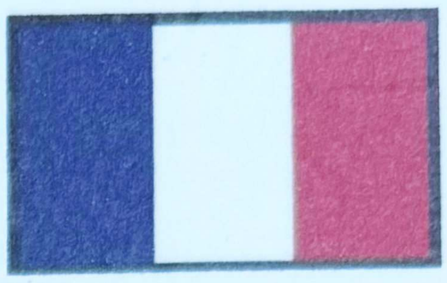


CRUISING NOTES

CAPE TO CARIBBEAN

INCORPORATING

SOUTHERN AFRICAN WEST COAST

SOUTH ATLANTIC ISLANDS

NORTH-EAST COAST OF SOUTH AMERICA

August 21, 2026

I was given this cruising guide by Captain Fatty and Carolyn Goodlander while visiting with them on their boat Ganesha in Singapore in 2025. I happened to be on a mooring ball near them so we visited and spun yarns.

They asked my route for the rest of my circumnavigation and soon Carolyn was digging through their shelves and pulled two self published cruising guides out and gave them to me. (Thank you Carolyn and Fatty!)

I have no intention of making free copies of other authors work which is still publicly available, so if you are able to make contact with the author, “Tony Herrick” of South Africa please send him a contribution. I will also remove these files from my google drive if it I find a digital copy online that is being sold by the Author.

This PDF is a collection of photos I took with my phone in the cockpit while at anchor at Nosy Mitsio in Madagascar, so it is not a high-quality scans but the information is readable and I wanted to make it available to all of those crossing the Indian Ocean and beyond this year and in the future.

Fair Winds,
James Frederick
SV Triteia
www.svtriteia.com

INTRODUCTION

These Cruising Notes are intended to assist yacht's people, sailing from Cape Town to the Caribbean either directly, or via the Southern African West Coast, thus venturing into the Atlantic from one of the Namibian Ports.

I personally have sailed these routes on three occasions, and consider the Atlantic as being one of the finest downwind sails I have ever undertaken. The South-East Trades are consistent, and the swells moderate.

During the last few years, I have received feedback from many foreign and local yachts regarding their experiences in the crossing, and I share these with you in these notes. I have also spent some time in the Southern Caribbean, obtaining information from the many cruisers sailing from the Southern African coastline, via Brazil to the Caribbean, and their information is included, with thanks.

My appreciation is extended to the South African Hydrographic Office of the S.A. Navy for their permission to reproduce extracts out of their official publications. This guide is not intended to be a substitute to either the S.A.N. Publications or the British Admiralty ones, but will hopefully assist a stranger in making a safe passage.

Fair winds, safe anchorages!

Tony Herrick
"Cruising Connections"
4 Fenton Lane
Durban 4001
South Africa

E-Mail: tony@cruisingconnections.co.za

Website: www.cruisingconnections.co.za

September 2014 (9th Edition)

NOTE:

Photocopy by all means!
However, I put a lot of time and money compiling this booklet.

If copied, a $5.00 (USA) contribution posted to my address above would be appreciated.

Thanks!

Tony Herrick and Katherine Botha

THESE NOTES ARE IN TWO SECTIONS

1) THE WEST COAST

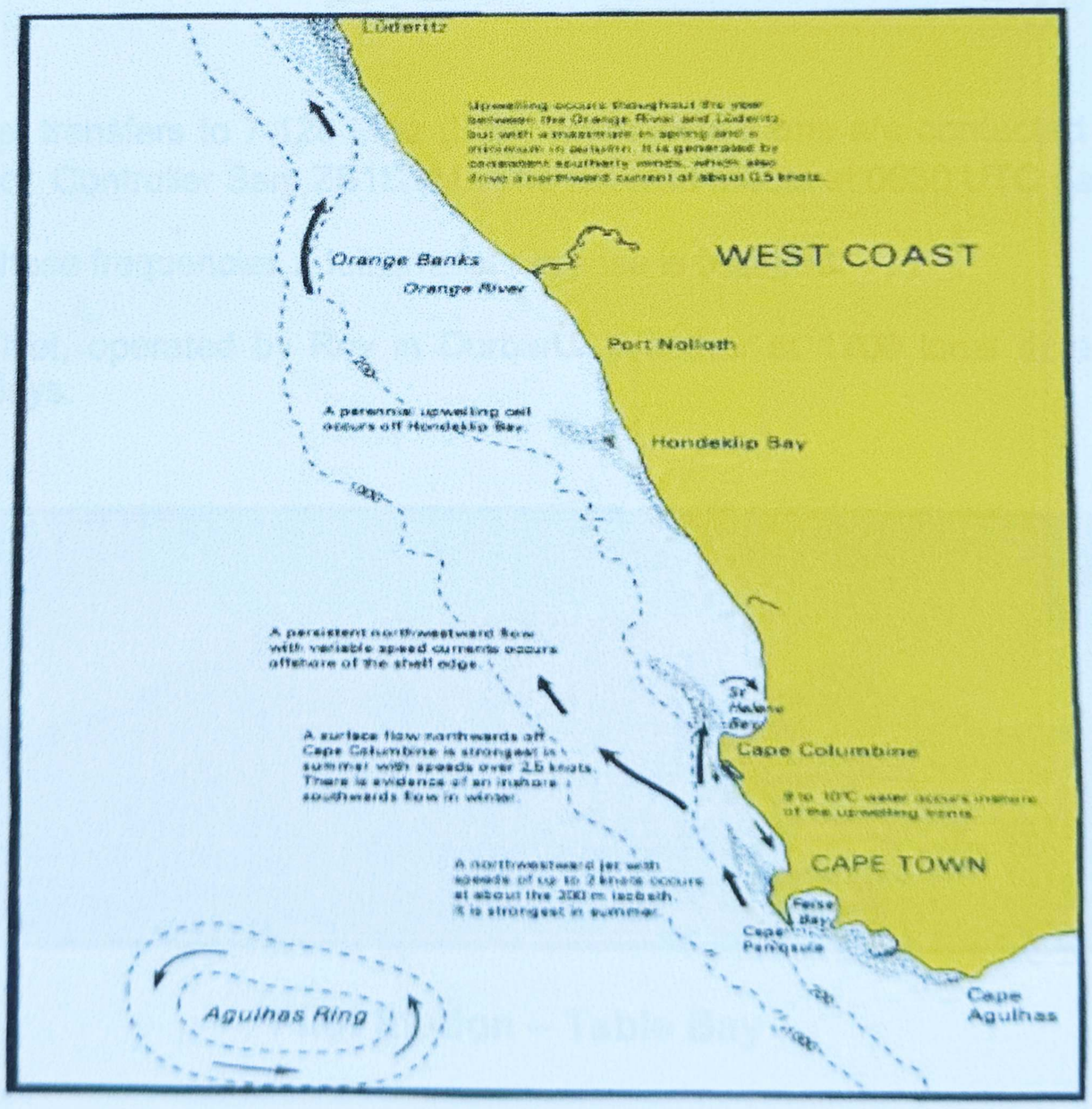
2) THE SOUTH ATLANTIC

WARNING

Whilst every effort has been made to ensure that the information contained in these Cruising Notes is as accurate as possible, readers are warned that details do change. The Editor, the Publisher, or any person supplying information for these notes cannot accept responsibility for consequences of any error or omission contained in these notes.

Readers are advised to refer to all relevant official charts, publications and notices. Few positions are listed, especially on the West Coast, as surveys are incomplete and outdated, and where given should be used with caution.

All bearings given in the following notes are True from seaward. Times are listed as U.T.C., unless otherwise noted.



SECTION ONE
THE WEST COAST

The West Coast of South Africa and the "Namibian Coastline" offers some outstanding anchorages, and the first part can be virtually day sailed. If St Helena and the Atlantic crossing is ahead, the further north one ventures, the shorter the crossing. The stark desert scenery of the Northern Cape and Namibia is outstanding, and the wildlife (Penguins, seals, dolphins, fish and birds) is amazing. Often some of the more remote anchorages are devoid from habitation, with deserted mine workings being swallowed up by sand. Weather services, current information, lights, hazards, etc are covered in the sub sections to follow.

WEATHER RELATED MATTERS
SOUTH AFRICAN MARITIME MOBILE HAM NET
Controller Graham ZS2ABK 11h30 UTC

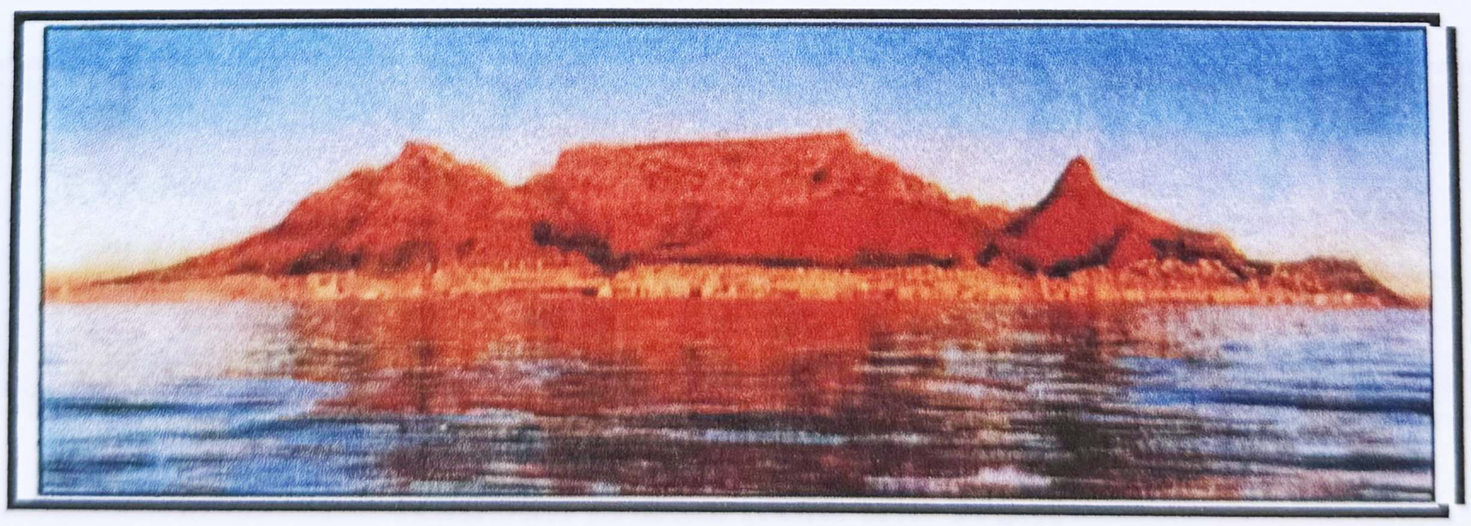
HF (USB) on 14.316 MHz at 06:30h and at 11:30h UTC daily.

Weather Forecasts and predictions operated by Graham from Bushman's River Mouth, Eastern Cape for all sea areas. Indian Ocean first then Atlantic Ocean. A Weather fax interpretation is usually given.

After this the Net transfers to 7.120 MHz (LSB) when local hams are contacted and the above may be repeated. Controller Sam ZS1SAM. The net also meets at 0630 UTC daily.

To transmit on these frequencies a full amateur license is required.

Peri Peri Ham Net, operated by Roy in Durban. Weather at 1700 local time on 8101 MHz Mondays to Fridays.



Pilot Station – Table Bay

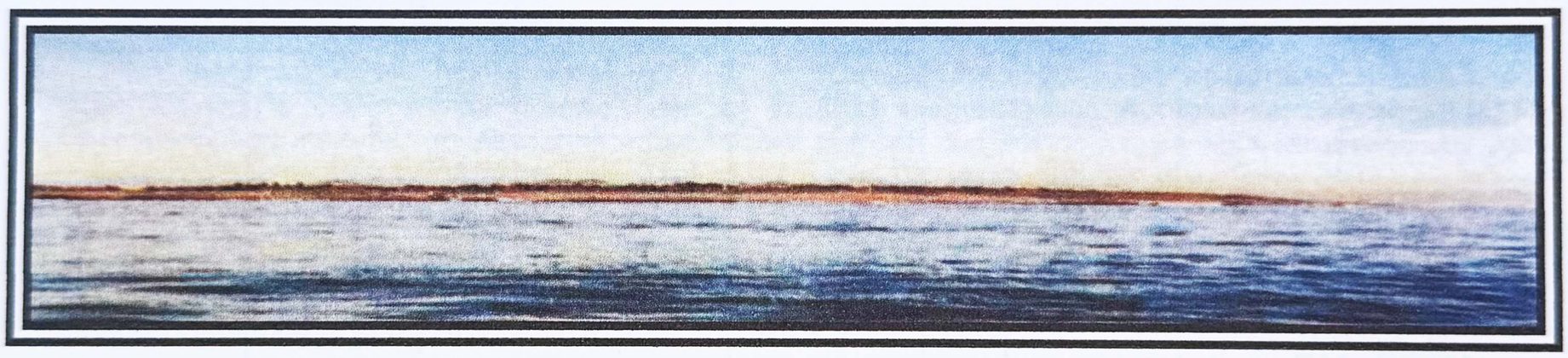
CAPE TOWN MET

Telephone number 082 233 9900

ON THE INTERNET

www.cruisingconnections.co.za with links to the South African Weather Bureau at bottom of web page. (South Atlantic & Southern Africa).

