiles. This is placed between the country code (if required) and the listed number. No attempt has been made to update all numbers quoted in the current edition. A couple who visited São Nicolau and São Vicente in late 2008 commented on the lack of post boxes. Mail must be handed in at the post office during working hours.

Page 264 Transportation

In early April 2009 TACV had to request government assistance after being declared 'technically insolvent', but was apparently still operating as normal two months later.

International flights

From Britain As of June 2009 several carriers were offering direct flights to Sal though not, apparently, to any other island. Flight time was just over 5½ hours. Carriers included TAP-Portugal (www.flytap.com) – one or more daily scheduled flights from Gatwick; TravelRepublic (www.travelrepublic.co.uk) – weekly charter flights from Gatwick, Manchester and Birmingham; and Cape Verde Jetaway (www.capeverdejetaway.com) – weekly flights from Gatwick, Manchester and Birmingham. Further internet searches would doubtless produce yet more options.

Interisland flights

Halcyonair Cape Verde Airways was formed in 2005 to provide an alternative to TACV on interisland routes, with the hope of extending internationally at a later stage. Based in Sal, it offers direct flights to Boavista, São Vicente, Santiago and Fogo. See www.flyhalcyonair.com for further details.

Page 267 Further information

Cape Verde Islands by Aisling Irwin and Colum Wilson, now in its 4th edition, has been joined by *Travellers' Cape Verde*, written by Sue Dobson and published by Thomas Cook Publishing. Both are available from www.amazon.com, together with maps, CDs of Cabo Verdean music etc.

www.boatcv.com – the website (in English and German) of Mindelo-based boatCV which, according to its home page 'supports and assists yachtsmen visiting Cape Verde'. The 'Navstuff' section, featuring local weather and tidal information, would be useful anywhere in the islands. See under Mindelo for further details of the company

www.caboverde.com – nine years on from my first visit this privately run site is still going strong. Although flight schedules have not been updated since 2008, much else clearly has. Includes a particularly good section of Cabo Verdean music

www.capeverdeinfo.org.uk – a relatively new website intended for people interested in the Cape Verdes as a holiday or property destination

www.ecaboverde.com – thousands of island photos captioned in English, Portuguese, French, German or Italian

www.flyhalcyonair.com – website of Halcyonair Cape Verde Airways, Cabo Verde's new interisland airline (see *Interisland flights* above)

www.google.co.uk/maps – although Google never dates its satellite images ('©2009' refers only to the copyright registration) as of June 2009 the Cabo Verde set appeared quite recent, probably mid-2008

www.marinamindelo.com – website of São Vicente's new marina (in English, French, German and Portuguese). See under Mindelo for further details

www.sambaladevelopments.com – website of Sambala Developments, currently building the Porto Lobo Resort and Marina in Santiago. It features a number of short but interesting films covering the history, culture and natural history of the island, as well as several promoting the development itself. Local musicians provide the background music

www.travelguide2capeverde.co.uk – run by an English company, Cape Verde Adventure. Very definitely a visitors' site with sections on travel, accommodation and investment

properties, but also covering history, shopping and food and drink, plus where to find the best beaches, walks, diving and windsurfing. In English only

~~delete~~ www.caboverdesailing.de – German-based Cape Verde Sailing is understood to have gone out of business

Page 267 Entry and regulations

It is still necessary to clear in and out of each harbour visited in the Cape Verde islands.

Various suggestions have been put forward by those wishing to visit Fogo and Brava, and much seems to hang on the subsequent destination. One skipper wrote: ‘Our eventual strategy was to enter at Praia, declaring a cruise plan of Praia, Fogo, Brava, Mindelo. Clearing port-to-port as required, we were always 100% legal while in the Cape Verdes. From Brava we got clearance for Mindelo, but actually headed west, minus an international clearance or exit stamps. The officials in Praia kept the ship’s papers while we were in port, but in Fogo and Brava they did not (and in Brava the officer issued our clearance when we checked in). When we arrived at our Caribbean destination with clearance for São Vicente (which sounds similar to St Vincent) no one seemed the least concerned.’

Many countries do not issue yachts with formal exit clearance – it can be hard to obtain in both Madeira and the Canaries – while others, including Brazil, have created difficulties for those who arrive without. Either way, remaining legal whilst in Cabo Verdean waters is essential.

