

RCC PILOTAGE FOUNDATION

# ATLANTIC ISLANDS

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## CAUTIONS & ACKNOWLEDGEMENTS

### Cautions & Acknowledgements

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him or her.

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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](mailto:ilnw@imray.com) and the author at [atlantic.islands@virgin.net](mailto: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safety of a vessel depends ultimately on the judgement of the skipper, who should assess all information, published or unpublished. The information provided in this pilot book may be out of date and may be changed or updated without notice.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/](http://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](http://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.

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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 Madeira Group

## General information

### Page 115 Further information, Websites

**www.madeiratourism.org** – now renamed **www.madeiraislands.travel** but otherwise apparently identical. Not all the information on the ‘Nautical resources’ pages is fully up-to-date – in fact some is optimistic to the point of being thoroughly misleading....

**www.porto-santo.com** – now fully functional in Portuguese, English and German. Little boat-related information, but well worth a look even so

### Page 115 Transportation, Ferries

A Spanish company, *Armas Naviera*, website **www.navieraarmas.com**, runs a ferry service (passengers and cars) covering Portimão (Algarve) – Madeira – Canaries. The Portimão – Madeira service runs once a week and takes just over 24 hours.

### Page 116 Practicalities, Entry and regulations

Marina Quinta do Lorde and Porto de Recreio de Calheta are now official ports of entry. All formalities are handled by marina officials, who enter details on the port control authority’s database. Requirements for EU and non-EU flagged vessels differ so far as the attendance of officials is concerned, and a non-EU flagged vessel should try to give its intended port of entry 24 hours notice of arrival. Skippers of yachts arriving from the Canaries have to complete an additional declaration of ship’s stores and other items.

In 2007 one yacht reported problems in obtaining official outward clearance from the archipelago, and feedback (to **atlantic.islands@virgin.net**) on this subject would be appreciated.

### Page 117 Cruising permits

Permits can also be arranged via several of the marina offices, including Marina Porto Santo and Marina Quinta do Lorde.

### Page 117 Value Added Tax

On 1 July 2008, VAT rates in Madeira were reduced from 15% (set on 1 July 2005) to 14%.

### Page 118 Weather forecasts

The Navtex station planned for Porto Santo was still not operational as of June 2009. There is no other Navtex transmitter in the Madeira group.

The website of the *Instituto Português Metereoloia* will be found at **www.meteo.pt** (Portuguese only, but quite easy to follow), *email* **informacoes@meteo.pt**. Perhaps of more use to yachtsmen will be *Windguru* (**www.windguru.cz**), *Passageweather* (**www.passageweather.com**), or *Windfinder* (**www.windfinder.com**).

### Page 119 Charts

A new BA chart, *Camara de Lobos to Ponta de São Lourenço, including the Ports of Funchal and Caniçal*, BA 1685, was published in January 2005. The following year a new edition of BA 1689, *Ports in the Arquipelago da Madeira* appeared which no longer carried a plan of Funchal, only of Porto Santo and Baía de Porto Santo. A new edition of *Imray’s E3* was published in January 2007, featuring three inset harbour plans as well as an enlarged plan of the eastern tip of Madeira.

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.

## Porto Santo

### Page 120 Websites

The island now has its own website at **www.porto-santo.com** – see left column.

### Page 121 Lights

buoys **Undersea operations** 33°02'·8N 16°20'·7W  
Fl.3s1M Five yellow can buoys with x topmarks  
2757·3 **Cable Cabeço** 33°02'N 16°21'·4W  
Fl(2)R.8s9m9M 308°-vis-328° Daytime range 3M  
White post, red bands 4m. Marks submarine cable

### Page 121 Coast radio station

**VHF** Ch 16, 23 (autolink), 26, 28

### Page 121 Radionaval

**VHF** *Weather bulletins* and *Navigational warnings* are now forecast in English as well as Portuguese.

### Page 121 Navtex

The planned Navtex station was still not operational as of June 2009, and there is no other Navtex transmitter in the Madeira group.

## Baía de Porto Santo

### Page 121 Lights

All four ship’s mooring buoys have now been removed.

### Page 121 Harbour communications

Port Authority *Tel* 291 982252, 982577, *Fax* 291 982585, VHF Ch 11,16 (call *Capimarsanto*) (0900–1200, 1400–1700) Marina / harbour moorings *Tel* 291 980080, *Fax* 291 983742, *email* **marinaportosanto@quintadorde.pt**, VHF 09, 16 (0830–1200, 1400–1800 daily, remaining open until 2000 in summer). The promised website is now functioning, accessed via the **www.quintadorde.pt** site

### Page 123 Berthing

Porto Santo Marina is now administered by the same company as Madeira’s Marina Quinta do Lorde. It has expanded slightly to contain 140 pontoon berths for yachts up to 15m, with the possibility of larger vessels lying alongside the concrete spur in depths of around 3m. The marina sometimes becomes crowded, but advance bookings can be made by email or fax.

The reception berth is on the north side of the short concrete spur. Least depth alongside the floating pontoon is reported to be 3m, but there is a shallow spot off the seaward end of the spur – give this at least 15m clearance before turning to port to come alongside.

### Page 123 Harbour moorings

The fore-and-aft moorings have been removed and replaced by 40 conventional swinging moorings, administered by the marina. It is stressed that anchoring inside the harbour is **NO LONGER PERMITTED**.