Table Bay & Table Mountain



Robben Island from the East
Robben Island light 270° 1 mile

Robben Island from the West
Robben Island light 090° 1 mile

TABLE OF BROADCASTS OF COASTAL NAVIGATIONAL WARNINGS VIA COASTAL RADIO STATIONS

Station	*ITU Channel Number*	*Frequencies (kHz or MHz)*	*Class of Emission*	*Times of Transmission (UTC)*	*Notes/Area Co-ordinator*
1	2	3	4	5	6
Walvis Bay Radio		1764 4357	J3E	0905 1605	The Durban, Port Elizabeth and Cape Town Telephony Weather Bulletins and Navigational Warnings will be combined and presented as one voice broadcast at 1015 and 1815 UTC daily. Transmissions will be effected from Cape Town Radio on HF 4375, 8740, 13146 kHz and on the VHF Frequencies shown in column 2. The presentation will comprise Distress or Urgency Messages when present, Gale and Cyclone Warnings when present, the latest Weather Forecasts for the following coastal and adjacent areas; *Orange River to Cape Agulhas;* *Cape Agulhas to East London;* *East London to Maputo;* *Cape West;* *Cape East;* *Durban East and* *Mozambique Channel.* These will be followed by Coastal navigation warnings (CNW's) and the current Traffic List. The Hydrographer, SA Navy Private Bag X1 Tokai, 7966, CAPE TOWN Tel: +27 21 7872445 Fax: +27 21 787 2228 Telex: 95 527946 (ANS BACK : NAVY SA) E-mail: *hydrosan@iafrica.com*
	Ch 26 Ch 27		G3E		
Lüderitz Radio	Ch 23		G3E	0905 1605	
Cape Town Radio		4375 8740,13146	J3E	1015[1] 1815[1]	
	Ch 04 Alexander Bay Ch 01 Port Nolloth Ch 25 Hondeklipbaai Ch 03 Doringbaai Ch 23 Elandsbaai Ch 27 Saldanha Ch 25 Milnerton Ch 26 Constantiaberg Ch 04 Hermanus Ch 85 Pearly Beach Ch 84 Struisbaai Ch 86 Albertinia		G3E		
Port Elizabeth Radio		4375 8740,13146	J3E	1015[1] 1815[1]	
	Ch 23 Knysna Ch 24 Kareedouw Ch 25 Botha's Hill Ch 27 Botha's Hill Ch 83 Governorskop Ch 26 East London Ch 28 Mazeppa Bay Ch 24 Port St Johns		G3E		
Durban Radio		4375 8740,13146	J3E	1015[1] 1815[1]	
	Ch 27 Port Edward Ch 26 Port Shepstone Ch 26 Durban (Bluff) Ch 28 Richards Bay Ch 25 Cape St Lucia Ch 03 Sodwana Ch 01 Kosi Bay		G3E		

[1]=Afterweather bulletins

NAVTEX NAVIGATIONAL WARNINGS SERVICE				
Station	T.I.C.	Times of Transmission (UTC)	Frequency (kHz)	Class of Emission
WALVIS BAY	B	0010, 0410, 0810, 1210, 1610, 2010	518	F1B (FEC)
CAPE TOWN	C	0020, 0420, 0820, 1220, 1620, 2020		
PORT ELIZABETH	I	0120, 0520, 0920, 1320, 1720, 2120		
DURBAN	O	0220, 0620, 1020, 1420, 1820, 2220		

GMDSS TRANSMISSION SCHEDULE FOR SAFETYNET (INMARSAT C) NAVAREA VII BULLETINS

NAV information—Times (UTC)	MET information—Times (UTC)	Satellite
1940 (AOR-E / IOR) 0040, 1240 (IOR) Réunion (France) 0140, 1340 (IOR) Kergeulen Islands (France) 0330, 1530 (IOR) Mayotte (France)	0940, 1940 (AOR-E)	AOR-E / IOR
	0940, 1940 (IOR)	

IOR = Indian Ocean Region
AOR-E = Atlantic Ocean Region East

Saldhana Bay – South Head

CAPE TOWN TO SALDANHA BAY

CHARTS SAN 118 OR SAN 55
BA 2082
DISTANCE APPROX 57 MILES

Robben Island lying 4 miles westward of Blouberg Strand, and 5 miles north of Green Point, can be passed either side. Be aware though, that the island is fringed with reefs and a buoyed wreck and sunken rock lies approx. 1 mile S by E of the island. At night the red section of the Robben Island light covers the rock. There is an anchorage on the N.E. of the island. Enquire in Cape Town if planning a visit. The coastline along this stretch is low and sandy, and often appears to merge with the sea.

Dassen Island may also be passed either side. The west and south of this Guano Island is fringed with reefs. There are two anchorages in the North and East, shown on most large-scale charts. Vondelingeiland, a proclaimed Guano Island 0.5 miles offshore, 4 miles south of Saldanha South Head.

CURRENTS (for this section)

An eddy current between Saldanha Bay and Robben Island at a distance of 4-5 miles occurs during the winter months. Outside of this, the main northerly current usually runs at a rate of half to one knot parallel to the coast. A strong tidal stream could be experienced in the Saldanha Bay entrance as well as within Langebaan lagoon.

LIST OF DANGERS

Danger	Place	Position
Shoals and foul ground	**Table Bay**	33° 54' S 18° 27' E
Whale Rock	**Whale Rock**	33° 50' S 18° 23' E
Reefs	**Blouberg Strand**	33° 47' S 18° 27' E
Robbesteen	**Robbesteen**	33° 39' S 18° 24' E

Rock & Shoal	Bok Point	33° 34' S 18° 17' E
Ronderberg Breaker	Ronderberg Breaker	33° 28' S 18° 14' E
Reefs	Dassen Island	33° 27' S 18° 05' E
Rocky Patch	House Bay	33° 25' S 18° 05' E
Rooipan se klippe	Yzerfontein	33° 21' S 18° 09' E
Black Rock	Black Rock	33° 10' S 18° 01' E
Shoal	Vondeling Island	33° 09' S 17° 58' E
Reef	Stony Head	33° 07' S 17° 58' E

MAJOR LIGHTS

Name and Position	Characteristics	Height m	Range M	Remarks
Milnerton **33° 52.9' S** **18° 29.3' E**	FL (3) W.20s	28	25	White round concrete tower (22)
Robben Island **33° 48.9' S** **18° 22.5' E**	Oc. W.R. 7s	47	W24 R12	White round tower, black stripe on E side (18)
Dassen Island **33° 25.8' S** **18° 05.5' E**	FL (2) W. 30s	47	26	White round cast iron tower, red bands, white dome (28)

Saldanha Bay

South Head **33° 06.3' S** **17° 57.3' E**	FL (4). 30s	34	24	Aluminum lattice tower ☐ daymark, yellow and black bands (21)
North Head **33° 03.0' S** **17° 54.7' E**	FL (3) W.20s	33	23	Aluminum lattice tower ☐ daymark, yellow and black bands (21)

Leading Lights 056°

Front **33° 02.4' S** **17° 58.4' E**	F.W. (Occas)		12	Pole
Rear **1050m from front** **33° 02.1' S** **17° 59.0' E**	F.W.	15	12	

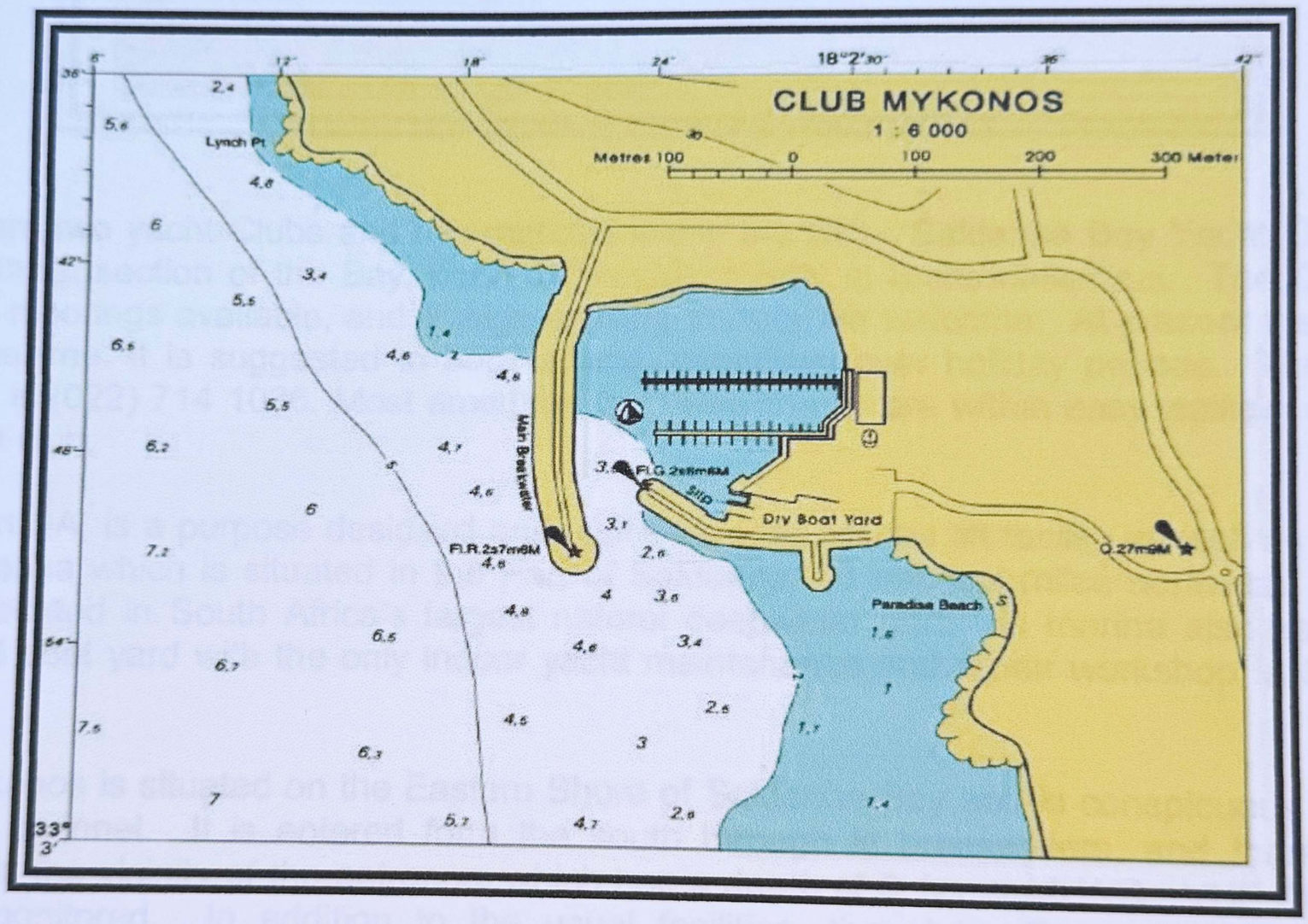
Lynch Point Leading Lights 080°

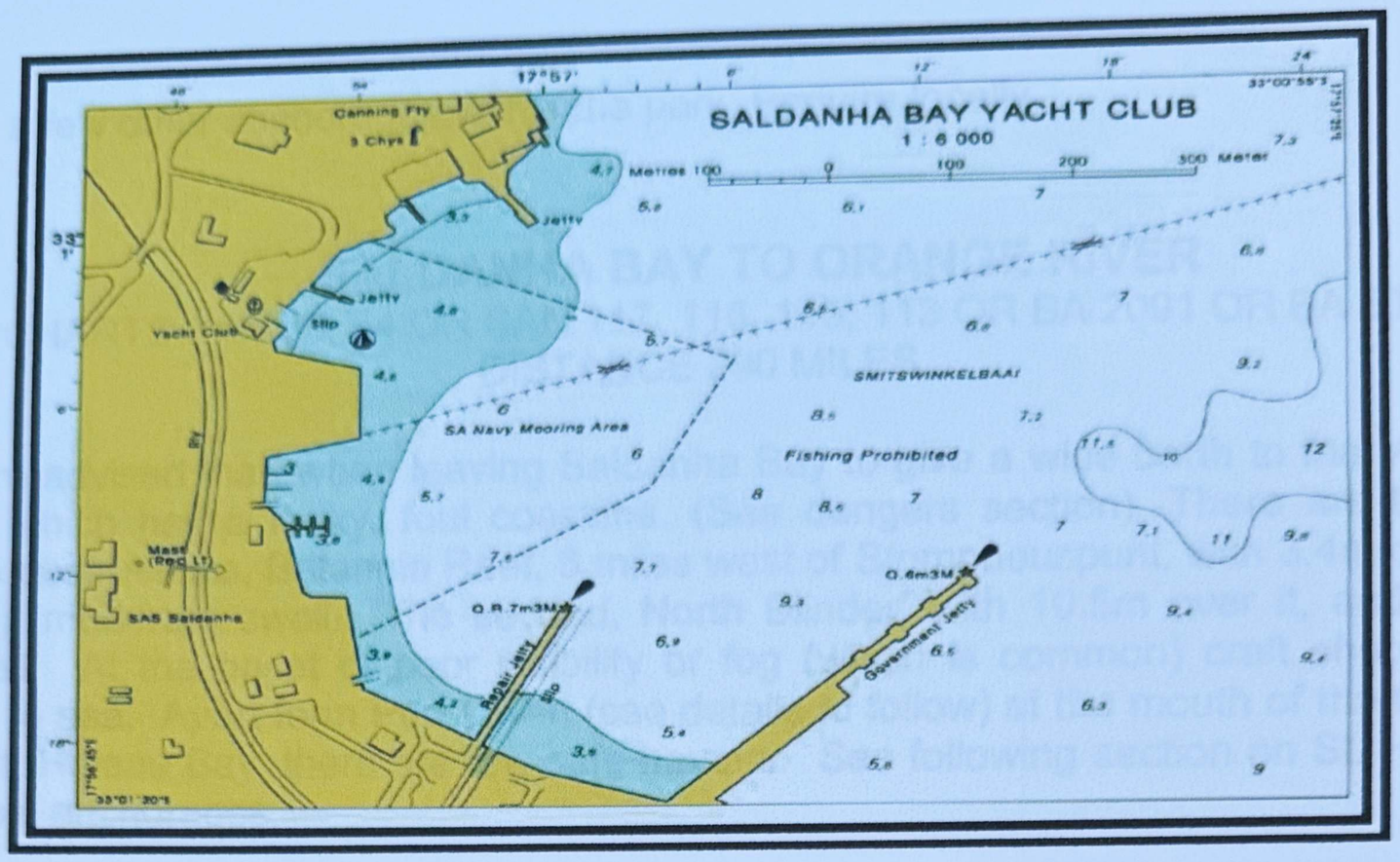
33° 02.8' S **18° 02.7' E**	Q.W.	27	9	Lattice tower (12)
Rear 738m from front	Iso. W. 6s	46	12	Lattice tower (34)
Marcus Island **33° 02.7' S** **17° 58.2' E**	FL (2) 10s	18	10	Lattice mast