Page 268 Laying up

The only place in the islands where a yacht could be left afloat and unattended with any confidence is the new Mindelo Marina under the watchful eye of Kai Brossmann and his staff.

Page 268 Winds and swell

Confirming the main text, the skipper of a 42ft yacht which visited in December 2008 wrote: ‘We expected mainly northeast winds and planned to sail from São Vicente to Sal via intermediate islands before continuing to Senegal. Unfortunately the wind blew a consistent 30 knots from around 80° for the week before and the week during our stay, and I believe for the week following, despite a forecast change. We tried to beat east, but even clear of the islands and confused seas it was going to be a difficult, hot, wet passage and take a long time. Boats which left a few weeks earlier reported a nice reach all the way. My advice would be to visit Senegal first and then the Cape Verdes, making Sal your port of entry.’

Page 269 Weather forecasts

A Navtex station began transmissions during 2006 (see under São Vicente). It was reported to be off the air as of late 2008, but was working again by the following summer.

‘Weather websites’ which cover the area include Windguru (www.windguru.cz), Passageweather (www.passageweather.com) and Windfinder (www.windfinder.com).

Page 270 Buoys and lights

The reliability of lights does not appear to have improved since the first edition of *Atlantic Islands* was researched in 1987. In November a yacht making landfall from the north reported that Punta Leste (São Nicolau), Ilheu dos Passaros (São Vicente) and Punta da Tumba, (Santo Antão) were all dark. Her crew added: ‘Perhaps it would be simpler to say that we didn’t see any lights at all apart from the towns when

navigating between the islands in darkness. It is well worth making every effort to arrive in daylight, including heaving-to if necessary.’

Page 271 Charts

It is rare for chart corrections featuring the Cape Verde islands to appear in *BA Notices to Mariners* or their Portuguese or Spanish equivalents. Information on accessing *British Admiralty Notices to Mariners*, *Portuguese Avisos aos Navegantes*, and *Spanish Avisos a los Navegantes* will be found on page 2 of the CAUTIONS & ACKNOWLEDGEMENTS section.

Page 271 Guides, pilots, etc

Kapverdische Inseln, by André Mégroz and Kai Brossmann and available in German only, is available from various sources listed at www.segeln-kapverden.ch/nrf/nrf.htm. Updated for 2008 and containing 240 ring-bound A5 pages, it covers 44 harbours and anchorages with plans, photographs and detailed text. Its accuracy has not been verified, but it sounds to be a very useful addition to the chart table for German speakers. As of June 2009 a 60 page ‘light’ version was available in German, English, French and Italian at 14.50 euros.

Ilha do Sal

Page 273 Coast radio station

Ilha do Sal 16°45’N 22°56’W (remotely controlled from *São Vicente*)

Tel 2312158, Fax 2311882

VHF Ch 16, 22, 79

DSC MMSI 006170000 – VHF Ch 70

Porto da Palmeira

Page 274 Approach

In January 2005 a sunken fishing boat, its mast breaking the surface, was reported in the centre of the anchorage.

By November 2007 the fishing boat was no longer visible, but whether it had been removed or was still posing an underwater hazard was uncertain. At the same date a sunken freighter was reported to be lying on its side parallel to, and a short distance from, the inside of the northwest mole.

Page 274 Anchorage

The quay in the north corner of the harbour is used extensively by small fishing boats. Catches are landed and gutted there, often watched by tourists who are bussed in to witness the event or go out for the day in a charter yacht. The local people are friendly, but do not appreciate dinghies crowding them out.

Page 274 Formalities

The *Polícia de Fronteira* now have an office in Palmeira, close to that of the *Delegação Marítima*. In January 2006 the combined fees totalled US \$11. Inward clearance has been simplified to a ‘one-stop’ process at the *Polícia de Fronteira* office, in a street perpendicular to the main Espargos road. The staff are reported to be courteous and helpful.

Page 274 Facilities

Water The water tap is said to remain locked all day Sunday.
Bottled gas Camping Gaz can be obtained from a lady operating from her house in the centre of the village.

Page 275 Communications

Email In November 2007 Suzy's Internet Café was operating in Espargos.

