



South Biscay

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This replaces all previous supplements

Caution

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

Note where lights have been modified in this text do please remember to alter them on the appropriate plan.

Author's Caution

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board.

This supplement is cumulative and the latest information is printed in blue.

For 2013 Thanks are due to:

Christian Redlich, *Plancton*, Jim Peto, *Aquayla*, Jane Russell, *Tinfish II*, Mike Redfern, *Dafony*, David Ridout, *Kelpie*, Nigel Wollen, *Wishhound II*, James Pickford, *Kalabash* and Marc Labaume.

For 2014 Thanks are due to:

John Lancaster-Smith, Henry Buchanan, Jane Russell

Page 61 Corrections to waypoints

⊕548 refers to Santander, should be Bilbao, co-ords on page 211

⊕528 should be 02°07'·80W not 02°00'·80W, see also box on page 68.

Page 93 Bilbao – Las Arenas – Berthing

Almost always permanently full.

Page 102 Santona – Berthing

Change NE end of E wall to NW end of W wall.

Page 106 Santander – Berthing

There is now a pontoon to the W of the yacht club.

Page 110 Ashore in Parayas

Perhaps closer is the village of Alto Masciano to the right of the bus stop and up the hill. It boasts a good butcher selling also deep frozen seafood and vegetables, a bakery, greengrocer, hairdresser and two bars.

Page 128 Llanes – inner basin

There is a new pontoon with finger berths for 140 small MVs all around the harbour inside the new gate and sill just west of the fishing basin. The gates are only closed in adverse NE weather and the sill has 2m ±0300 HW. There is space for three visitors rafted immediately inside to port with 2.9m at LW. With long leads water and power may be available from a resident. Fuel berth and pump out straight ahead. Part time HM speaks no English but *Mobile* +34 686 845 862

Page 134 Corrections to waypoints

⊕578 should be 43°30'·85N

Page 141 Gijón – Berthing

Best to avoid those nearest entrance (especially if stern-on) as these are quite exposed.

Page 142 Gijón – facilities

Engineers at Motonautica at the SW corner of the marina reputed to be good.

Wi-Fi available at €2 per day but very erratic.

Page 143 Puerto de Musel – Approach

From North, Fifth line: Replace Fl.G.3s with Fl(2+1)G.10s

Last line, Contradique Exterior change Fl(2)G.6s to Fl.G.6s

Page 145 Luanco – Pilotage

Last line change: Fl(2)G.7s to Fl(2)R.7s

Luanco – Berthing

Change: 'The new marina' to 'The new 170 berth marina'

Page 146 Luanco – Anchoring

Third line should read: Fl(2)R.7s, not Fl(2)G.7s.

Luanco plan

Juan de Melao should be marked on plan as referred to in text.

Berthing

Should conclude 'said to be 3m although less reported toward breakwater end'

Page 149 Aviles – Berthing

Pontoon No.10 appears to be reserved for visitors.

The gates are locked, both to go out and enter. To obtain a key and register telephone Port Police ☎ +34985565479, open 24 hours, some English spoken.

Key charge €20 (refundable) – mooring cost about €20 per night.

Wi-Fi free for two days ... connect to Red Libre Aviles Wiloc ... complete a short questionnaire and they email back a User Name and Password.

Train and Bus station within 100m, Good for inland trips say to Oviedo or longer to either Santander or A Coruña. This would be a good and considerably less expensive place to await crew change than Gijon.

Page 150 Aviles – Leisure

Aviles is an industrial harbour, but the old medieval town is lovely, with portico pavements and a network of pedestrian streets between parks and plazas. In contrast, the inner end of the harbour is dominated by a glaring white modern exhibition centre designed by Oscar Niemeyer. The visitors' berths were very convenient to town and transport links and also very good value.

Wednesdays seems to be 'Free or reduced charges' for The Oscar Niemeyer Centre and those museums that do charge. The Oscar Niemeyer Centre, which is said to rival the Guggenheim in Bilbao, dominates the river to the south whilst to the north are the Three Spines of the 'Sea Urchin' Sculpture.

A lot of money and effort has gone into cleaning and tidying up this industrial port, it is now very pleasant to use as a base to explore the area or wait out bad weather.

Aviles – Facilities

There appears to be a travel hoist and hard standing on the Eastern Bank just downstream of the pontoons.

Excellent tourist office and superb market all within 200m.

Good point from which to explore inland to Oviedo by train.

Page 154 Cudillero – Moorings

Change 12 to 6. First three days f.o.c. Longer by negotiation. See the Marinero at the Repsol Fuel House to complete formalities. All ship's papers and passports plus insurance in Spanish required.

Cudillero – Facilities

Weather forecast in English, which is from Gijon Radio or listen Channel 10, Also on wall by door into fish-processing building, adjacent to restaurant.

Tourist office speaks some English, free Wi-Fi.

Excellent supermarket bread, fish and meat, etc. and free Wi-Fi in adjacent bar.

Telephone Numbers:

Harbourmaster: ☎0034 985 59 1114

Turismo: ☎0034 985 59 0118

Fuel is only available on Sundays for yachts.

Cudillero – Travel

Bus connections good to Gijon, Aviles, Oviedo, etc.

Page 156 Luarca – Berthing

It may be possible to moor alongside the fish market /fuel station. Try booking ahead from Cuderillo using the local Harbourmaster ... space may be available Saturday and Sunday.