### Page 123 Anchorage off the beach

According to the website of the Administração dos Portos da Região Autónoma da Madeira (APRAM) at **www.portosdamadeira.com**, all vessels of between 8m and 15m must pay a daily fee of 27.95 euros including tax to anchor off



The harbour at Baía de Porto Santo, showing the additional marina pontoons

*Marina Quinta de Lorde August 2005*

the beach, considerably more than it costs to anchor inside the harbour. This is no idle threat – at least three yachts have been caught by it over the past five years. In theory the same charge could be applied throughout the entire archipelago, though other than at Funchal no reports of it being applied elsewhere have been received.

**Page 123 Formalities**

The marina office staff are reported to be friendly and helpful. All speak English, and some also speak French and/or German.

In 2009 the daily charge for a marina berth for a yacht of 10–12m was 24.45 euros, rising to 41.13 euros for yachts of 12–15m, which included water, electricity, showers and tax. Use of a mooring cost 13.22 euros and 16.87 euros for the two sizes, including water, showers and tax. Multihulls paid a 50% surcharge in all cases, and discounts were available for longer stays. As in Marina Quinta do Lorde, members of various clubs including the Ocean Cruising Club, Cruising Association, RORC, Atlantic Rally for Cruisers, Trans Ocean and Voiles Sans Frontiers are eligible for discounts of 20% or more.

It is no longer necessary for skippers of yachts berthed in the marina or on moorings inside the harbour to visit the *Guarda Nacional Republicana (GNR)*, *Polícia Marítima* or immigration services (*Polícia de Fronteira*), as all paperwork is handled by the marina office and forwarded as necessary. However a visit to the *GNR* is still required if anchored off the beach. The marina office normally retain the yacht’s documents until departure.

Outside marina hours, visit the *GNR* office in the white ferry reception building, which you pass on route to the marina office.

If planning to depart directly for the Ilhas Desertas or Ilhas Selvagens, the marina office can arrange for the necessary permit – allow at least 48 hours.

**Page 124 Facilities**

Although 33°/16° Assistência Náutica Lda is now owned and managed by the Quinta do Lorde Group, it has maintained its company identity and offers much the same services as previously.

**Boatyard** Since reorganisation during 2008 the yard can accommodate 80 monohulls of up to 15m LOA and 4.4m beam. Services now include liferaft inspection.

**Travel-lift** Reported in 2009 to be of 25-tonne capacity. Various packages comprising lift out, time ashore, launch and a period in the marina are available on request.

**Chandlery** There is a good hardware store called Casa Leao up the road from the taxi rank, stocking paint, stainless screws and bolts etc.

**Page 124 Communications**

**Telephones** Mobile phone coverage is reported to be good.  
**Email** Free wifi in the marina office and in the square behind the town pier.

**Air services** Direct flights to the European mainland, daily from July to September inclusive, slightly fewer in winter.

**Madeira**

**Page 126 Lights**

buoy **Unlit buoy** 32°43'·6N 16°39'·4W  
Withdrawn July 2008

2755·5 **Cable Lagoa** 32°46'·3N 16°49'·5W  
Fl(2)R.8s9m9M 188°-vis-216° Daytime range 3M  
White post, red bands 4m. Marks submarine cable

**Page 126 Coast radio stations**

*Madeira* – no longer transmits or receives on VHF

*Pico da Cruz* – VHF Ch 16, 25, 26, 27 (autolink)

*Ponta do Pargo* – VHF 16, 23, 24 (autolink), 26

**Page 126 Approach**

Heavy overfalls have been reported northeast of Ponta São Lourenço in moderate northeasterly winds, where the depth shoals from around 160m to 80m. Approaching from the direction of Porto Santo in 30 knot northeasterlies, the skipper of a 39ft cruising yacht states: ‘half a mile was far too close to the headland of São Lourenço – I would recommend at least a mile’. In such conditions I am sure he is right.

Further west, in strong northeasterlies sudden windshifts of up to 180° can occur along the south coast of the island between the airport and Ponta do Garajau. Any skipper relying on windvane self-steering should take particular care. Yachts heading east under spinnaker in light southwesterlies have on occasion been backwinded and/or broached by unexpected northeasterly blasts, though approaching white horses will normally give some warning.

**Funchal**

**Page 126 Plans**

Admiralty 1685 (1:30,118 & 1:10,041)

**Page 126 Lights**

2741·3 **Cable Gorgulho** 32°38'N 16°55'·9W  
Fl(2)R.8s23m9M 330°-vis-025° Daytime range 1·7M  
Lantern on white and red banded wall. Marks submarine cable

**Page 126 Harbour communications**

Port Authority Tel 291 213110, Fax 291 228232, email capitania.funchal@marinha.pt, VHF Ch 11, 16 (call *Capimarfunchal*) (24 hours)

Harbour master Tel 291 222496, email czmm@marinha.pt, website www.marinha.pt

Marina email marinafunchal@sapo.pt, website http://marinadofunchal.com (in Portuguese and English), VHF Ch 09, 16, 72 (0900–1230, 1430–1800 weekdays, 0900–1200 Saturday)

**Page 127 General**

In late 2005 a plan was included on the [www.portosdamadeira.com](http://www.portosdamadeira.com) website which outlined a second, smaller 'sports harbour' immediately east of the current marina. However when questioned in April 2007 marina staff had no idea when, or even if, the new facility might be built. The following year a reliable local source stated that while improvements to the passenger cruise terminal were likely to start within a few months, plans to enlarge the marina were currently on hold. The plan mentioned above was still featured on the Portos da Madeira website in June 2009, but without any dates or further details.

**Page 128 Approach and entrance**

In October 2008 a ship's mooring buoy (presumably unlit) was laid at 32°38'·65N 16°54'·6W – inside the harbour and just off of the marina entrance.