Taxis Aluguers (see page 265) are available ad hoc, the chief pick-up point being near the edge of the village on the Espargos road.

Baía de Santa Maria

Page 275 Anchorage

The pier has become very dilapidated – watch your step!

Page 276 Facilities

Shops/provisioning The baker at the east end of the main street is reported to make 'excellent ginger biscuits/cakes, which last for months'.

Porto de Pedra de Lume

Page 276 Lights

2923-6 **Quay** 16°45'·6N 22°53'·8W
Fl.R.4m1M Column on round base 7m

Page 276 General

A very experienced yachtsman found good overnight anchorage in flat seas off Porto de Pedra de Lume in January 2005, following several days of strong winds from the south-southeast. He was later told that conditions in Palmeira that night had been 'terrible'.

Visitors to Pedra de Lume (by road) in November 2007 were surprised to see hoardings announcing ambitious plans for the Pedra de Lume Marina & Golf Resort – see their website at http://www.pedradelume.com/pedra_en.htm for further details.

Boavista

Porto de Sal Rei

Page 278 Lights

— **Ilhéu de Sal Rei, north point** 16°10'·6N 22°56'·2W (PA)
Still not listed as of June 2009
2917 **Ribeira de Rabil** 16°08'·5N 22°54'W
Fl(3)G.5s16m5M 010°-vis-120°

São Nicolau

Page 282 Lights

2933-2 **Ponta Espechim** 16°40'·6N 24°20'·5W
Fl(3)5s43m8M Metal tower 5m
2933-1 **Ponta Vermelharía** 16°29'N 24°18'·8W
Fl(5)20s18m8M Metal tower 5m

Porto do Tarrafal

Page 282 Approach and anchorage

The Shell depot has closed and been replaced by an embryo tourist centre without, as of November 2007, any supporting infrastructure (water, electricity etc).

Take care not to anchor too close to the inner quay. If the ferry arrives and your boat leaves it insufficient room to manoeuvre, it will be moved whether anyone is aboard or not.

Four yachts are reported to have dragged in a single day in November 2008. Although holding is normally good there may be soft patches and the northeasterly squalls are fierce – consider laying a second anchor if leaving the boat unattended, even for a few hours.

Page 283 Formalities

The friendly 'one-stop' *Delegação Marítima* office appears to have moved, and is now to be found off a short, tree-lined cobbled boulevard running up the hill from the town. The entrance is up a short flight of steps under an L-shaped building.

Page 284 Communications

Email As of November 2008 there still appeared to be no public internet access in Tarrafal. However the 'Cyber' internet café in Ribeira Brava was said to offer a fast and reliable connection.

Taxis Taxis congregate on the square near the *Delegação Marítima* office.

Santa Luzia

Page 285 General

Henry Buchanan, who visited in November 2007, praised Jill Schinas's input as: 'accurate and most useful'.

Page 285 Lights

2939-5 **Ponta dos Tarrafes** 16°44'·3N 24°41'·9W
Fl(2+1)15s8m Metal tower 5m

Praia do Palmo a Tostão

Page 286 General

Henry Buchanan, sailing a Hallberg Rassy 40, confirms that: 'The bay is indeed exposed to strong gusts of wind, but we found a reasonable spot inside Ilhéu Zinho and just west-northwest of the rocky shelf running down to the southeast. The surf on the beach was least at this point, as it is sheltered by a hill bracketed by deep ravines which channel the gusts to either side.'



The beach (*praia*) at Palmo a Tostao on the rarely-visited island of Santa Luzia, seen from the anchorage described

Henry Buchanan 15/11/07

São Vicente

Page 287 Coast radio station

Delete and replace with:

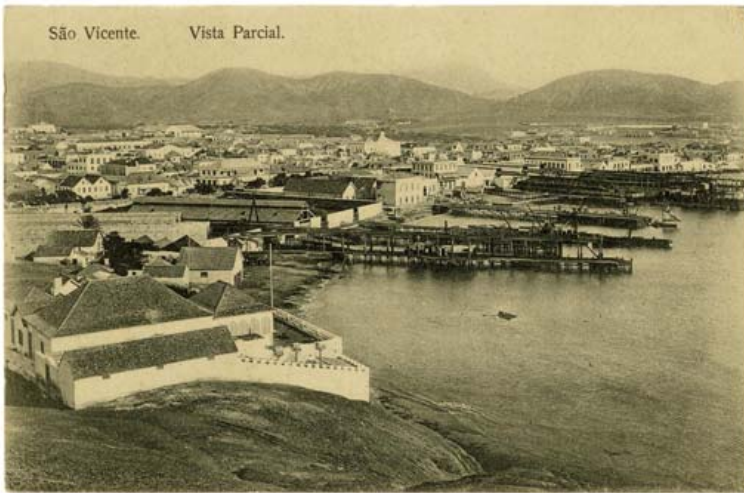
São Vicente (24 hours) 16°51'N 25°W

Tel 231 2158, Fax 231 1882

MF Transmits 2182KHz SSB, receives 2049kHz SSB

VHF Ch 16, 18, 19

MMSI 006170000 – VHF Ch 70



An old postcard of Mindelo, thought to date back to about 1910 when the port was in its heyday as a coal bunkering station – and taken from exactly the same spot as the photograph on page 289

Navtex (new heading)

This new station came on air during 2006 with the identification letters ‘U’ (transmissions in English on 518 kHz) and ‘P’ (transmissions in Portuguese on 490 kHz). Weather bulletins and navigational warnings are broadcast in English at 0320, 0720, 1120, 1520, 1920, 2320 UT, and in Portuguese at 0230, 0630, 1030, 1430, 1830, 2230 UT. Reported to be off the air as of late 2008 but working again by the following summer.

Mindelo (Porto Grande)

Page 288 Lights

- **Marina, outer pontoon** Iso.3s2m2M
- **Marina, access jetty** Iso.4s2m2M

Note Neither of the fishing harbour lights are listed in British or Spanish official publications, although both have been in place for at least six years

Page 288 Harbour communications

Delete and replace with:

Port Authority *Tel* 231 4492, 231 4144, *Fax* 231 4281, VHF Ch 15
 boatCV *Tel* 232 6772, *mobile* 991 5878, *Fax* 230 0381, *email* info@boatcv.com, VHF Ch 09, *website* www.boatcv.com (in English and German)

Marina Mindelo *Tel* 230 0032, *mobile* 991 5878, 997 2322, *email* mail@marinamindelo.com, reserve@marinamindelo.com, *website* www.marinamindelo.com (in English, French, German and Portuguese), VHF Ch 09

Cabnave Shipyard *Tel* 232 1930, *Fax* 232 1935

Lusonave *Tel* 232 7928, *Fax* 232 7927

Page 288 General

The new, German-run Marina Mindelo has been operational since October 2007 – see **Berthing**, opposite – and has received considerable praise despite the inevitable teething problems. In November 2008 it was described as ‘a very well-run, friendly, efficient marina which puts many of its European counterparts to shame, particularly for the ‘can-do’ attitude of the staff’.

Local officials are reported to have made a serious effort to crack down on harassment and petty crime against both tourists and yachtsmen. Security in the anchorage is also said to have improved, though the authorities require that someone is always on board at night.

Page 290 Entrance

In 2008 an experienced yachtsman stated: ‘Old shipwrecks in the harbour are being removed, but care should still be exercised. We would not enter this harbour in the dark as there are many commercial ships and fish-holding pens that are not lit and not apparent in the dark. An old photograph of the port shows what appears to be a wreck exactly where the ‘very solid lump’ still lies.

Page 290 Anchorage

Construction of the marina has inevitably encroached on the anchorage, particularly as reasonable space needs to be left around it for yachts to manoeuvre – but this could be said of most harbours worldwide. Rumours that anchoring would be banned once the marina was complete appear to be groundless.