Luarca – Facilities

Secure Wi-Fi is available €1.60 for 15 minutes minimum, from 'Ciber California', Calle Ramon Asenso, No.8. It is also said that the pizzeria in the harbour offers it as well.

The tourist office has moved to Plaza Alfonso El Sabio, excellent English.

Page 158 Vega – Approach

Change to: 'From N identify the Punta Lama breakwater FL.R.5s3M'

Page 159 Navia – Entrance

Keep central until you are ready to turn for the pontoon, nearly at the bridge, as there is another drying patch just before the entrance to the basin.

Page 160 Navia – Facilities

There is a very helpful tourist office at the NE corner of the harbour – but limited English spoken. Wi-Fi free of charge here or try some of the bars.

Pontoon f.o.c for three days. Longer by negotiation.

Water and electricity available if you have a long line / pipe and moor as close to the crane as possible. Angel Mendez ☎689 144 730 may arrange a key.

Taxi, Jose Perez ☎660 554 522, superb value for an excursion. €100 for 4–5 hours of astounding mountain views.

Navia – Leisure

Those attempting a trip up the river by dinghy would be well advised to go after half flood.

There are a couple of places where it is not only very shallow but could pose a danger:

Shallows occur just about at the end of the town. After the Motorway Bridge where the river divides, take the starboard channel as the other one has a rock wall about 1.5m up. Conversely when coming back down the river do not forget as though it may well be covered you will not know the depth until too late. After you pass a pontoon / marina just below a village to starboard there is a water abstraction station with rocks extending from both banks about a third the width both sides. Aim for the middle and go through the whirlpools.

Page 162 Viavelez - Anchoring

On chartlet anchor should be dropped near anchor on chart and boat should lie by means of stern line to buoy in vicinity of 0.5m sounding where 2m above datum reported. Restaurant closed and 2km to nearest.

Page 163 Corrections to waypoints

⊕603 should be 43°34'32N

Page 166 Ribadeo – Anchoring

3.5m least depth easily found with excellent holding. However when the tide turns in any appreciable wind it becomes very roly. Perhaps best anchorage is in line with the Southern end of the Commercial Dock / Wall / Warehouses (Muelle de Mirasol) and 50m off, where the change in tide does not seem to have such a nasty effect.

For a bilge or lifting keel vessel go right into the little bay drying about 1m. There is water available from a tap on the corner of the white block house with five windows plus fresh (cold) water showers on the beach front. Landing by the rowing club steps on the north side of bay.

NB: The shifting nature of the banks both here and elsewhere on this coast cannot be over emphasised.

Page 168 Figueras – Berthing

The channel is marked by a small red plastic buoy, go nearly to the bridge before turning.

Berthing at Castropol

A rough guide would be to take a line approximately from the marina entrance to between the two pontoons at Castropol and moor alongside the southern side of the northern pontoon, least depth 2m at seaward end dropping to 1m at Gantry.

Page 169 Facilities – Castropol

The marina is expensive at nearly €50 per night for a 12m yacht and can be very rocky unless given a berth well inside. For free Wi-Fi use CNRA Signal.

No water on pontoons but use of the Sailing Club showers may be possible.

Ribadeo – Facilities

Marina office now open Saturday and Sunday in summer.

Page 170 Corrections to waypoints

⊕630 also lower box page 193 and plan on page 194 should read 43°26'·43N and 08°22'·69W

⊕631 also pages 193 and 196 box and plan should read 43°24'·69N and 08°14'·59W

Page 176 San Ciprian – Anchoring

The plan shows an anchorage in the bay on the east side of San Ciprian but chart *BA1122* shows lots of rocks, both awash and drying. Rocks have been seen in the bay to the E of San Ciprian so great caution required.

Page 179 Viveiro – Facilities

There is a new marina office with two internal loos just opened (2013) at Viveiro. This is a sheltered marina with very little swell. Security by keys. New (30/05/2013) male and female shower/loo units. Two showers and loos in each. 35t boatlift.

www.marinasdeg Galicia.com/viveiro.htm

The *marinasdeg Galicia* is a newish grouping of marinas in Galicia including Viveiro, Sada, La Coruna, Muros, Vilagarcia, Sanxenxo.

Email viveiropd@hotmail.com

Page 186 Espasante – Pilotage, Approaches & Anchorage

Third line: ... pass to the E of Piedras Liseiras W cardinal, should read pass to the W.

Page 191 Cedeira – Anchoring

Good holding but a trip line is strongly recommended.

Page 202 A Coruña – Approach from W

Line 2: (Fl(3)G.5s) should read (Fl(3)G.9s)

Page 203 Marina Nautico – Entrance

Line 4: (Oc.G.4s and Q.R.) should read (Fl(3)G.9s and Fl(2+1)R.15s).

Marina Nautico – Facilities

The Club Nautico, while smart, is no longer particularly formal.

For the festival of San Juan, 24th June, the 1,500m Ensenada de Orzán becomes a giant BBQ area for tens of thousands of people with hundreds of bonfires for fireworks at midnight and celebrations until dawn fortunately well out of earshot of the marina.

The Wi-Fi on the Club Nautico pontoons is now excellent.

Good engineer Antonio from Domar ☎ 626018200.

Good old fashioned chandler and fisherman's chandler on far side of harbour. GADIS supermarket will deliver.