**Page 128 Anchorage**

In 2008 it was reported that a fee of 28 euros per day was being levied on those anchored outside Funchal harbour, collected every Friday by the Administração dos Portos da Região Autónoma da Madeira (APRAM). However another correspondent was told it was around 15.20 euros per day – but also mentioned that some yachts reported amounts of up to 70 euros a night being demanded. As it seems possible that, in her words, 'some enterprising free-lancing is going on' it would be wise to ask for both official identification and a receipt.

Tourist ferries and other charter boats have been reported to pass through the anchorage at high speed, causing excessive wash and snubbing which can sometimes break anchors out.

**Page 129 Berthing**

With a maximum of twelve berths (four slots each rafted three deep) available for visitors, some of which stay for long periods, the 'waiting list' is generally over-subscribed during the autumn and winter. It has been pointed out that this 'waiting list' is totally informal. The marina does not accept advance bookings, and the first boat to enter when a berth is available will normally secure it. –However, outside the high season there is often plenty of room for visitors, with as few as four visiting yachts in the harbour in August 2007.

In 2008 two large tourist catamarans, each taking more than 100 passengers, were reported to be operating out of the marina, loading their guests at the fuel dock. This completely blocked the entrance twice a day.

**Page 129 Formalities**

In June 2009 rates were listed at 23.20 euros per night for a yacht of 10–12m and 38.25 euros for 12–15m, including electricity and tax, though discounts were available for longer stays. Multihulls paid double.

**Page 130 Facilities**

**Boatyard** Rates for use of facilities at the Varadouro São Lázaro, including the travel-lift and scrubbing grid, will be found on the marina website at <http://marinadofunchal.com>.

The Varadouro São Lázaro is reported to be scheduled for closure during 2009 as the area is wanted for a new cruise ship terminal. A new boatyard is being constructed close to the airport at Santa Catarina – see page 24 of this supplement.

**Sail repairs and rigging** Two local companies handle sail repairs and rigging – contact via the marina office. Both are said to offer a reliable and professional service.

**Chandlery** Imersão now have a website (in Portuguese only) at <http://www.online.pt/imersao>.

**Fuel** Available 0800–1730 daily. If headed that way, fuel in the Canaries is said to be considerably cheaper.

**Medical services** Funchal hospital, Tel 291 705730.

**Page 130 Communications**

**Email** The marina now has wifi. A computer in the office may also be used for a small fee.

**Baía da Abra****Page 131 Plans**

Admiralty 1685 (1:30,118)

**Page 131 Anchorage**

Baía da Abra at the eastern tip of Madeira, seen from the cliffs to the east

Anne Hammick 31/03/07

Submerged wrecks, which pose an obvious threat to anchors, have been reported in Baía da Abra. Anchoring in 10m or less is said to avoid this problem, though a tripline might still be wise. The submerged wrecks are reported to be old lorry chassis and to lie closer to the western part. Right under the steep cliffs to the east and northeast the ground is clear and the holding said to be excellent.

Note also the anchoring fees mentioned under both **Baía de Porto Santo** and **Funchal**. In theory these also apply to the Baía da Abra, though as of June 2009 no one had reported being charged.

**Quinta do Lorde Marina****Page 132 Plans**

Admiralty 1685 (1:30,118)

Imray-Lolaire E3 (1:7,500 & plan)

**Page 132 Harbour communications**

Marina Tel 291 969607, Fax 291 960066, email [marina@quintadolorde.pt](mailto:marina@quintadolorde.pt), website [www.quintadolorde.pt](http://www.quintadolorde.pt) (in Portuguese, English and French), VHF Ch 09, 16 (summer: 0900–2100, winter: 0900–1800 daily)

**Page 132 General**

The buildings around the marina are now finished, with construction work taking place only in the resort to the



Approaching the entrance to Marina Quinta do Lorde, with the marina's RIB leading the way in

*Simon Fraser July 2007*

east from which the marina is isolated by metal barriers. The resort should be complete by the end of 2009 and operational by mid 2010.

Director of Operations Cátia Carvalho has been praised by numerous correspondents for being 'most efficient and thoughtful', as well as for being fluent in English, French and Spanish in addition to Portuguese. (Several of the 'outdoor' staff also speak English and/or French). The staff take good care of yachts left in their care – if a boat is unattended they check fenders and lines a couple times a day and replace the latter if necessary. New arrivals are given an information pack prepared by Madeira Tourism, and the marina will also assist with arranging repairs and servicing (see *Facilities*, opposite).

#### Page 132 Approach and entry

Depths at the entrance are claimed to be 12m. In the final approach beware of squalls 'falling off' the hills to the north, though these present no danger to yachts on pontoons.