ARRIVAL AT SALDANHA BAY

A detailed chart would be recommended for navigation within the bay. This is a wonderful and varied cruising area, visited by many local and foreign yachts. The outer leg of the entrance channel is marked by leading lights on the low Marcus Island breakwater, in line with the light on the head of the Ore Loading Jetty, and is on a bearing of 056°T.

The inner leg is marked by lights in line 080°T, situated near Club Mykonos. There is a traffic separation scheme in effect on approach to the entrance. In order to use or cross the channel permission must be obtained from Saldanha Bay Port Control. Call on VHF. Ch. 12. Working Channels 10 and 12.





There are two yacht Clubs and two marinas within the Bay. Saldanha Bay Yacht Club is in the northern section of the Bay, north of President Jetty in Smitswinkelbaai. The Club has visitor's moorings available, and foreign cruising visitors are welcome. At present the first 10 days are free. It is suggested to book ahead, especially over holiday periods. The phone number is (022) 714 1036. Most amenities including E-mail are within easy walking distance from the club.

Yachtport SA, is a purpose designed and built Blue Flag Marine lift facility as well as a luxury yacht marina which is situated in the Port of Saldanha, 60 nautical miles northwest of Cape Town. Located in South Africa's largest natural deepwater port, the marina also has a fully equipped boat yard with the only indoor yacht maintenance and repair workshop in Southern Africa.

Club Mykonos is situated on the Eastern Shore of Saldanha Bay and is conspicuous from the entrance channel. It is entered form the south through lit breakwaters, and there are no dangers in the vicinity of the entrance, which has a depth of 3.1m at MLWS. VHF Ch 16 and 71 are monitored. In addition to the usual facilities, the club offers telephone and TV connections at the moorings.

Langebaan Yacht Club is situated South of Langebaan village. The Club offers most amenities and uses a converted oyster factory and its jetties and slipway. The slip and winch are capable of hauling a yacht of up to 11 tons. The Club is approached by a buoyed channel with a least depth of 3m, on the eastern side of Skaapeiland.

This southern area of Langebaan is a national park. The area is characterised by strong winds and tidal streams, which increase towards the narrows either side of the island.

The Club operates a tow-boat "Snippie" which can be called on VHF Ch.12

There are a few other anchorages within the park. Enquire locally.

SALDANHA BAY TO ORANGE RIVER

CHARTS SAN 55, 54 OR SAN 117, 116, 115, 113 OR BA 2091 OR BA 632
DISTANCE 290 MILES.

Vessels are advised that, when leaving Saldanha Bay to give a wide berth to the Vredenburg Peninsula which has a rocky, foul coastline. (See dangers section). There are two further dangerous obstructions, Britannia Reef, 6 miles west of Stompneuspunt, with 3.4m over it, and breaks in a moderate swell. The second, North Blinder, with 10.5m over it, and breaks in heavy swell. At the onset of poor visibility or fog (which is common) craft should venture further out to sea. Apart form Port Owen (see details to follow) at the mouth of the Great Berg River, in St. Helena Bay, there are few safe havens. See following section on St. Helena Bay and possible anchorages.

North of St. Helena Bay and Cape Deseada, the shores are mainly sandy and low-lying. Further north are rocky headlands enclosing several small bays. Namaqualand coast from 130 miles south of the Orange River to the mouth presents an undulating aspect with gently rising hills, extending from a rock-bound and cliffy shore, to mountain ranges 25 to 40 miles inshore.

The coastal hills are covered with semi-desert vegetation blooming in a multicolored spectacle during September and October. Port Nolloth, 43 miles SE by S of the Orange River Mouth is an open roadstead port, and considered unsafe for a yacht to anchor. A sandbank usually closes the Orange River Mouth, but after flooding it may force a channel through the bank. The banks on both sides of the river are fertile and market gardens have been established. Discolored water of a light greenish hue often occurs off the Mouth, for distances of up to 50 miles.

CURRENTS (FOR THIS SECTION)
THE BENGUELA CURRENT

North of Cape Columbine, the North Westerly flowing Benguela current usually extend to the coast, although after Northerly winds the direction may be reversed. The usual strength is about 1 knot. Currents in other directions may occur, close in, including in-shore sets.

LIST OF DANGERS

Danger	Place	Position
Rock Awash	North Head	33° 03' S 17° 54' E
Bay & Cap Rock	Danger Bay	33° 01' S 17° 54' E
Tooth Rock	Tooth Rock	33° 00' S 17° 52' E
Jacob's Reef & Nearby rocks	The Sisters	32° 57' S 17° 52' E
Rocks	Duminy Point	32° 55' S 17° 53' E
Rocks	Cape Columbine	32° 51' S 17° 50' E
Rock	Jin Crow Rock	32° 47.3' S 17° 50.5' E
Rocks	Paternoster Bay	32° 47' S 17° 53' E
Reef	Seal Island	32° 44' S 17° 52' E
Rock	Britannia Rock	32° 42' S 17° 55' E
Reef	Britannia Reef	32° 42' S 17° 52' E
North Blinder	North Blinder	32° 38' S 17° 58' E
Rocky uneven ground	St. Helena Bay	32° 43' S 18° 01' E
Dangerous Wreck	St. Helena Bay	32° 42.5' S 17° 59.4' E
Rock	Simpson's Rock	31° 43.3' S 17° 59' E
Reef	Doctor Reef	32° 46'S 18° 06' E
Rocks	Great Berg River	32° 47' S 18° 09' E
1.5m Shoal	Great Berg River Mouth	32° 46'S 18° 09' E
Kelp Reefs	Dwarskersbos	32° 43' S 18° 11' E
Rocky Shoal	Cape Deseada	32° 17' S 18° 18' E
Rocks and Shoals	Lamberts Bay	32° 05' S 18° 18' E
Hospital Rock	Doring Rock	31° 49' S 18° 14' E
Breakers	Jakkalshok	31° 21' S 17° 54' E
Rocks	Brak Rivier	31° 06' S 17° 42' E
The Twins	The Twins	30° 47' S 17° 32' E
Reef	Koringkorrel Bay	30° 39' S 17° 28' E
Rocks	Strandfontein	30° 43' S 17° 24' E

Rocks	Spoeg Rivier	30° 29' S 17° 21' E
Spitfire Reef	Hondeklip Bay	30° 19' S 17° 16' E
Backwash	Hondeklip Bay	30° 19' S 17° 16' E
Swell	Hondeklip Bay	30° 19' S 17° 16' E
Foul Area	Foul Area	30° 00' S 17° 10' E

Danger	Place	Position
Dangerous Blinder		29° 55' S 17° 05' E
Ostara Rock	(Position Doubtful)	29° 43' S 16° 56' E
Penguin Rocks & Reef		29° 37' S 17° 01' E
Reefs & Shoals	Port Nolloth	29° 15' S 16° 52' E
Dangerous rock (3.6m)		29° 09' S 16° 48' E
Rock (8.5)		29° 04.5' S 16° 44.5' E
Reefs between	Collins Reef & Soco Reef	28° 50' S 16° 35' E
Peacock Bank	Peacock Band	28° 44.5' S 16° 20' E
Tripp Shoal	Tripp Shoal	28° 40.5' S 16° 29.5' E

MAJOR LIGHTS

Name and Position	Characteristics	Height m	Range M	Remarks
Cape Columbine 32° 49.6' S 17° 51.5' E	FL. W. 15s	80	30	White square masonry tower (15)
Seal Island 32° 44.3' S 17° 52.3 E	FL (2) W 5s	10	6	Mast with crow's nest on top (6)
Cape St. Martin 32° 42.9' S 17° 55.3' E	FL. WR. 10s	18	11	Triangle on aluminum lattice tower (10)
Stompneuspunt 32° 42.2' S 17° 59.0' E	FL. W. 3s	12	6	Black pyramidal tower with white band (5)
Lambert's Bay E Breakwater 32° 05.2' S 18° 18.2' E	FL. W. 2s	14	13	White Tower
Doringbaai 32° 49.0' S 18° 14.0' E	FL (2) W. 10s	36	25	Round concrete tower, black band, white lanterhouse (24)
Radio Mast 31° 46.7' S 18° 14.0' E	Aero F. R.	108		Obstruction
Radio Mast 31° 40.0' S 18° 20.7' E	Aero F. R	226		Obstruction
Groenriviermond 30° 51.9' S 17° 34.8' E	FL. W. 5s	27	26	Yellow round concrete tower, black band (17)
N Side of Bay 30° 18.5' S 17° 16.3' E	FL (3) W. 15s	29	16	Steel tower with day mark, red & white bands (8)
Port Nolloth rear 50m from front	FL (3+1) W. 24s	17	17	Aluminum lattice tower with triangular daymark. Black and white bands (11)

ST HELENA BAY
PORT OWEN MARINA
CHART SAN SC 3 (SEE PLAN ON FOLLOWING PAGE)

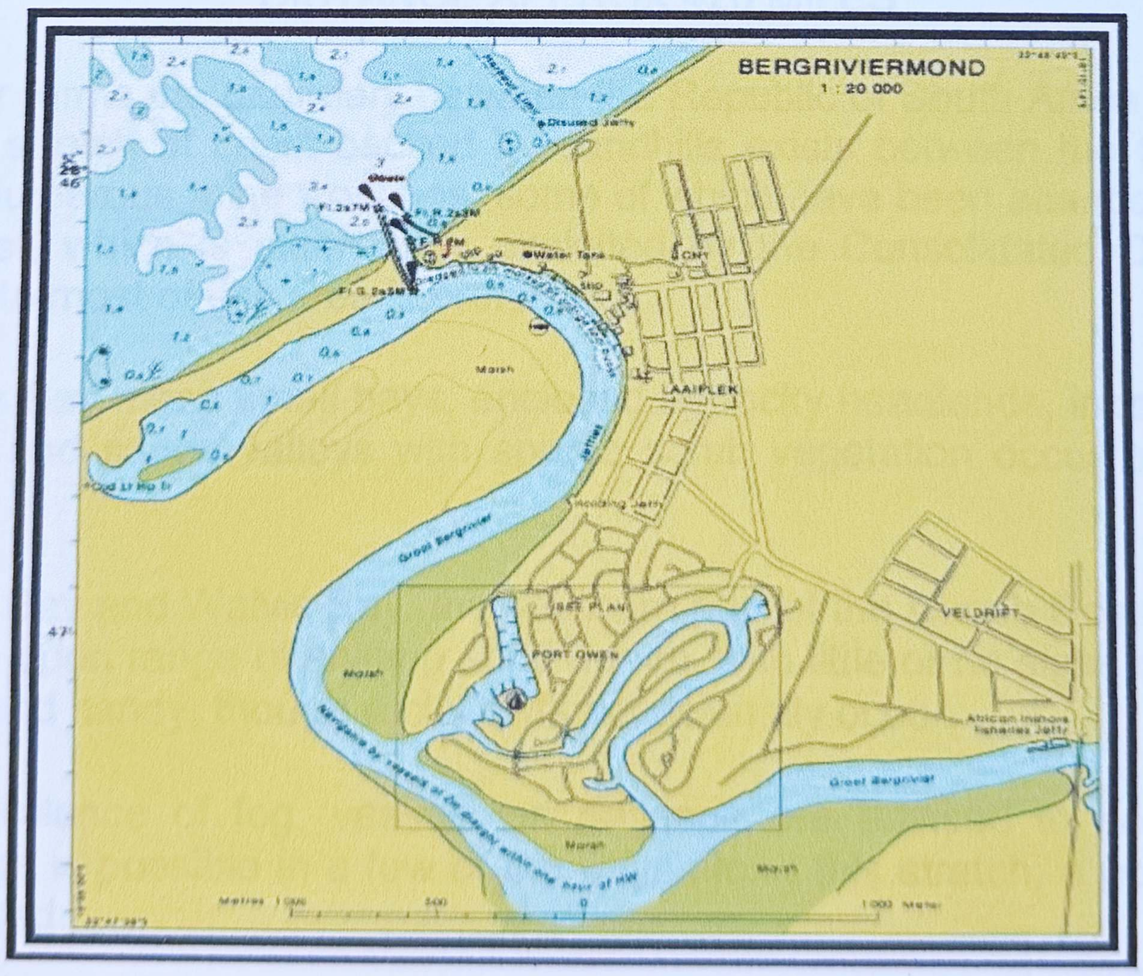
The marina is located a short distance from the mouth of the Great Berg River and offers 140 Pile moorings suitable for craft up to 18m in length and 2m draught.