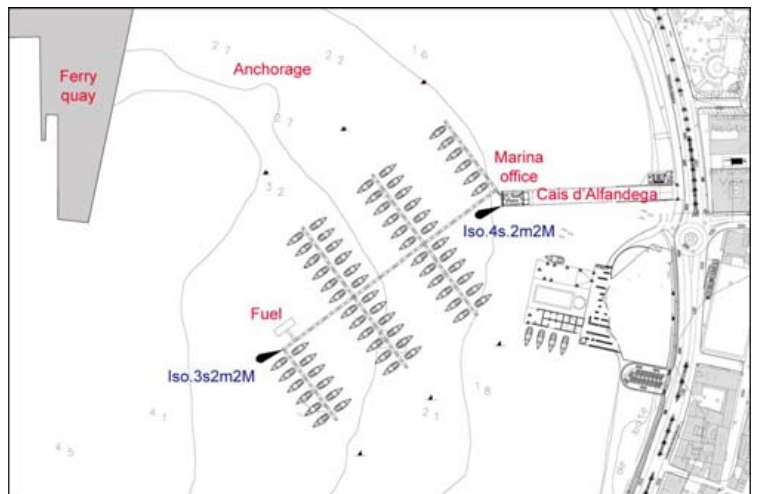
My estimate of 1m water visibility is said to be pessimistic. It seems that 2–4m is more usual, except after heavy rain when the entire bay turns brown.

Dinghies can be left at the marina for CVE 300\$00 (about £2.40 or 2.70 euros) per day, which includes disposal of the rubbish they so often transport ashore (the city levies high fees for garbage disposal). Alternatively it may be possible to find a ‘minder’ on the beach.

Page 291 Berthing

Delete previous text and replace with:

The new Marina Mindelo accepted its first visiting yachts late in 2007. It contains more than 120 berths on six pontoons for vessels of up to 30m in length and 4.5m draught, all bow or stern-to with a pick-up rope to a buoy. Shore access is via the restored Cais d’Alfandega, with security gates both near the root of the jetty and onto the pontoons. The marina office and showers are on the end of the Cais, and the reception and fuel pontoon – where anchored yachts can also come alongside for metered water – at the extreme west of the complex. Even if prior contact cannot be establish on VHF Channel 09, yachts arriving in daylight are likely to be spotted, directed straight to a berth and even have their lines taken.



In 2008 a visiting yachtsman reported that ‘a strong surge can make for quite a bit of motion’, while the marina’s own ‘General Terms and Conditions’ mention ‘the strong shear winds ... which appear frequently’, adding unwanted excitement to berthing manoeuvres.



A very busy Marina Mindelo in November 2008, seen from near the old fort to the northwest

Kai Brossman 20/11/08

Although the ‘General Terms and Conditions’ (listed in full on the website) make it clear that the marina is not ‘liable for the care or the protection of the boat’, and ‘assumes no responsibility for lending mooring lines or moving boats’, in 2008 the owners of a 43.5ft visiting yacht stated: ‘We would leave a boat here for some time without a qualm’. It is without doubt the only place in the Cabo Verde archipelago of which this could be said. There is also a small amount of storage space ashore.

In common with most marinas, proof of third party insurance is required.

Page 291 Formalities

By 2007 the departure fee had risen to all of CVE 600\$ (around £5). Passports should be taken to the *Polícia de Fronteira* office for exit stamps, not to the *Polícia Marítima* office as stated.

In November 2007 formalities at Mindelo were reported by one skipper to be ‘by far the most cumbersome of the Cape Verde islands visited’. However the following month another skipper reported that: ‘the authorities seem to be making an effort to streamline and simplify things. On entry you only visit the port captain and *Polícia de Fronteira*, on exit all three. Some walking is required, but everything goes relatively quickly.’ A year later the skipper of a visiting yacht described the attitude of officials to visiting yachtsmen as ‘very favourable’.

In 2009 high season berthing fees in Marina Mindelo were 0.62 euros per square metre, making an overnight charge for a typical yacht of 12m LOA around 27 euros, or 42 euros for a yacht of 15m, including tax but not water or electricity. Prices reduced considerably over longer periods, and additional discounts of 15% or more were available between April and September. Payment is accepted in all major currencies, as are credit cards including VISA and Mastercard. Reservations can be made via the marina website at www.marinamindelo.com.

Page 291 Facilities

For ‘boatCV’, substitute ‘Mindelo Marina’ where appropriate.

boatCV has premises near the marina office, open 0900–1200 and 1500–1800 Tuesday to Saturday. Cape Verde Sailing is no longer in business, and Kai Brossmann now arranges skippered

charters through new partner Trend Travel Yachting.

Boatyard & travel-lift Still on the boatCV wish list as of June 2009.

Engineers boatCV holds Volvo spares, though the mechanics will work on any engine, inboard or outboard. They also stock a range of new outboards.