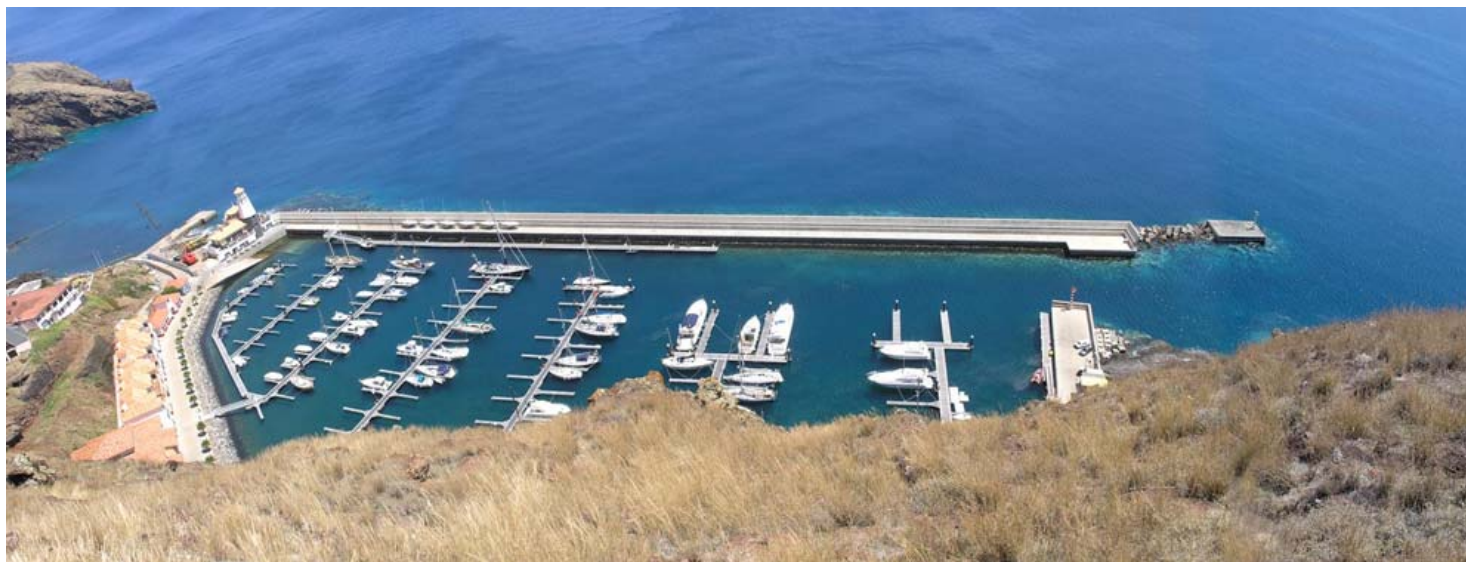
#### Page 133 Berthing

Visiting yachts are frequently met by the marina RIB and escorted in. The marina can now accommodate yachts of up to 50m LOA and 4.5m draught.

Several skippers have reported scend entering the marina, though never to the point of making it untenable. In summer 2008 the base of the breakwater was reinforced

An unusual panoramic shot of Marina Quinta do Lorde, seen from the cliffs to the north

*Mark Holbrook 21/06/08*



with tetrapods to reduce the energy of swell rebounding inside the marina. This appears to have been successful, with no problems over the following winter.

Access to the pontoons is via electronic gates operated by magnetic cards. There is no charge for the card itself, but a 50 euro 'penalty' if it is lost or destroyed.

#### Page 133 Formalities

Visit the marina office – now in a new building opposite pontoons E, F and G – taking all boat papers (registration documents, insurance, passports etc). Office hours are 0900–2100 daily in summer, 0900–1800 in winter. The marina is now an official port of entry, collecting the necessary information and forwarding it to the relevant authorities. Non-EU flagged vessels should try to give 24 hours notice of arrival, so that the correct officials can be requested to attend for clearance.

In 2009 the daily charge for a marina berth for a visiting yacht of 10–12m was 31.35 euros, rising to 48.11 euros for yachts of 12–15m, which included tax but not water or electricity. Multihulls paid a 50% surcharge and discounts were available for longer stays. As in Porto Santo Marina, members of various clubs including the Ocean Cruising Club, Cruising Association, RORC, Atlantic Rally for Cruisers, Trans Ocean and Voiles Sans Frontiers are eligible for discounts of 20% or more. Reservations can be made by telephone, email or fax.

If planning to depart directly for the Ilhas Desertas or Ilhas Selvagens the marina office can arrange for the necessary permit.

#### Page 133 Facilities

*Boatyard & travel-lift* Bookings at the boatyard in Caniçal made through the marina attract a 50% discount, though this does not include use of the travel-lift. Minor onboard repairs to engines, electronics etc can be organised via the marina office. A diver can also be arranged.

*Sail repairs and rigging* Two local companies handle sail repairs and rigging – contact via the marina office. Both are said to offer a reliable and professional service.

*Chandlery* A small chandlery is planned, but no date has been set. Meanwhile, Maré in Funchal will deliver to the marina.

*Water* On the pontoons, but see *Electricity*, overleaf.

*Showers* Now in a purpose-built block on the east side of the marina and said to be excellent.

**Launderette** Fully operational with washers, dryers and even a book-swap to help while away the time.... However the machines use 2 euro coins which are not always available from the office, café etc, so worth hoarding from one's change. A washing and ironing service is also available – details from the marina office.

**Electricity** Tokens must be bought to obtain electricity and water, which can become a problem if a yacht must be left unattended but batteries kept topped up. Empty boats are usually moved to berths with permanent power supplies, and in all cases the electricity connection is checked daily by the marina staff.

**Fuel** Fuel can now be paid for by credit or debit card, for which an additional 2.5% is charged. Even then, prices are said to be lower than in mainland Portugal. Fuel was normally available 0900–1800, or at other times by arrangement.

**Bottled gas** Camping Gaz can be exchanged at the marina office, which will also arrange for other bottles to be refilled. The latter normally takes 24 hours.

**Weather forecast** GRIB files can be downloaded onto a USB stick at the marina office.

**Shops/provisioning** Shops, including a small *supermercado*, are at the planning stage. Meanwhile the marina runs a free daily bus to/from Pingo Doce in Machico.

**Cafés, restaurants & hotels** The 'Lord's Club' restaurant and 'Captain's Bar' are open from 0900 until 2200 daily.

#### Page 134 Communications

**Mailing address** 9201-908 Caniçal (not 9200-043 Caniçal).

**Email Wifi** is now available throughout the marina, at 5 euros/hour, 20 euros/day or 50 euros/week. However access is reported to be intermittent – check before buying a card.