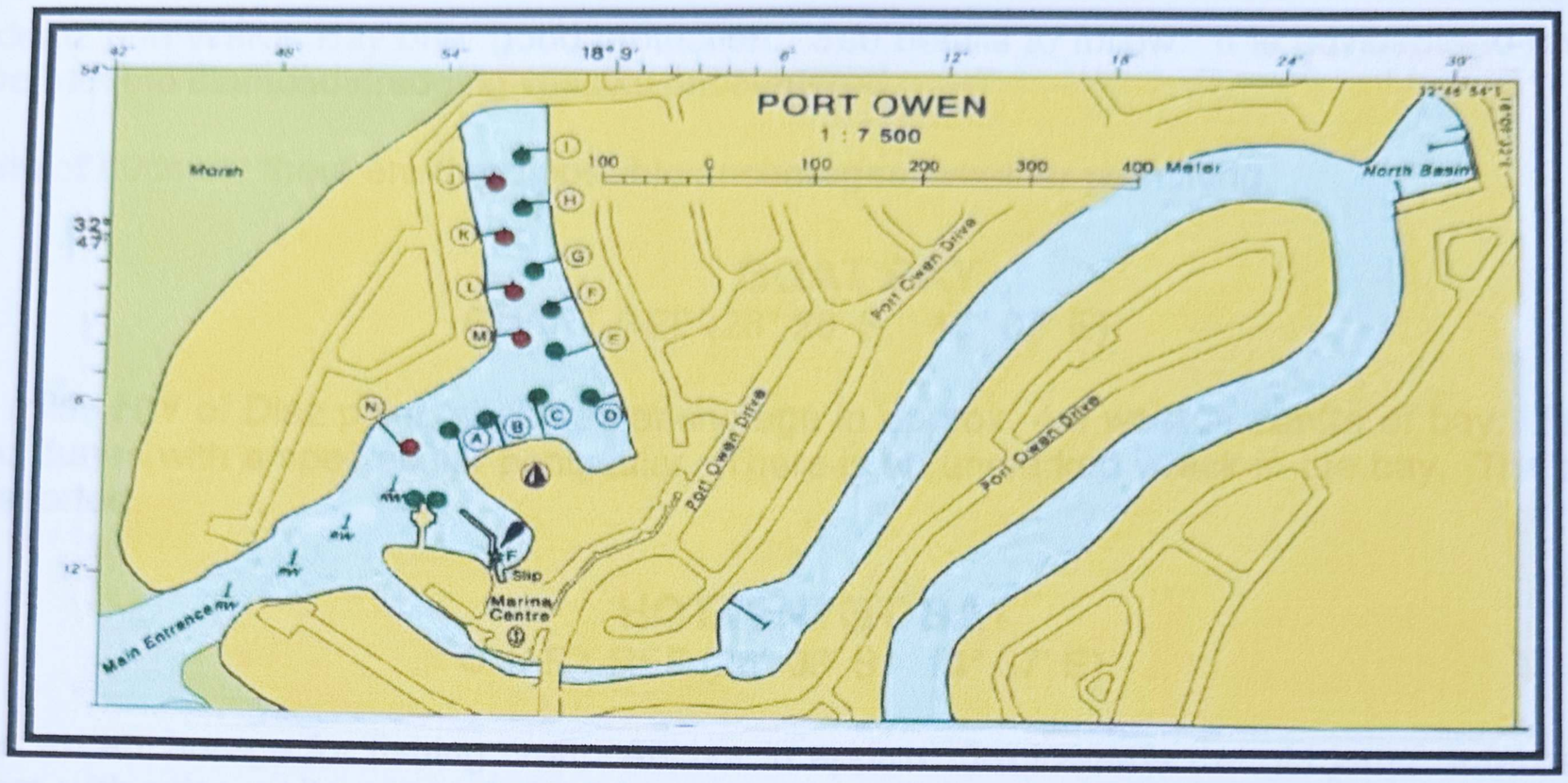
Water and electricity on jetties and most marina facilities are available. The marina has a 10-ton crane and workshop. The nearby village has a hotel, shops and restaurant. This is reported to be a very friendly and tranquil area.

The river mouth is dredged to 3m, and is hazardous during a strong northerly blow, , particularly on a falling tide, but should not present a problem in calmer conditions.

A sand bank, with a least depth of 1.3m lies 300m N.W. of the entrance.
On entering the river keep close to the jetties on the North bank. From the last jetty, steer a straight course to the first mid-channel marker and follow these to the Port Owen Marina. At low water, or an hour and a half, on either side, yachts should tie up at the holding jetty until there is enough water. The visitor's jetties are at the northern side of the Port Owen complex. If intending to visit Port Owen prior bookings should be made. Telephone number (022) 783 1144 or e-mail stuyck@mweb.co.za. VHF Ch. 16 and 71 are monitored.

Anchorages of Sandy Bay and Stompneus Bay in St. Helena Bay should be used with caution and local knowledge. They are both fishing harbours, and offer shelter to diamond dredging vessels.





Lambert's Bay is mainly a crayfish fishing harbour. Visitors are discouraged in the inner harbour. Anchorage is possible outside, but a detailed chart would be recommended.

With local knowledge and great caution it is possible to anchor in a few of the bays North of Lambert's Bay, but none offer good protection in unsettled weather.

ORANGE RIVER TO WALVIS BAY

CHARTS SAN 54, 53 OR SAN 112 TO SAN 107 OR B.A. EQUIVALENTS
DISTANCE APPROX 420 MILES

The Orange River forms the boundary between the Republic of South Africa and Namibia. An almost unbroken stretch of coast backed by sandhills exists between the Orange River and Charmais Bay. Numerous mine workings, some of which have been abandoned, can be seen close to the coast, which is extensively exploited by the Consolidated Diamond Mines of Namibia. Entry into most of this area is prohibited.

North of Charmais Bay many small bays, enclosed by rocky headlands, indent the coast. The interior is desert, and sandy valleys with sparse scrub vegetation occur between ranges of sandstone hills.

Between Spencer Bay and Walvis Bay, the southern part of the Namib Deset presents a bleak aspect, with range upon range of shifting sand dunes, with little or no sighs of vegetation. The coast itself is low and sandy, though rocky cliffs occasionally occur.

Owing to the prevalence of fog, vessels on passage are advised to keep a good offing. Although anchorage is possible in a few of the bays along this stretch, a good chart and local knowledge is advised.

Lüderitz and Walvis Bay offer good protection. See details to follow. It is advisable to give a wide berth to diamond dredging vessels encountered.

North of Lüdertitz there are three possible anchorages, weather permitting.

BOAT BAY

CHART REF (26° 26' S, 15° 07' E)

12 miles NW of Diaz point, sheltered anchorage in approx. 4m west of centre of bay. Steep sand dunes with a spectacular peninsular. There is an unmarked wreck in the bay. The area is deserted.

HOTTENTOT BAY

CHART REF (26° 08' S, 14° 57' E)

Often an anchorage for fishing craft. Anchor in approx. 5m towards the old jetty. Interesting ashore with ruins, salt pans and sand dunes.

SPENCER BAY

CHART REF (25° 44' S 14° 51' E)

Anchorage is reported to be good in approx. 6m close to the beach. The bay is not well sheltered and can become quite rolly. The scenery is spectacular. Technically a permit is required to go ashore, as this area is part of Namibia National Desert Park. (permit obtainable in Lüderitz.)

Due to the possible existence of uncharted rocks and shoals, vessels should exercise extreme caution when navigating in shallower depths. For anyone on a yacht wishing to explore this desolate and beautiful area, and some of the small offshore islands, a permit is required from the Diamond Company in Windhoek or Lüderitz.

A permit is not required at Lüderitz or Walvis Bay.

It is also suggested that one obtain a copy of the South African Navy Sailing Directions SAN HO 22 Vol. II obtainable from "Cruising Connections, Durban" and most of S.A Navy chart agents.

THE BENGUELA CURRENT FOR THIS SECTION

The current has a general north western direction with rates of up to 1 knot. In the north the main current is further offshore, and ultimately becomes the South sub-tropical current. Closer inshore currents in any direction may be experienced.

Dangers listed overleaf

Dangers	Place	Position
Reefs	Chamais Reefs	27° 53.5' S 15° 38' E
Reefs	Panter Reef	27°55' S 15° 40.5' E
Shoal 5.5m		27° 49.5' S 15° 36' E
Foul Ground	Baker Bay	27° 39' S 15° 31' E
Reef	False Plum Pudding	27° 36' S 15° 29.3' E
Foul Ground	Albatross Rocks	27° 09' S 15° 14' E
Foul Ground	Prince of Wales Bay	27° 06' S 15° 15' E
South Reef	Possession Island	27° 02' S 15° 12' E
Rock	Possession Rock	27° 00' S 15° 12' E
Shoals	Kreuz Shoals	26° 59.35' S 15° 12' E
North Reef	Possession Island	26° 59' S 15° 11' E
Reef	Elizabeth Point	26° 56' S 15° 11' E
Reef	Halifax Reef	26° 39' S 15° 05' E
Reef	Angra Reef	26° 37' S 15° 08' E
Reef	Tiger Reef	26° 37' S 15° 10' E
Rocks	Marshall Rocks	26° 21' S 14° 56' E
Shoal 12.8m		26° 19' S 14° 56' E
Foul Ground	Ichaboe Island	26° 17' S 14° 56' E
Shoal, Sand & Rocks	Danger Point	26° 16' S 14° 57' E
Shoal 10m		26° 12' S 14° 56' E
Reef & Foul Ground	Gallovidia Reef	26° 10' S 14° 56' E
Shoal 8.2m	Hottentot Point	26° 07' S 14° 56' E
Rock 6.7m	Mercury Island	25° 43' S 14° 50' E
Rocky Foul Coast		25° 13' S 14° 50' E
Breakers Reported		24° 43' S 14° 29' E
Shoals	Hollandsbird Island	24° 38' S 14° 32' E
Bank 23.8m		24° 13' S 14° 23' E

MAJOR LIGHTS

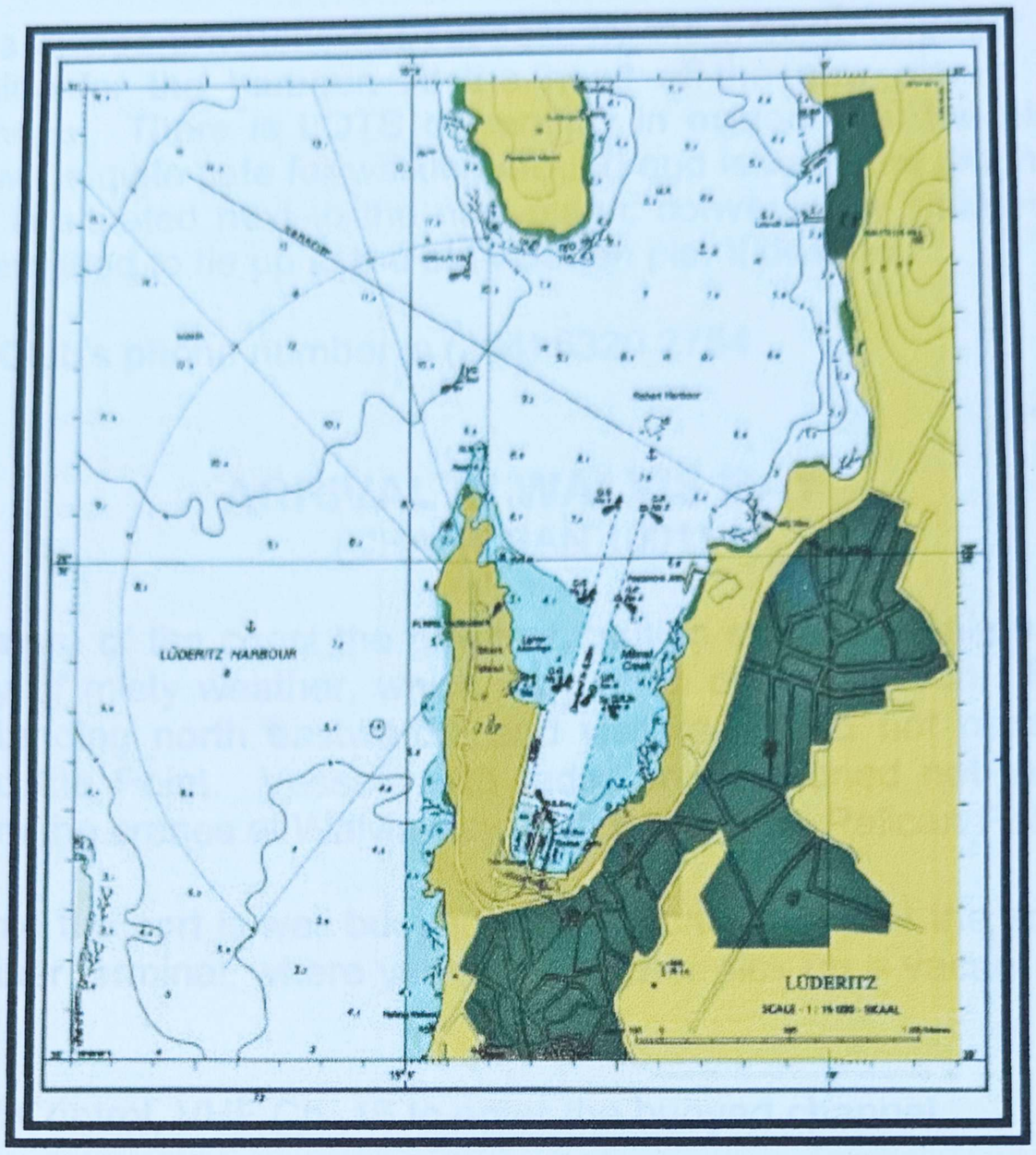
Name and Position	Characteristic	Height m	Range M	Remarks
Oranjemund				
Front **28° 34.5' S** **16° 22.2' E**	Q.R.	27	11	Red and white on lattice tower
Rear 1.1M from front	FL.W.3s	69	11	Red on white on lattice tower
Lüderitz				
Diaz Point **26° 38.1' S** **15° 05.6' E**	FL.W.10s	53	25	White round masonry tower, red band (28)
Shark Island **26° 38.1' S** **15° 09.2' E**	Fl.WRG.10s	35	25	White round masonry tower, red band (28)
Leading Lights 120°				
Front **26° 37.9' S** **15° 09.9' E**	Q.W	18		
Rear **215m from front**	FL.E.2s	24		