Electronic & radio repairs boatCV has a fully equipped electronics workshop and will work on any make. It is a certified Raymarine service agent and distributor.

Chandlery boatCV’s new chandlery carries standard items, and can order more specialised equipment. It will be found behind the reception area in the marina building.

Charts boatCV stocks Imray charts as well as Cape Verde courtesy flags.

Water Metered water (at CVE 2\$00 per litre, or about £1.60 for 100 litres), is available at all marina berths, and a storage tank has overcome the problem of the town’s intermittent supply. Yachts at anchor can take on water at the fuel berth. Payment is via prepaid cards which can also be used in the shower block.

Showers Smart new showers and toilets have been installed behind the marina reception area. Payment is via prepaid card (see *Water* above), with an average shower costing well under a euro. Crew from anchored yachts are welcome to use the showers on the same basis.

Laundry Surprisingly, there is no mention of a launderette among the marina’s planned facilities. In November 2008 the laundry in the city was reported to be ‘fairly pricey’ with a 48-hour turnaround. In June 2009 it was said to charge CVE 250\$00 per kilo.

Electricity Electricity (230v) is available at all marina berths. Note, however, that power cuts (outages) are frequent occurrences throughout the archipelago.

Fuel Work on the marina fuel berth began in June 2009, so it should be operational in good time for the autumn migration. In June, diesel from the fishing harbour cost CVE 65\$00 (about 52p) per litre.

Large quantities of diesel can be ordered from Shell Oil, next to the *Radiotelevisão Caboverdiana* building on the waterfront. Many of the staff speak English, including Señor Neves who co-ordinates the final stages on VHF Ch 10. This will entail lying alongside a commercial quay, where the large fenders can be hazardous to a yacht in any swell

Bottled gas Reported in November 2008 to be very good value at only 4 euros to refill a Camping Gaz cylinder.

Ice A freezer producing 'drinks quality' ice cubes is planned for the marina office.

Weather forecast Posted daily at the marina office. Check the 'Navstuff' section of the boatCV website at www.boatcv.com for local weather and tidal information.

Banks The cash dispensers at both banks now accept most international credit cards, including VISA.

Shops/provisioning In November 2008 victualling in Mindelo was said to be 'reasonable, though expensive – a great deal better than in the other towns we visited in the archipelago'.

Cafés & restaurants Though still on the wish list, the marina is unlikely to get its own restaurant for several years.

A stunning view westwards over Mindelo and the Canal do São Vicente, with Santo Antão showing clearly in the background

Andy O'Grady 05/12/07

Page 293 Communications

Mailing address The marina's postal address is: C.P. 1191 – Cais Alfândega Velha, Mindelo, São Vicente, República de Cabo Verde. It is ESSENTIAL that the name of the yacht is included. If ordering parts or other goods from abroad the marina office recommends using DHL – other carriers, such as UPS, do not appear to be as reliable.

Email (Slightly erratic) wifi was available in the marina as of November 2008, costing around 4 euros for 14 days or 7 euros for a month (though data limits are also imposed). In November 2007 it was reported that: 'numerous facilities (wi-fi and terminal) now exist in Mindelo, including upstairs in the 'Yacht Club' near the Mintel hotel'.

Ferries Tickets can now be bought at the ferry jetty – the Cais Cabotagem – at any time.

Air services Despite its financial problems – see **Transportation** on the first page of this section – in June 2009 TACV announced that by August three international flights per week would be coming into Mindelo. It was not clear where these would originate.

Santo Antão

Page 295 Lights

2950 **Ponta da Tumba (Fontes Pereira de Melo)**

Note Understood to have been out of action since 2005



Ilha do Maio

Page 298 Lights

- 2874 **Ponta Cais** Still not operational by June 2009
 2875 **Calheta** 15°13'·5N 23°13'·6W
 Fl.WRG.4s7m8M Metal tower 5m
 2875-5 **Ponta dos Flamengos** 15°10'·7N 23°06'·1W
 Fl(3)12s12m10M 038°-vis-292° Metal tower 5m

Santiago

Page 301 General

Santiago appears to be following Sal in terms of tourist development, with Sambala Developments advertising the ambitious Porto Lobo Resort and Marina about 7 miles northeast of Praia – see www.sambaladevelopments.com for further details.