**Car hire** Can be arranged via the marina office, at around 32 euros per day for a small car. However it may prove cheaper to look on the internet and hire direct.

**Buses** The Funchal bus – which also runs east to Baía da Abra – passes the end of the marina approach road. It takes two hours to Funchal, using the old, scenic road and stopping frequently. The marina also operates a daily shuttle bus to Machico (or Caniçal) for shopping.

## Caniçal

### Page 134 Plans

Admiralty 1685 (1:30,118 & 1:10,030)

Portuguese 37501 (7,500)

### Page 134 Lights

Delete previous text and replace with:

2727-7 **Southeast breakwater** 32°43'·8N 16°43'·9W  
Fl.G.5s14m9M White column with green bands 4m

2727-75 **West breakwater** 32°43'·9N 16°43'·8W  
Fl.R.5s7m6M White column with red bands 3m

**Note** Four buoys, all yellow, one Fl(5)Y.10s4M, one Fl(4)Y.10s4M, and two Fl.Y.3s4M have been laid southeast of Caniçal, centred on 32°44'·15N 16°43'·2W. They are used for mooring tankers four-square for pipeline transfer

### Page 134 Harbour communications

Port Authority Tel 291 960466, VHF Ch 9,16 (24 hours)

### Page 134 General

Work in the harbour – including a 350m extension to the southeast breakwater – was finally completed late in 2006. It has taken over from Funchal as Madeira's primary commercial



The new breakwater at Caniçal seen from the northwest, with Quinta do Lorde Marina behind

Harald Sammer 17/02/09

harbour, with three container ship berths, a quay for grain vessels and a RoRo facility. By June 2009 was said to be busy, handling container ships and other vessels. There are now some floating pontoons for small fishing boats, but no space for yachts. Casual visitors would not be welcome.

### Page 134 Anchorage

West of the harbour in the Baía da Caniçal is the *clube náutico*. The area is generally calm in summer and provides good anchorage in the right conditions. Dinghies can be left at the club and it may be possible to use the showers etc. It is only a short walk into the town.

### Page 134 Facilities

**Boatyard** Work booked via Marina Quinta do Lorde attracts a sizeable discount, but this does not include the travel-lift. The staff are said to be very competent but have little English – fortunately Marina Quinta do Lorde staff are happy to translate. The large area of hardstanding, used for both fishing boats and yachts, is now fenced off.

**Travel-lift** Confirmed to be of 200 rather than 300-tonne capacity, but at that size who's counting?

## Porto de Recreio de Machico

### Page 135 Plans

Admiralty 1685 (1:30,118)

Portuguese [154 (1:5,000)] has now been cancelled

### Page 135 Lights

2730 **East mole** 32°42'·8N 16°45'·5W  
Fl(3)G.8s6m6M White column, green top 3m  
— **West mole** 32°43'·N 16°45'·7W  
Fl(3)R.8s5m5M White column, red bands 3-4m

### Page 135 General

Work at Machico is now complete, with a small harbour to the east separated by a short mole from the swimming area – complete with its beach of imported sand – to the northwest. This occupies some of the space previously available for anchoring.

A medieval festival is held in the town during June, and a gastronomic festival in August.

### Page 135 Berthing and anchorage

As of February 2009 the two pontoons were completely full of local boats, though foreign yachts have occasionally been



Machico from the northeast, showing the extended breakwater, the new opposing mole and the protected swimming area

*Harald Sammer 17/02/09*

squeezed in. One possibility might be to go stern-to at the end of the southern pontoon with a bow anchor to the southwest.

#### Page 136 Formalities

If the marina office is closed, call at the nearby Nautileste chandlery and dive shop.

#### Page 136 Facilities

**Electricity** Power points are said to have been installed on the pontoons.

**Chandlery** Nautileste, *Tel* 291 965248, *email* geral@nautileste.com, *website* <http://nautileste.com>, has premises near the root of the east mole. In addition to general chandlery and dive equipment they also have metalwork and GRP workshops.

**Cafés, restaurants & hotels** Good café near the root of the mole.

**Medical services** Healthcare centre, *Tel* 291 969130.

#### Page 136 Communications

**Email** Free wifi is available on the plaza opposite the beach.

### Santa Catarina (new heading)

#### Page 136 Lights

2730-5 **Mole** 32°41'·8N 16°45'·9W  
Fl.R.5s8m3M White post, red bands 3m

2730-55 **Spur** 32°41'·8N 16°45'·9W  
Fl.G.6s8m3M White post, green bands 3m

#### Page 136 General

A small harbour adjacent to, and about two-thirds of the way along, the runway of Madeira's Santa Catarina Airport which shelters the lifeboats and firefighting vessels which are always on standby. The Varadouro São Lázaro is reportedly due to move to Santa Catarina from its premises at Funchal later this year – see page 21 of this supplement – with a 35-tonne capacity travel-lift and other facilities already in place.

### Santa Cruz (new heading)

#### Page 136 Lights

2732 **Molehead** 32°41'N 16°46'·8W  
Fl.G.5s9m6M White tower, green bands 5m

#### Page 136 General

Situated at the southwest end of the Santa Catarina Airport runway, the single mole at Santa Cruz shelters a small area of

water empty of pontoons, the purpose of which is unclear. It is of no possible interest to visiting yachts.

### São Pedro (new heading)

#### Page 136 Lights

2732-2 **East mole** 32°40'·8N 16°47'·4W  
Fl.R.4s6m3M White post, red bands 3m

2732-25 **West mole** 32°40'·8N 16°47'·4W  
Fl.G.4s3m2M White post, green bands 3m

#### Page 136 General

A small harbour opening to the northeast, containing a single pontoon for local smallcraft. It is related to a hotel and holiday complex and appears too small (and shallow) for cruising yachts.