Walvis Peninsular

Pelican Point **22° 53.5' S** **14° 26.1' E**	FL. (3) W.20S	35	26	Black round cart-iron tower. Black and white bands (34)

Walvis Bay Harbour Channel Leading Lights 183°

Front **22° 57.2' S** **14° 29.8' E**	F.R.	21	15	Warehouse
Rear 675m from front	F.W.	32	12	Lattice tower



ARRIVAL AT LüDERITZ
(CHART SAN 1002)

When approaching from the south a good offing should be observed until Diaz Point Light bears 135°, when course should be altered to pass north of Angra Rock Whistle Buoy, in the fixed white section of Diaz Point Light. After passing the buoy, the white sector of Shark Island Light is entered, and a course can be shaped for entering Manai Creek/Robert Harbour. Give the reef north of Shark Island a wide berth. The leading line is 120°. The leading beacons have daylight triangular marks for identification.

Contact Lüderitz Port Control VHF Ch. 16 before entering port. It is not advisable to enter at night.

There has been major land reclamation in order to build a new ship pier and the old yacht club is now 200 meters from the water inside the container area – quite a long walk from the new yacht area. There is a new "recreational " pier (with floating dock on the end) to the east of the old wooden fishing boat pier. This is the dock that the harbour authority might require yachts to use to clear in. Unfortunately it is a bit shallow at low tide! However, the bottom is very soft mud. Yachts may not stay at this dock other than the time required to clear in. This dock can be used to tie up dinghies.

There are moorings owned privately, but supposedly the holding is better than it used to be after all the dredging for the harbour. At the head of the new pier is a new plaza with restaurants, and shops. There is LOTS of security in evidence at the pier and around the plaza area. The town is quite safe for walking around and leaving the dinghy at the dock. The yacht club building is situated next to the new plaza, conveniently situated close to the new dock). Boats are permitted to tie up at the old wooden pier if desired.

The Lüderitz Yacht Club's phone number is (264) 6320 2754

ARRIVAL IN WALVIS BAY
(CHART SAN 1001)

Owing to the low nature of the coast the greatest caution should be taken when approaching Walvis Bay in foggy of misty weather, which may often clear by noon. Be aware, too, that Pelican Point is extending north eastwards, and visitors should not pass between the Spit Buoy (with bell) and the Point. Vessels with radar are cautioned not to confuse the radar echoes received from the cranes at Walvis Bay, with those from Pelican Point complex.

The main channel into the port is well buoyed. The Yacht Club is at the south western end of the new quay container terminal, where yachts can either pick up a vacant mooring or anchor, off the Club House.

Call Walvis Bay Port Control, VHF Ch. 16 to enter the buoyed channel.

Walvis Bay Yacht Club welcomes visiting yacht's people, and its facilities include a good restaurant, showers, toilets, water, ice, bar, telephone and mail held for visiting yachts.
Their address is:

Walvis Bay Yacht Club
P.O. Box 851
Walvis Bay
Namibia
Tel. (264) 6420 3676

The town of Walvis Bay is surrounded by desert. Usually one's stay is lengthened by the hospitality of the locals, and the temptation of excursions to the Skeleton Coast and Swakopmund, a town to the north.

Walvis Bay is also a good point to head off into the Atlantic and St. Helena (if this is your intended route) as St. Helena should only be a 9 – 10 day sail, and within days of leaving Walvis, one should be in the S.E. trades, in almost any season.

THE SOUTH ATLANTIC

WINDS AND WEATHER

A central area of high pressure dominates the South Atlantic, and both the wind and current systems circulate in an anti-clockwise direction. The S.E. Trade winds flow around this high which is generally centered between 20° to 28° S, and blows with consistency from S.S.E. on the African side to almost east close to the North Brazilian coastline.

In summer the S.E. trades are normally encountered a few day's sail NW of Cape Town, and are often heralded by a day of light fluffy white clouds. Line squalls followed by stronger winds and sometimes-heavy rains are often encountered in mid ocean, and towards the N.E. Brazilian coastline.

If headed to the Caribbean the Doldrum belt is narrow, with torrential rain, and will be encountered close to the mouth of the Amazon River.

Fog, or sea fog, is very common in the Cape Town area and Northwards, in the autumn months with very limited visibility. Further north, towards the deserts of Namibia, fog often occurs in any season, the worst conditions develop at night, when the overlaying air is cooled, as it encounters the Cold Benguela Current. Inshore, in summer months, the fog usually clears by noon.

SEA AND SWELL

Moderate to heavy swell from between SW and NW, depending on wind strength and direction occurs off the Cape area. Very rough and confused seas are common in winter, occurring anything up to 25° S, right across the South Atlantic.

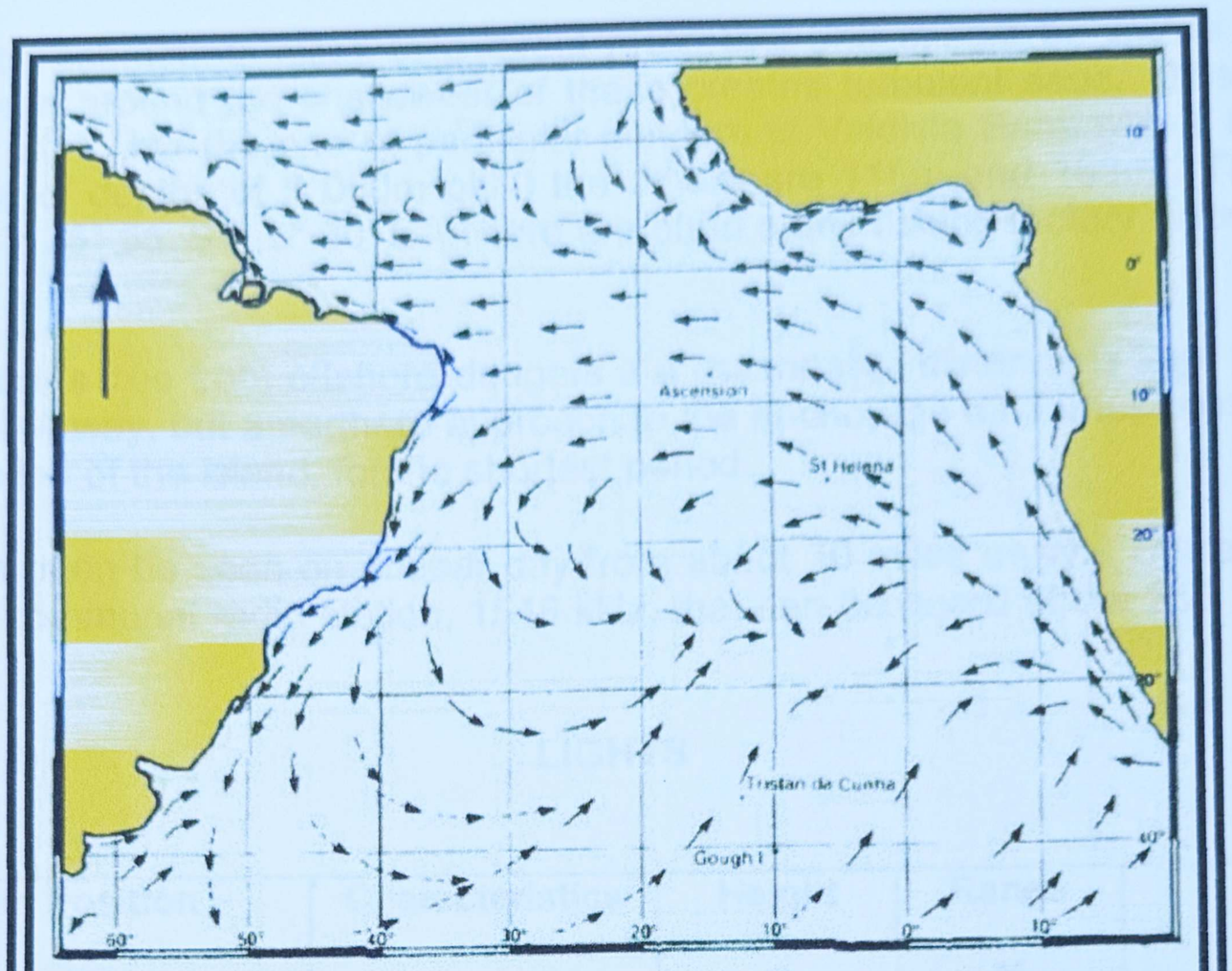
Heavy seas are rare north of 25° S, but can develop during violent squalls. North of latitude 10° S, the sea is slight in summer, between SE and SW.

Changes in direction and strength of the SE trades can cause landing and anchorage problems, at the South Atlantic Islands. About 3 days in any summer month "Rollers" occur at St. Helena, Ascension and Fernando de Noronha Islands (3° 50' S 32° 25' W) making landing almost impossible.

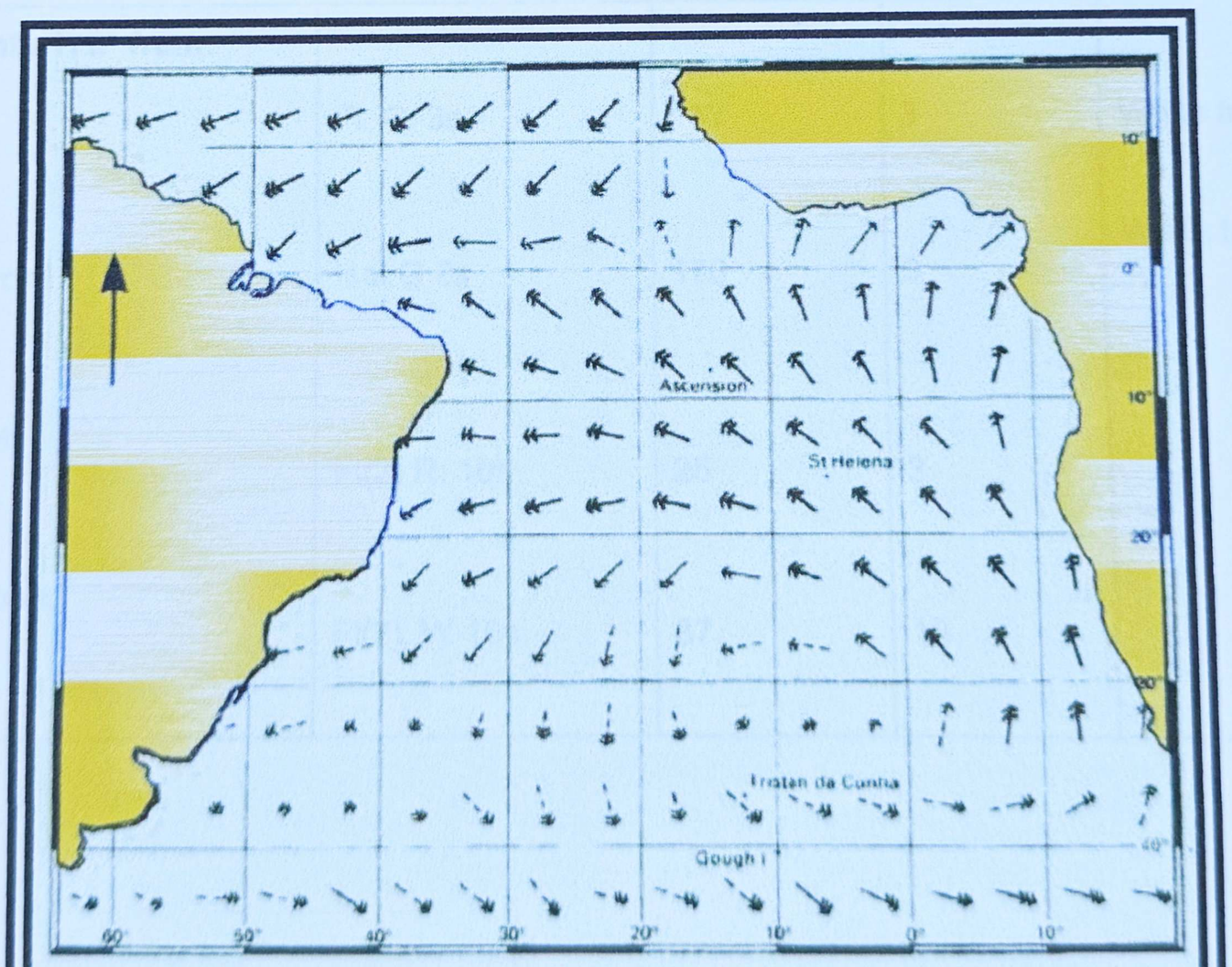
SOUTH ATLANTIC SAILING ROUTES
CAPE TO SE. HELENA AND ASCENSION ISLAND

This is the most common route for either Round-the-worlders, or South African yachts en route to the Caribbean or Europe. The sail can be extremely pleasant, as the wind will be off the starboard quarter once the trades are encountered. The best time for the crossing is in the summer months.