Page 301 Lights

- 2883-8 **Calheta de São Miguel** 15°11'·2N 23°36'·W
 Fl(4)R.15s10m5M Metal tower 5m
 2883-7 **Pedra Badejo** 15°08'·2N 23°32'·2W
 Fl.G.4s8m6M Metal tower 5m
 2883-5 **Praia Baixo** 15°03'·8N 23°28'·9W
 Fl(3)G.12s10m6M Metal tower 5m
 2883-6 **Porto Rinção** 15°03'·4N 23°46'·5W
 Fl(5)WR.20s9m8/5M Metal tower 5m
 2885 **Chão Bom** 15°15'·1N 23°45'·3W
 Fl(2+1)WRG.15s7m5M Metal tower 5m

Page 301 Coast radio station (new heading)

Porto da Praia, Santiago 14°55'·N 23°35'·W (remotely controlled from São Vicente)

Tel 2312158, Fax 2311882

VHF Ch 16, 20, 21

DSC MMSI 006170000 – VHF Ch 70

Porto da Praia

Page 302 Lights

- **Cais Novo, west end** 14°54'·9N 23°30'·2W
 Iso.Y.4s4M Yellow post

Page 302 Chart block (new heading)

A chart block of Porto da Praia for BA 367, *Ports in the Arquipelago de Cabo Verde*, was included in BA Notice to Mariners Week 06 of 2007. Among other amendments it shows the completed fishing harbour and the light detailed above.

Page 303 Anchorage

A couple whose dinghy capsized while attempting to land on this beach report nothing but help from ‘the dozen or so beach boys who leapt into the sea, hauled ashore the dinghy, our possessions and us. When we were ready to leave they carried the boat to the safer end of the beach and, up to their chests in water, held it steady whilst we got aboard and got the sodden engine started – questioning us throughout, in a mixture of languages, about British football teams.

As of March 2008 dinghies could be left at the northern end of the new fishing harbour, a tip of around 100\$00 being expected. Even so, it may be wise to leave the outboard securely padlocked to the parent craft and row ashore. [Google satellite images available in mid June 2009](#) (probably taken a year or so earlier) show commercial ships

lying against the inside of the ‘fishing harbour’s’ southwest wall. This should not affect dinghies, but be sure to allow plenty of space for manoeuvring.

Two yachts which visited nearly a year apart (May 2007 and March 2008) mention employing a middle-aged boat boy/watchman by the name of Tonaka (or Tanaka), described by the former as ‘completely reliable and a genuinely nice guy’.

Page 304 Formalities

In March 2005 it was reported that a yacht which had left after clearing out correctly, but had then had to return due to engine problems, was delayed for a further ten days and fined 1000 euros for ‘not leaving the country as declared’.

Three years later, in March 2008, the officials in Praia were said to be ‘as helpful and friendly as the language barrier would permit. On entering the country at Praia we did not need to provide passport photos, although they might have been required if we had asked for visas. No one was interested in seeing clearance from the previous country. Our ship’s papers were held which we remained in port but returned without question on departure.’

Page 305 Facilities

Fuel Yachts are welcome to fill diesel tanks at the fuel pontoon just north of the new fishing harbour, which is connected to a filling station on the road above. Depths alongside are estimated at 4m or more. Check in advance whether payment must be made in cash.

Banks At least two banks – the Banco Comercial do Atlântico and the Banco Interatlântico, both on the plateau overlooking the main square – have cash dispensers which accept VISA cards.

Hospital Tel 246 2130.

Page 306 Communications

Email Free municipal wireless internet is available in both the main squares on the plateau, though service is reported to be slow and fitful. It is necessary to log in with a username and password, both of which are provided on the welcome screen. (If you don’t read Portuguese, just scan the text for the words ‘username’ and ‘password’.)

Cidade Velha

Page 306 Position

The position given is incorrect. It should be 14°54'·9N 23°36'·4W.

Ribeira da Barca

Page 306 General

The ‘breaking rock’ mentioned in the text is actually a linked pair, with another two rocks awash further south and slightly inshore. Keep to the north end of the bay.

Baía do Tarrafal

Page 307 Lights

Cais do Tarrafal, though still included in some Light Lists, no longer exists.