### Camara de Lobos

#### Page 136 Plans

Admiralty 1685 (1:30,118)

#### Page 136 Lights

2741-5 **Cable Formosa** 32°38'·1N 16°56'·7W  
Fl(2)R.8s6m9M 027°-vis-055° Daytime range 1·6M  
White post, red bands 4m. Marks submarine cable

2742 **Praia Formosa oil terminal** 32°38'·2N 16°57'W  
Withdrawn July 2008

### Ribeira Brava

#### Page 137 Lights

— **Molehead** 32°39'·8N 17°03'·6W  
Fl.R.5s6m6M White tower, red bands 4m

**Note** A marine farm, marked by four yellow pillar buoys with x topmarks, all Fl.Y.6s3M, has been established about 1M to the southwest, centred on 32°39'·4N 17°03'W

### Marina do Lugar de Baixo

(delete name 'Ponta do Sol')

#### Page 137 Lights

Both lights were reported destroyed in March 2006 and are unlikely to be reinstated while the marina remains inoperable.

#### Page 137 General

The saga of Marina do Lugar de Baixo is sad in the extreme. It appears that it was originally to have been built about a kilometre to the southwest at Ponta do Sol, but was then moved to the somewhat more sheltered Lugar de Baixo. However this also proved too exposed, and even before completion serious damage had been caused to the south breakwater by winter gales and their associated swell. The website of the Save the Waves Coalition, at [www.savethewaves.org](http://www.savethewaves.org), features some background information and links to three dramatic YouTube videos (look under Damaged Waves).

The empty Marina do Lugar de Baixo, looking westward

*Anne Hammick 01/04/07*



The marina has never formally opened and arguments – and the apportionment of blame – still continue. The large building on the east mole was deserted when visited in April 2007. Though clearly intended to house the usual offices on the ground floor with a restaurant above, perhaps the view over the empty marina is just too depressing.

For the past few years the website of Ponta do Este SA, at [www.pontadoeste.pt](http://www.pontadoeste.pt), has carried a feature (in Portuguese) in its *Projectos em Curso* section detailing the ‘3rd phase’ of the Marina do Lugar de Baixo development, illustrated by two ‘artists’ impressions’. These show a substantial outer bank running parallel to the current breakwater and about 50m off. However work had not started as of February 2009, by which time the breakwater had deteriorated further. My correspondent, a yachtsman and sometime resident of the island, sums up the situation: ‘Marina do Lugar de Baixo is located in one of the worst places on the island. Unusually for Madeira, the depth a mile southwest of the marina is only 50m and the seabed shoals smoothly to about 5m at the breakwater. This causes swell generated by winter storms to build to double its original height as it approaches the marina. I doubt if it would be possible to reinforce the marina without exorbitant investment.’

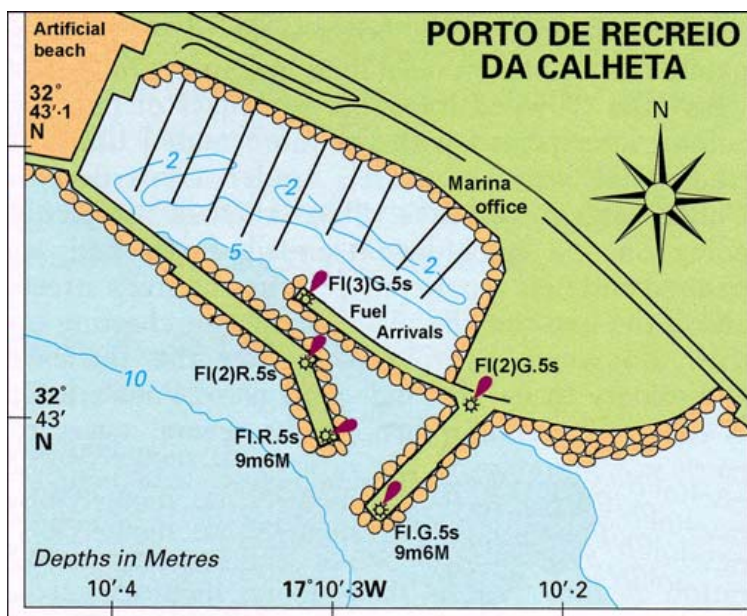
## Porto de Recreio da Calheta

### Page 138 Lights

Delete previous details and replace with:

- 2748 **East breakwater head** 32°42'·97N 17°10'·28W  
Fl.G.5s9m6M Green and white tower 4-5m
- 2748-2 **West breakwater head** 32°42'·99N 17°10'·31W  
Fl.R.5s9m6M Red and white tower 4.5m
- 2748 **East breakwater root** 32°43'N 17°10'·24W  
Fl(2)G.5s7m2M  
002°-vis-042°-obsc-075°-vis-125°-obsc-002°  
Green and white post on wall 1-5m
- 2748-6 **West breakwater elbow** 32°43'·02N 17°10'·32W  
Fl(2)R.5s7m2M 130°-vis-320° Lantern on wall
- 2748-8 **East inner breakwater** 32°43'·04N 17°10'·32W  
Fl(3)G.5s7m2M Lantern on wall
- **Pico do Arco de Calheta** 32°43'·5N 17°08'·2W  
F.R.887m TV mast 42m

*Note* A marine farm, marked by four yellow pillar buoys with x topmarks, two Fl.Y.3s2M and two unlit, has been established off Punta da Galé less than 1M west of the harbour entrance, centred on 32°43'N 17°11'·1W



Porto de Recreio da Calheta from the northwest, showing the modified entrance layout