A few suggestions: - Stock up with supplies very well in Cape Town or other South African cities, as prices on the islands are high and stocks are limited. The direct route from Cape Town to St. Helena Island is approx. 1700 miles, but it keeps you in a rather busy shipping route (Cape Town to New York). A more northerly departure from Cape Town, with a southerly wind forecast, will keep one away from this shipping lane.



CURRENTS JANUARY



WINDS JANUARY

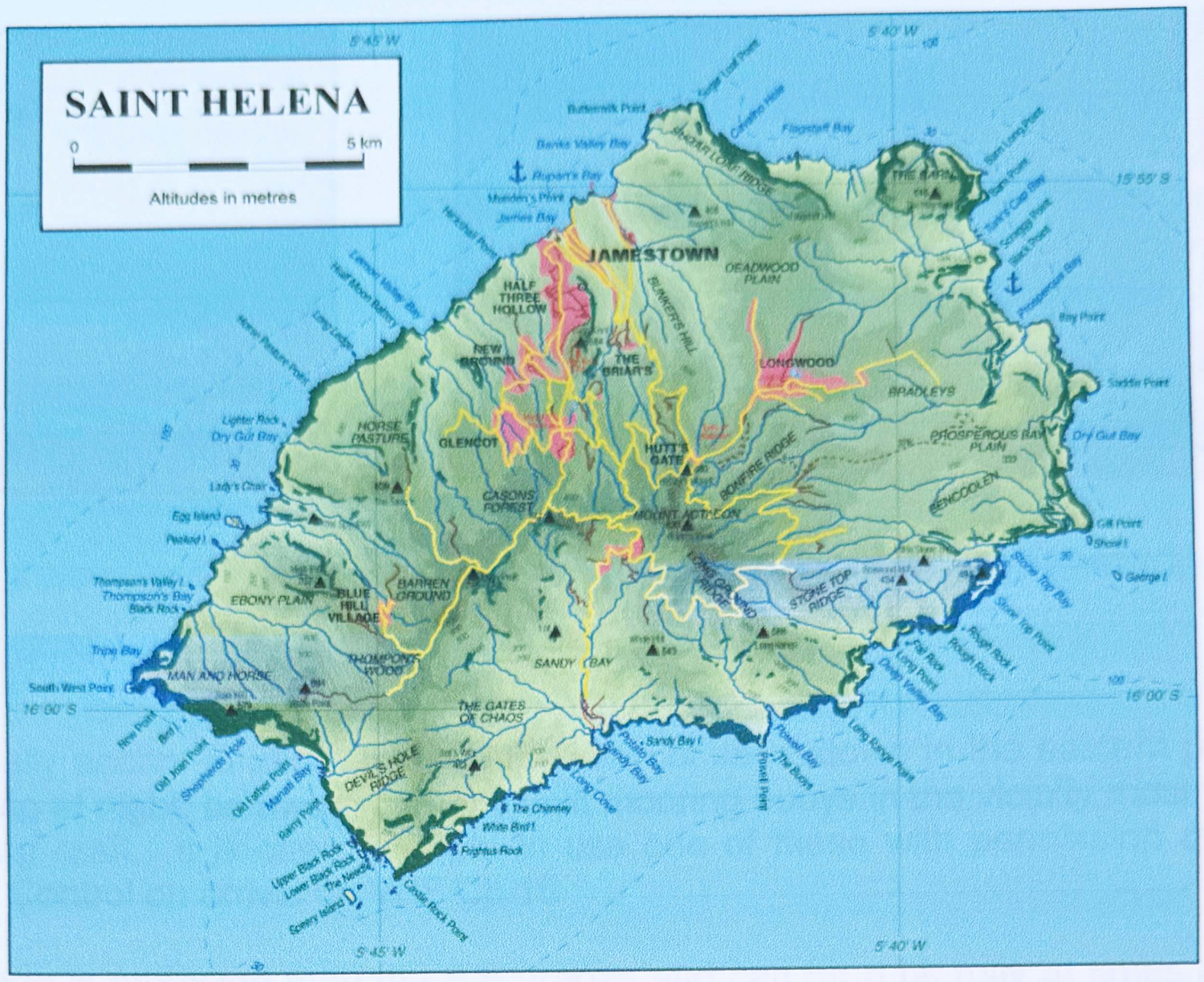
There are three seamounts close to a direct route that one should be aware of. In rough weather the area around the shallowest of these creates turbulent seas. These banks are close to each other, but the one of particular concern is Valdivia Bank with a least depth of 23m (rising out of depths of 5 000m plus) the others are 115m and 163m. The position of Valdivia Bank is 25° 55' S , 5° 30' E. There are often many fishing factory ships and fleets in the vicinity.

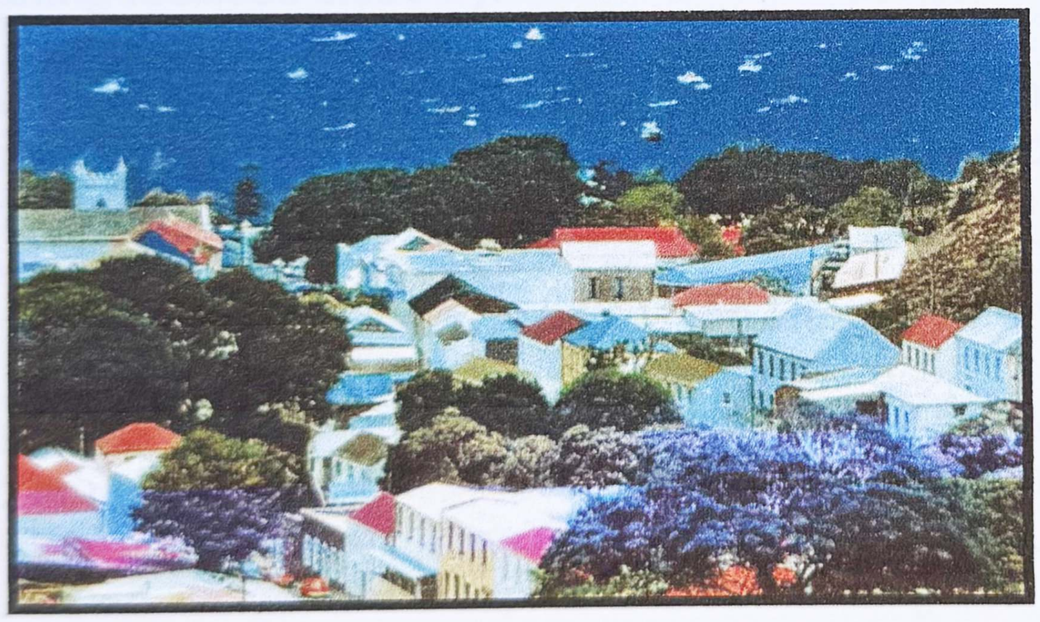
St Helena Island is free from offshore dangers if a reasonable distance is kept to sea. It can be rounded either way, but a northern approach to the anchorage off Jamestown will keep one in the windless lee of the island, for the shortest period.

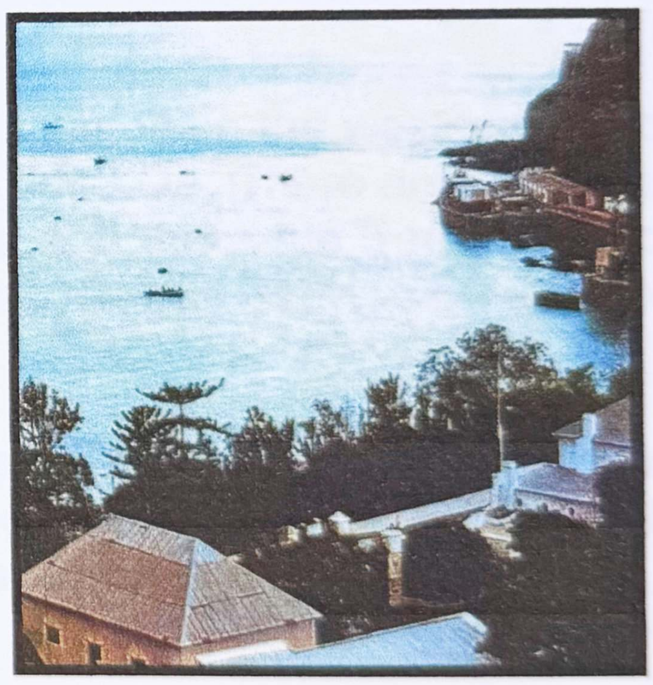
St. Helena can often be seen on a clear day from about 70 miles away. There is a delightful medium wave communal radio station, 1548 kHz, that can be heard about 250 miles from the Island.

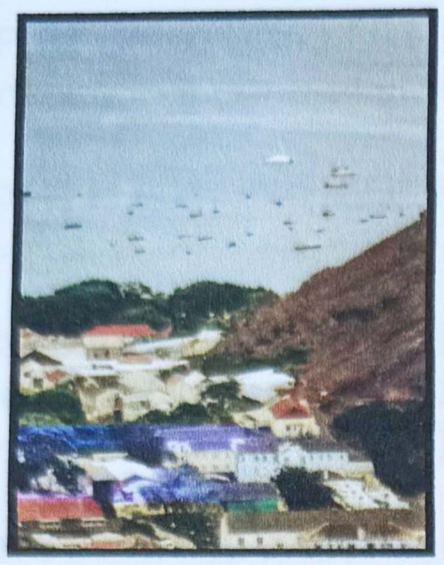
LIGHTS

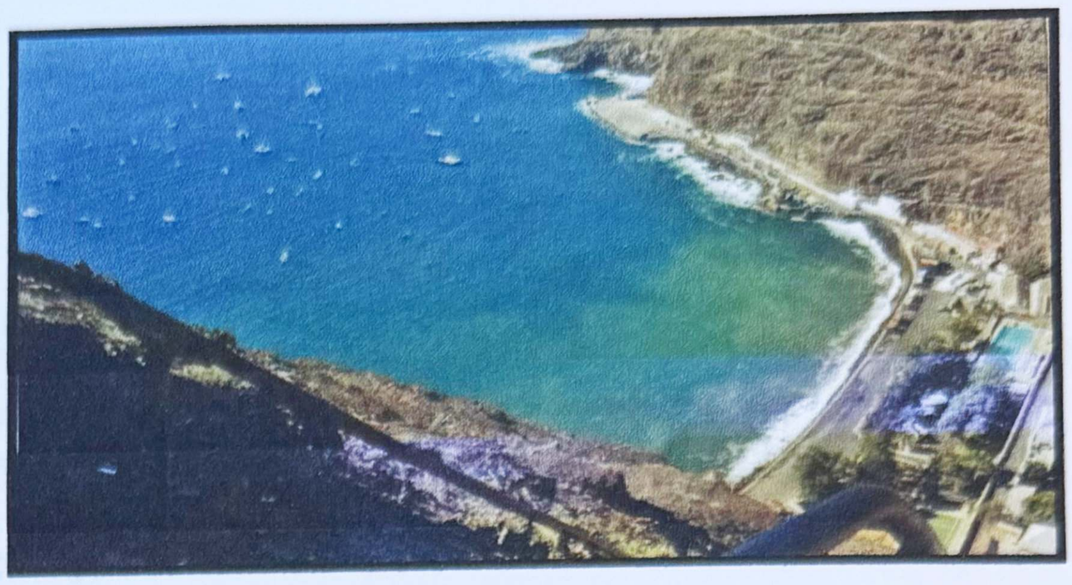
Name and Position	Characteristics	Height m	Range M	Remarks
Leading Lights 172° from.				
Front				
15° 55.5' S	Fl. G. 3s	143	3	White triangular beacon (2)
5° 43.2' W				
Rear				White triangular beacon (2)
98 m from Front	Iso. G 8s	170	3	
15° 55.6'S				
5° 43.2' W				
Chubbs Point				
15° 55.1' S	Fl(2) R. 10s	25	3	
5° 42.9' W				
Buttermilk Point				
15° 54.2' S	Fl(2). W 10s	37	10	
5° 42.4' W				