Ilha do Fogo

Page 310 Lights

- 2900 **São Filipe (Fortim Carlota)** 14°53'·6N 24°30'·1W
 Note Understood to have been working as of March 2008

Vale de Cavaleiros

Page 310 Lights

Note There is a red daymark on the end of Vale de Cavaleiros breakwater, but it is NOT lit, nor expected to be

Page 312 Facilities

The tap is now situated in the gated area beyond the harbour offices, right under the cliffs against the eastern wall. A yachtsman who went ashore in March 2008 carrying a single container was met by a security guard, who escorted him to the tap and supervised its (free) use. Apparently a charter yacht had recently filled up with more than 300 litres, presumably by prior arrangement. This implies either a longish hose or a less-than-obvious water point on the quay.

São Filipe

Page 312 Facilities

Bank Now equipped with a cash dispenser which accepts VISA cards.

Shops/provisioning In March 2008 the many small grocery stores were reported to be reasonably well stocked with staples and canned goods, including canned butter and UHT milk, as well as highly drinkable Fogo wine. The bakery appeared to sell out early, but bread was also available from a vendor near the market.

Produce market In early March the municipal market featured fruit and vegetables including papayas, limes, onions, potatoes, garlic, tangerines, tomatoes, cabbage, and lettuce, though it was not clear whether these were all locally grown. Several vendors also sold eggs, and/or fresh goats' cheese in small rounds wrapped in sisal leaves.

Page 312 Communications

Taxis In March 2008 Albino Mendes-Avelino, *mobile* 995 3231, was recommended as being knowledgeable and interesting as well as speaking excellent English. He also claimed to speak good French, but my correspondent could not verify this.

Ilha Brava

Porto da Furna

Page 314 Position

The position given is incorrect. It should be 14°53'·3N 24°40'·7W

Page 314 Lights

2909 **Ferry quay** 14°53'·2N 24°40'·7W

Note As of June 2009 there was no light and apparently no plans to reinstate one

Plan (new heading)

The longitude scale on the plan is incorrect. In all cases, 24°39'W should read 24°40'W. (The plan on Imray chart *E4*, 2005 edition, is understood to have a similar error).

Page 314 Approach and anchorage

Work on the harbour appears to be complete in that there is a functional wharf, a ramp for the ferry and no further work in progress.

In March 2005 it was reported that a motor boat and an 18m yacht were permanently moored in the harbour, leaving little space for visitors. The yellow buoy had been removed, but my informant generously donated 20m of 10mm chain which was duly attached to the 5 ton concrete sinker block. He did not mention what the float consisted of.

Three years later little had changed, with the motor boat and 18m yacht (apparently unattended and derelict) still occupying the best mooring space. The area east of them is required for the ferry to manoeuvre, but there is room to the west for two or three yachts to anchor with lines run ashore. This spot is less protected than further east and sometimes uncomfortable, but was not untenable while my correspondent was there in March 2008.

Page 315 Formalities

Ship's documents are not held by the authorities, and in March 2008 the 'friendly and cooperative' *Delegação Marítima* official issued inward and outward clearance at the same time.

Page 315 Facilities

Public internet access, at broadband speeds, is available one street up from the harbour at the north end of the town, in a clearly signed building. Computers are provided, or one can take one's own laptop. It is not clear whether it is via wifi or cable, and whether free or charged (at least to non-residents).

The bank at Nova Sintra – rightly described as 'a charming town' – now has a cash dispenser which accepts VISA cards. The municipal market was not functioning in March 2008, but vendors selling many kinds of fruit, vegetables and fish were to be found a block west of the main square. A bakery operated a few houses south from that intersection, but as the entrance was at the back and the building unmarked it was necessary to ask directions. A well-stocked grocery store with a reasonable range of frozen meats was situated one more block west and half a block north. Eggs were on sale in several places.

Fajã d'Água (Porto da Faja)

Page 316 Approach and anchorage

In March 2005 a singlehanded yachtsman commented on the helpfulness of the local fishermen, who always helped him haul his dinghy ashore.

Page 316 Facilities

A second small hotel and restaurant, owned by a Cape Verdean / French couple, was reported to have opened early in 2005. There were plans to install a shower and washing machine for the use of visiting yachtsmen.