Porto de Recreio da Calheta 31/05/05

### Page 138 Harbour communications

Marina Tel 291 824003, Fax 291 824009, mobile 917 340802, email [portoderecreiodacalheta@netmadeira.com](mailto:portoderecreiodacalheta@netmadeira.com) & [info@portoderecreiodacalheta.com](mailto:info@portoderecreiodacalheta.com), website [www.portoderecreiodacalheta.com](http://www.portoderecreiodacalheta.com) (in Portuguese, English and French), VHF 16, transferring to a working channel (0900–2300 daily)

### Page 138 General

Unlike its neighbour further east, the *Porto de Recreio da Calheta* – which opened to visitors in September 2004 – is thriving. Containing 339 berths for vessels of between 6m and 25m in depths of up to 3-5m, it has received favourable comments from visiting yachts for its friendliness and tranquillity (though see Berthing, page 18). Security is good, with CCTV and entry to the pontoons controlled via electronic gates.

The southwest coast is said to be the sunniest part of Madeira, and a protected swimming area with large areas of sand (imported from Morocco!) has been created just west of the marina. On 24 June the town celebrates its annual *fiesta*, with religious processions and flower carpets.

### Page 138 Approach and entrance

Straightforward from offshore, although unpredictable squalls off the cliffs should be anticipated. The large white hotel behind the marina can be seen from some distance, with the pale grey breakwaters becoming obvious on closer approach. The entrance itself is narrow with a tight dog-leg, but should present no problems in reasonable weather. First time entry at night might be best avoided.

In April 2008 Portuguese *Avisos aos Navegantes* reported that the entrance was impassable due to concrete blocks displaced from the moles by winter storms. Both outer lights were also temporarily out of action. Although the damage was made good over the next few months, yachts are advised to keep to the middle of the entrance channels, particularly at low tide.

In February 2009 three of the entrance lights were again said to be unlit, though no further damage was reported. If planning to visit the harbour following severe gales, it would be wise to

make contact in advance to check that all is as it should be.

#### Page 138 Berthing

On arrival, secure to the long pontoon inside the east mole – though see next paragraph – which is reported to have at least 3m at low water, increasing to 5m on the pontoon hammerheads.

The reception pontoon is also the diesel berth and is frequently full. To reach it, a U turn to starboard is required immediately after passing the second pair of lights and, if the pontoon is full, a yacht might have problems reversing back into clear water. An alternative is to continue along the line of entry to the west end of the marina, where a long holding pontoon lies along the western half of the south breakwater. **As of summer 2008 the fuel/reception area was occupied by game fishing boats, while tourist ferries used the pontoon further west. Yachts are advised to make contact by VHF or mobile phone before entry, and may then be directed straight to a berth.** The pontoons are not conspicuously labelled, but 'A' is at the western end.

Swell entering the marina has been an ongoing problem, despite modifications to the entrance. The western end of the basin is said to be particularly bad, to the extent that each finger pontoon is provided with a 'holding off' buoy. Several visiting skippers have questioned whether it would be a safe place to leave a yacht unattended during the winter. **The swell is exacerbated by motorboats and jet skis which frequently ignore the marina's 3 knot speed limit.**

A yacht which used the harbour in November 2007 reported that: 'after two days of 25–30 knot southwesterlies the surge became dangerous. It was hard to stand on the pontoons, we broke five mooring lines and marina staff were constantly busy attending to lines on unattended boats. I saw several mooring cleats pulled off the pontoons. One boat left during a lull, but their passage through the breakers in the harbour mouth was heart-stopping.'

#### Page 138 Formalities

Take all documentation to the marina office at the northeast corner of the basin (see amended plan). Several of the staff speak English, and all are pleasant and helpful.

In June 2009 the daily (noon to noon) charge for a visiting yacht of 10–12m was 23.99 euros, rising to 31.98 euros for 12–15m, which included tax, **but not electricity or water, for which electronic cards must be bought.** Multihulls paid a 70% surcharge. Sizeable discounts are available for longer stays. **Berths can be reserved by email or via the website.**

The marina is an official port of entry, with all paperwork handled by the office and forwarded as necessary. If planning to depart in the evening, formalities must be completed before 1730.

#### Page 138 Facilities

**Travel-lift** There is a small hoist, but it would not be equal to the weight of a cruising yacht.

**Diving services** A diver can be organised via marina reception. **Engineers, mechanics, electronic/radio repairs & sail repairs** Enquire at the chandlery.

**Sail repairs and rigging** Two local companies handle sail repairs and rigging – contact via the marina office. Both are said to offer a reliable and professional service.

**Chandlery** Along from the marina office, with limited stocks of paint, fittings and clothing (including hiking boots!). The

owner speaks good English, and as he has a second shop in Funchal it's worth asking if you don't see what you need. **By 2009 a second chandlery was said to have opened.**

**Water** On the pontoons.

**Showers** Next to the marina office.

**Launderette** Next to the showers. **A professional laundry and ironing service is also available – ask at reception.**

**Electricity** On the pontoons.

**Fuel** Fuel pontoon (petrol and diesel) just inside the east breakwater, open 0900–2300. Check in advance whether payment must be made in cash.

**Bottled gas** Nothing closer than Funchal – not even for Camping Gaz exchange.

**Weather forecast** Posted daily next to the reception berth.

**Clube náutico** Overlooking the marina basin.

**Bank** Beside the supermarket on the road behind the marina. **Cash dispenser in the marina complex.**

**Shops, provisioning** Well-stocked Pingo Doce on the road behind the marina, no more than 250m away. Reported to be adequate for stocking prior to a transatlantic passage, and happy to allow trolleys to be taken into the marina (there are no steps to negotiate) provided they are returned. **Also a small convenience store in the marina complex.**

**Hotels, restaurants & cafés** Hotel (with restaurant) on the road behind the marina, with several cafés and restaurants overlooking the basin.