SAINT HELENA
0
5 km
Altitudes in metres
5° 45' W
5° 40' W
15° 55' S
16° 00' S
JAMESTOWN
HALF TREE HOLLOW
DEADWOOD PLAIN
BUNKER'S HILL
THE BRIARS
LONGWOOD
HORSE PASTURE
GLENCOT
HUTT'S GATE
CASONS FOREST
BONFIRE RIDGE
BRADLEYS
PROSPEROUS BAY PLAIN
BENCOOLEN
MOUNT ACTON
EBONY PLAIN
BLUE HILL VILLAGE
BARREN GROUND
THOMPSONS WOOD
SANDY BAY
STONE TOP RIDGE
MAN AND HORSE
THE GATES OF CHAOS
DEVIL'S HOLE RIDGE
Buttermilk Point
Banks Valley Bay
Rupert's Bay
Munden's Point
Jarries Bay
Lemon Valley Bay
Half Moon Battery
Horse Pasture Point
Long Ladder
Lighter Rock
Dry Gut Bay
Lady's Chair
Egg Island
Peaked I.
Thompson's Valley I.
Thompson's Bay
Black Rock
Triple Bay
South West Point
Bird I.
Old Joan Point
Shepherds Hole
Old Father Point
Manuel Bay
Barry Point
Upper Black Rock
Lower Black Rock
The Needle
Sphinx Island
Cruzo Rock Point
The Chimney
White Bird I.
Frightus Rock
Sandy Bay I.
Potato Bay
Sandy Bay
Long Cove
Thorold Bay
The Buoys
Forest Point
Long Range Point
Rough Rock I.
Rough Rock
Flat Rock
Long Point
Dwight Valley Bay
Stone Top Point
Stone Top Bay
George I.
Shoal I.
Gill Point
Saddle Point
Dry Gut Bay
Bay Point
Prosperous Bay
Black Point
Conings Point
Turk's Cap Bay
Sam Long Point
Sam Long Ridge
The Barn
Flagstaff Bay
Cleugh Hole
Sugar Loaf Point
Sugar Loaf Ridge
Lot
Munden's Point









ARRIVAL AT ST. HELENA

(CHART REF. 15° 55'S 5° 43'W)
CHART BA 1771

Yachts normally anchor in about 20m off the town of Jamestown in the eastern portion of the Bay. If arriving at night, be aware of many unlit mooring buoys in the vicinity mostly for the use of local fishing craft. It is often possible to use one of these with permission of the owner. Contact Port Control on arrival on VHF Ch 16.

This anchorage is protected from the S.E. trades and can be a bit rolly at times and a heavy anchor and chain is recommended. The locals are very helpful with advice. There is a harbour launch available, at a charge. The other alternative is to use your own dinghy to the landing steps, and haul it out. This landing is an adventure in itself. There are showers and washing facilities close by.

There are 25 moorings currently in place and the moorings are situated on the western side of James' Bay and are designed to accommodate yachts of up to 60ft LOA. There are two types of moorings: the 20 yellow buoys cater for vessels up to 50 ton and there are 5 red buoy for vessels of up to 60 ton. Yachts of longer LOA within the weight limit may also be accommodated by arrangement of the Harbour Master.

After clearing Customs and Immigration, Jamestown is entered across an old moat and through a defense gate. In time gone by, this was part of the defense wall. The Castle is inside the wall. The home baked bread is delicious. There is an Internet facility. There is a well-equipped general hospital and dental surgery.

The bank is open every week day including Saturday morning and cash is easy to obtain with your card and passport. They do exchange major currencies (Rands, US Dollars etc). St Helenain currency will be exchanged for sterling at the end of your stay.

There are many trades' people on the island such as mechanics who can repair most ship board items.

The main Post Office is in Main Street, Jamestown, with all country districts having a sub-Post Office, operating in a general store.

Overseas post is operated by the RMS St. Helena. Post to Europe/North America can take up to 6 weeks.

International Direct Dialing as well as fax facilities are available. Collect calls are possible to South Africa, U.S.A., Canada and United Kingdom.
Credit calls (AT and T cards only) are possible to the U.S.A., Canada and United Kingdom.

Car hire can be booked at the Tourist Office.

The local hang outs, for the many yachts visiting this historic and ruggedly beautiful island, are the various Pubs, and "Anne,s Place". The Country or interior of the island is lush and green, in stark contrast to the cliffy shores. Well worth the time spent to walk and explore.

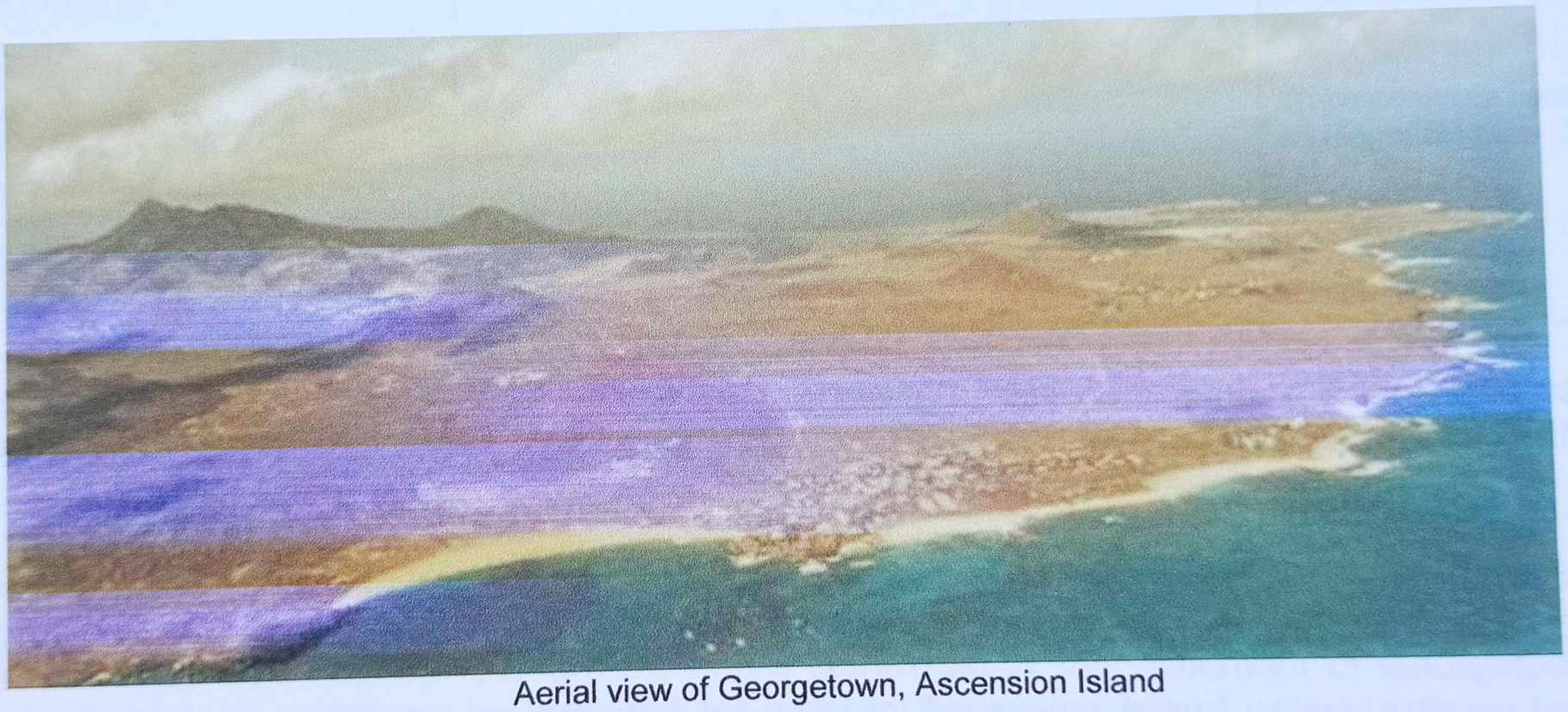
Visiting yachts are very welcome, although the mooring and landing fees are a little high, this is an island one shouldn't miss. More information can be obtained from the St. Helena Tourist Office, e-mail: tourism@atlantis.co.ac

ST HELENA TO ASCENSION ISLAND
(CHART BA 1771)

Around 700 miles from St. Helena, the sail is generally pleasant as mainly light S.E. winds persist, throughout the year.

Anchorage Ascension Island

It is suggested to sail around the north and north western side of the island to get to the anchorage in Clarence Bay north of Pierhead. There is often a fuel supply ship at anchor with floating pipelines ashore, and will normally respond to a VHF call on Ch 16 – Ascension Island Radio.



Aerial view of Georgetown, Ascension Island

MAJOR LIGHTS

Name and Position	Characteristics	Height m	Range M	Remarks
Leading Lights 140° Front 7° 55.6' S 14° 24.5' W	F.G.	27	5	White concrete column, black bands (5)
Rear. 61m from Front. 7° 55.6' S 14° 24.5' W	F.G	35	5	white concrete column, black bands.
Cross Hill 7° 55.9' S 14° 24.2' W	F.R	283		Metal framework mast (37)
7° 55.8' S 14° 25.0' W	F.R	21	4	White concrete column, ed diagonal stripe (5)
Airport Approach 7° 57.5' S 14° 23.8' W	Aero. A1F1. WG. 10s			

Anchor in about 10 to 15m. This anchorage is protected from the prevailing winds, and can become rough at times. There are millions of small black fish in the area, a relative of the Piranha. These fish will clean the bottom of the yacht of weed and barnacles within minutes.

Ascension Island is a "working island", visitors are most welcome and the island has moved a long way from being a "closed island". It is also a BBC relay base, and is littered with high antennas of all descriptions. All formalities are completed in the settlement of Georgetown. No vaccinations/inoculations are required for entry to Ascension Island unless arriving from West Africa. The master of the vessel must report to the Police at the Police Office. No person may take leave of a yacht without the prior permission of the Administrator. The master and all crew members are required to take out medical insurance to cover medical costs, or be in possession of a "full" policy. (unless arriving from West Africa)

This Island is a desert, of mostly volcanic rock, and appears bleak and barren. The volcanic peak of the island, which is often obscured by cloud, is known as Green Mountain, and has to be seen to be believed. If at all possible, try and arrange a trip to the peak – it is lush and green, dripping with moisture. There are few supplies to be bought on the island and no cooking gas is available. "Cable & Wireless" opposite the hospital has e-mail and telephone facilities.

The island is renowned for green turtles, which come ashore on the beaches from January to May to lay their eggs. It is also a breeding place for the sooty tern, or 'wideawake', large numbers of which settle on the south-western coastal area (the 'fairs') every tenth month to hatch their eggs. Other offshore nesting sea birds are boobies, Ascension Frigate birds, Boatswain birds, petrels and noddies. Land birds comprise canaries, mynahs, francolins, waxbills and sparrows. The island is also home to feral donkeys, sheep, cats, rabbits, land crabs, rats and mice. All wild life is except feral cats, rats, mice and rabbits is protected by law. The ocean surrounding the island abounds with shark, wahoo, barracuda, tuna, bonita, sailfish, marlin and other game fish.

Temperatures at sea level are 68-88°F and about 10°F less on Green Mountain. Showers occur throughout the year with slightly heavier rains in the January – April period.

There is no indigenous population. The population is about 920 – mostly Saint Helenians but with 150 United Kingdom and 50 US citizens.

There are four settlements on the island: Georgetown the administrative 'capital' and port; Two Boats village about three miles inland and situated at 900 feet is a residential area; Traveller's Hill where the RAF garrison lives; and Cat Hill, the US Base area. There is and Anglican Church, St Mary's , a small Roman Catholic Church, the 'Grotto', and a rudimentary mosque dating from 1944 which served Moslems from Nigeria during the War.

(At the time of writing, there is a web cam installed at Pierhead, focused on the anchorage. With this it is possible to have friends and family see you,or your yacht at anchorage – cool!)

More info can be obtained from web site www.ascension-island.gov.ac

ST. HELENA OR ASCENSION TO BRAZIL

Both wind and current on this leg are completely in your favour, if heading towards the Island of Fernando De Noronha, Port Natal or Forteleza in Brazil. It should be an almost dead downwind sail, mostly light winds in any seasons.

The current splits as one approaches the Bulge of the South American continent, one branch flowing N.West towards the Caribbean, the other follows the Brazilian coastline, S.Westerly. The N.W. flowing current initially runs, 1 to 2 knots, but north of the Amazon River mouth can attain rates of 4-6 knots, being strongest around the 200m depth contour.

A good weather service is Trudi's Net, out of Barbados on 21 400 kHz at 1300GMT USB (Call sign 8P6QM). A note of caution are the many oilrigs off the coast of North East Brazil, easily identified, and well lit, but not always shown on the chart.