#### Page 138 Communications

**Post office** There is no post office in Calheta.

**Mailing address** C/o Porto de Recreio da Calheta, Vila da Calheta, 9004-133 Calheta, Madeira, Portugal.

**Telephones** Public telephone near the goods entrance.

**Fax service** At the marina office.

**Email** Free wifi (from WiFi Madeira) throughout the marina, **though it is said to be unreliable, possibly due to overloading.**

There is reported to be an internet café near the police station.

**Car hire** Available via the travel agent opposite the Pingo Doce supermarket.

**Taxis** Can be arranged via the marina office. In 2007 a taxi to Funchal cost around 45 euros.

**Buses** To Funchal and elsewhere, from a stop outside the hotel. The marina office may have a timetable. In 2007 there were reported to be only two buses a day into Funchal, departing at 0630 and 1455.

**Airport** Calheta is a long way from the airport in terms of both time and distance – at least 60 euros by taxi.

#### Paul do Mar (Ponta Pequena)

##### Page 139 Lights

**buoy** West cardinal buoy **32°44'·2N 17°12'·9W**  
Fl.Y.3s1M Cardinal buoy with **⚓** topmark  
Marks an artificial reef

**Note** Four more buoys, all yellow with x topmarks and radar reflectors, one Fl.Y.6s6M and three Fl.Y.3s2M, also mark the reef and enclose an area centred on 32°44'·35N 17°13'·1W. **As of February 2009 all the above buoys had been removed and replaced by a single yellow buoy, Fl.Y.3s3M, at 32°44'·5N 17°13'·2W, but it is not clear whether this was temporary or permanent**

##### Page 139 General

The mole has been extended and a right-angled end added, but it still offers little shelter. **Diving, fishing and anchoring are forbidden within 250m of either the buoy(s) or the reef.**

## Porto Moniz

Page 139 General

A 120m breakwater was built a few years ago on the southeast side of the promontory. Although intended primarily for tourist boats, in very calm weather it might be possible for a yacht to lie alongside for a limited period.

This is confirmed by the following report: ‘when I visited there was considerable swell running from the northeast, but once behind the new, long breakwater – which runs from northwest to southeast – it was quite tenable. In settled weather an overnight stay alongside the wall should be fine.’ Note, however, that this visit took place in June – winter conditions might be very different.

At least 3m should be found near the breakwater end, shoaling towards the root. As of February 2009 it remained unlit.

The new mole at Porto Moniz, seen from the steep terraced cliffs to the southwest. The end of the mole is only just out of the picture.

Harald Sammer 09/02/09



## Seixal

Page 139 General

In 2007 it was stated that ‘the Seixal Yacht Club will be built here to encourage a number of nautical activities’, and by June the following year the Clube Naval do Seixal ([www.clubenavaldoseixal.com](http://www.clubenavaldoseixal.com)) was reported to be up and running. It has a smallcraft launching ramp protected by a 100m mole, but considerable surge enters the bay and depths are reported to be no more than 2m, shoaling further in. As of February 2009 the mole remained unlit.

## Ponta Delgada (new heading)

Page 139 General

A short breakwater is reported to have been built in the vicinity of 32°49'·6N 16°59'·6W, primarily to protect a large seawater swimming pool. Although the concrete wall offers some protection and the possibility of lying alongside in 2m or less, it is very much a summer/fair weather spot.

## Ilhas Desertas

### Carga da Lapa, Ilha Deserta Grande

Page 141 General

A second reef runs inside the ‘island’ – see photograph – with depths estimated at between 6m and awash.



Crystal water at Carga da Lapa anchorage on Ilha Deserta Grande, seen from the east. The submerged reef which lies south of Chão do Doca islet shows clearly

Henry Adams 30/10/07

### Page 141 Mooring and anchorage

Particular thanks to Henry Adams for sending me a precise GPS position of 32°30'·71N 16°30'·53W for the Carga da Lapa anchorage, as well as the accompanying photograph. In his words it is ‘a pretty well sheltered anchorage, more than adequate for an overnight stop with the wind in the northeast. Ariel (a Folkboat) is lying in about 15m.’

The wildlife reserve authorities are reported to have laid three mooring buoys in the main anchorage (at 32°30'·71N 16°30'·54W, 32°30'·7N 16°30'·52W and 32°30'·68N 16°30'·51W), but it seems they should not be trusted. Harald Sammer, who sails a Najad 490, states that: ‘In August 2008 we picked up the second farthest from the ranger station and dragged it with barely any wind or current. The innermost looked equally suspicious when inspected by dinghy. The outermost was occupied by a 57ft yacht which had also dropped an anchor. They had been there overnight and the skipper thought the buoy was probably okay. We moved further south and anchored at 32° 30'·63N 16°30'·51W. The anchorage was amazingly calm, despite the 25 knot northeasterly with stronger gusts blowing down the island just a few hundred metres from the anchorage.’

## Ilhas Selvagens

### Selvagem Grande

Page 143 Position

Particular thanks to Wolfgang Reymann and Andreas Schaffner, both of whom responded to my request for an accurate GPS position for the mooring buoy at Selvagem Grande.

Wolfgang reports that it lies at 30°08'·35N 15°52'·35W (WGS84 datum), and that the Portuguese charts need corrections of about 0·15' (280m) south and 0·1' (185m) east.

Andreas recorded a position about 30m to the southwest, adding that the buoy is painted red and white and is about 1·5m in diameter, and lies in 17m at low tide.

My thanks to them both.