SOME IDEAS AND SUGGESTIONS ON VISITING BRAZIL

Visas: Many nationalities require one to visit Brazil. Make inquiries beforehand from a Brazilian consulate. There is one in Cape Town. Get the visa (if needed) at the latest date, as the visa has a time period from date of issue.

One can now obtain a 5 year multiple re-entry visa. The cost of this is not much more than the 90 day advance visa. Useful if one is considering leaving the boat in Brazil and flying home for a while. A 2 year Brazilian entry visa is obtainable in Brazil for the vessel.

Vaccinations: Although not always requested, it is a suggestion to obtain and inoculation against Yellow Fever and Hepititus. Also to take Malaria Prophylactics, especially if venturing into the interior.

Always fly the Brazilian Courtesy flag in Brazil. Some of the officials are petty, and may impose a fine if no flag is flown. Every sizable Port has a Capitania Dos Portos (Port Captain), Policia Federal (Immigration), and a Recaita Federal (Customs), and each office has to be visited. Generally it is a pleasant experience, helped by, of all things, wearing long trousers and socks.

Although this may seem to be a daunting experience it can generally be completed in a few hours. The few Marina Offices and Yacht Clubs in the area covered, can be of great assistance.

The Brazilian siesta is long, in the heat of the day, between noon and around three. Almost nothing happens except in restaurants and bars etc. Most offices are closed.

Food and supplies in Brazil are cheap, compared with Guyana and most of the Caribbean. Stock up well at a sizable supermarket. Take a bag/bags with you as some supermarkets don't supply them. The variety of fruit and vegetables on sale at street vendors and markets is amazing and cheap, but wash well before consumed.

Most river entrances and harbours are buoyed. Brazil uses the I.A.L.A. Maritime Buoyage System (Region B)

Small fleets of low lanteen- sailed fishing vessels may be encountered in the vicinity of ports, often as far as 20 miles offshore.

Oil rigs, mostly well lit, will be encountered almost anywhere off the NE coast. It is advisable to give these at least 1 mile clearance.

Lastly, regarding the crime situation in Brazil. It appears that the situation has lessened over the last few years, and is confined to the major cities. Pick pocketing is the main threat in busy areas. Don't carry too much cash with you and have a photocopy of any documents that you may require.

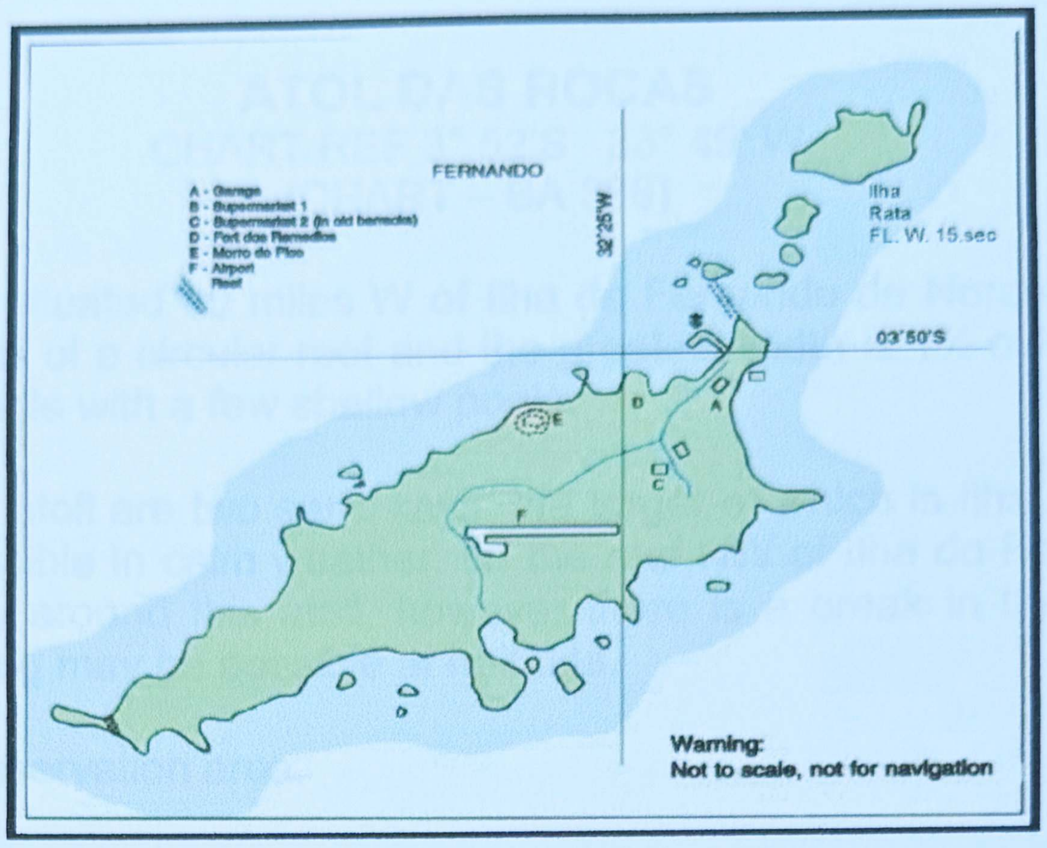
If moored in a river or close to local fishing craft, it is advisable to be aware, and especially at night. In this hot humid area, it is impossible to sleep with the hatches closed. A proven distraction to an intended robbery on board, is obviously to leave nothing stealable on deck. Also one of those cheap door ding-dongs, battery operated, stuck on the mast fore and aft, will announce the invasion of an intruder. Fortunately, if there is an incident, it is usually minor and comical and almost never violent. Brazilians respect boats as it forms the fishing livelihood of many of the locals. There have been very few reports of robberies from yachts over the last few years.

THE ISLAND OF FERNANDO DE NORONHO

CHART REF 3° 51'S 32° 26' W
(CHART- BA 388)

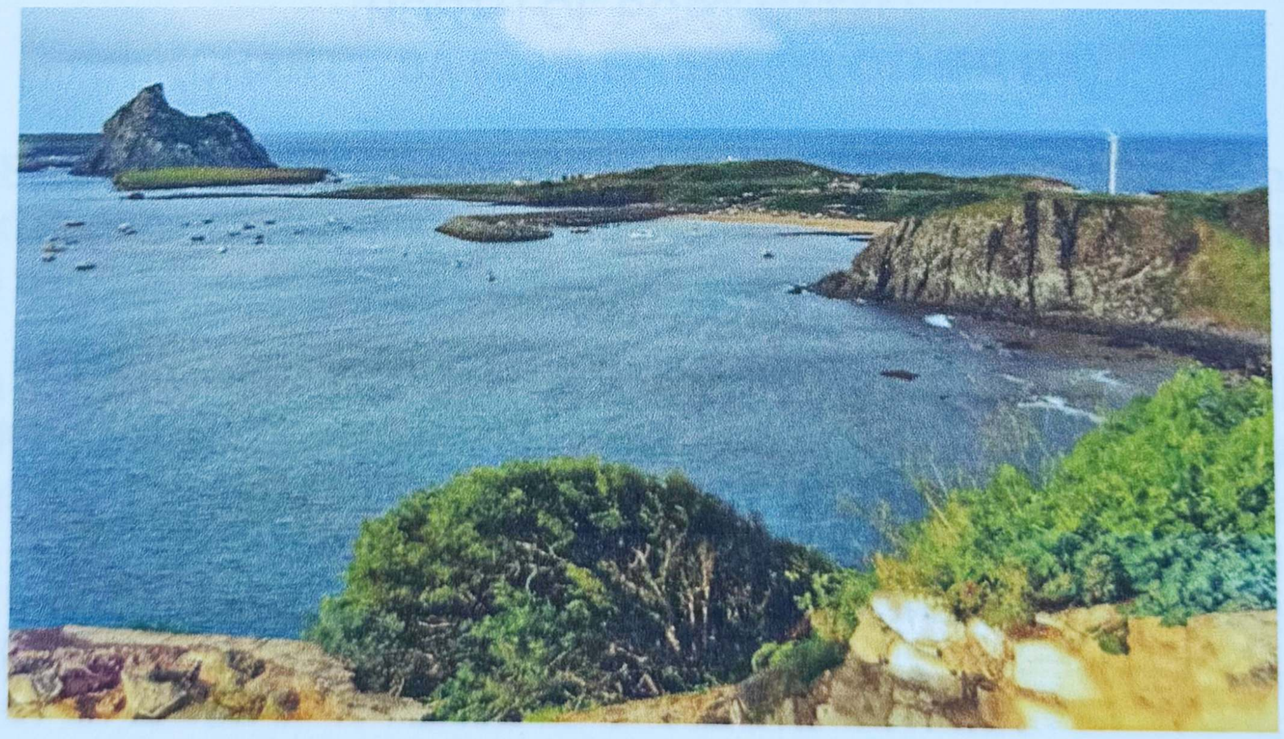
MAJOR LIGHTS

Name and Position	Characteristics	Height m	Range M	Remarks
De Fernando de Noronho				
Ilha Rata **3° 48.8' S** **32° 23.2' W**	Fl. W. 15s	62	16	White square masonry tower (21)
Morro do Pico **3° 50.7' S** **32° 25.3' W**	Aero A1F1. WG. 10s	328	17	Red metal framework tower (6)
Ponta dos Cajuais **4° 42.6' S** **37° 21.7' W**	Fl. (3) W. 15s	63	19	White column, red bands (14)



The Island is a Brazilian Nature Conservation area, and is quite spectacular. The anchorage is on the North East side of the main island. As there are numerous off lying dangers, and islands, a detailed chart is recommended. It is suggested to approach the islands from the North East around the Ilha Rata. This island is one of the amazing surf spots in Brazil.

Anchor outside the harbour wall, as the harbour often has a large surge and is a tangle of mooring warps of local craft.



There is a customs office and Brazilian clearance can be affected. Many nationalities will need a Brazilian Visa. Most supplies are a lot more expensive that on the Brazilian mainland.
This is a divers paradise. Off the reef between the largest island and Ilha Rata to the North there is good snorkeling. There are lots of interesting walks for hikers to explore. Bird watchers will see many species as there are no natural predators.

ATOL DAS ROCAS

CHART REF 3° 52'S 33° 49' W
(CHART – BA 388)

This dangerous atoll is situated 80 miles W of Ilha de Fernando de Noronho and is low-lying (dries at 2m). It consists of a circular reef and the greatest width is 1¾ miles. Within the reef is and area of sand shingle with a few shallow pools.

On the West side of he atoll are two sand keys, the larger of which is Ilha do Farol and has a light. Anchorage is possible in calm weather, off the reef NW of Ilha do Farol in approx. 10m. The sea breaks heavily around this atoll, however there is a break in the reef opposite the anchorage, where landing may be possible at half tide.

The atoll is a nature conservation area.

MAINLAND BRAZIL

Most yachts sailing from the Cape to the Caribbean would generally visit a number of ports on the North East coast of Brazil. Listed briefly are those frequently visited, from Salvador North, then Westwards. The further south one goes however, on the Northern return, the current will be against you, as the South Equatorial Current splits in two close to the bulge of the continent.

THE BRAZILIAN COASTLINE

FROM BAIA DE TODOS OS SANTOS TO CABO DE SAO ROQUE
(NORTH OF PORT NATAL)
(CHART – BA 529 & BA 528 OR OTHER BA)

The coast from Baia de Todos os Santos (Salvador) to North of Port Natal, about 495 miles, NNE, is bordered in general by a singular barrier reef of coral and rock, at a distance between half a mile and 3 miles offshore, but in some places further.

This reef, which is about 5m wide on top, slopes seaward and is generally sheer on the landward side. Mostly it is submerged, though is some places it is 1m high and bordered by rocky banks. There are navigable channels within the reef, used by the local craft.

There are gaps in the reef which communications with various creeks and ports along this coast. This reef for the most part is unlit.

Bahia Marina – taken from the elevator

MAJOR LIGHTS ON THE BRAZILIAN COASTLINE

Name and Position	Characteristics	Height m	Range M	Remarks
Porto do Salvador **Santo Anônio** **13° 00.6' S** **38° 32.0' W**	A1Iso W.W.R 30s	38	W38 R34	White round masonry tower, black bands, on fort (22)
Mar Grande **12° 57.7' S** **38° 36.0' W**	Fl.W. 3s	7	9	White square masonry tower (8)
Ponta de Monte Serrat **12° 55.7' S** **38° 31.2' W**	Fl. R. 10s	9	11	White truncated conical masonry tower, red bands (10)
Ponta do Caboto **12° 45.3' S** **38° 30.2' W**	Fl. W. 6s	33	14	White square masonry tower (8) White round masonry tower (5)

Ponta Itamoaba **12° 47.7' S** **38° 32.0' W**	Q(2) W. 3s	49	15	white square concrete column (5)
Ilha do Frade. Ponta da Nossa Senhora de Guadalupe **12° 48.8' S** **38° 38.5' W**	Q(2) W.6s	34	10	White square metal framework tower, masonry base (7) White round masonry tower (26)
Rio Paraguaçu. Ponta do Alambique **12° 50.4' S** **38° 47.6' W**	Fl. W. 6s	10	14	White square concrete tower, red bands (25)
Morro de São Paulo **13° 22.5' S** **38° 54.9' W**	Fl(2) W. 15s	88	23	White square masonry tower (20)
Morro de Taipus **13° 57.4' S** **38° 56.5' W**	Fl. W. 15s	75	23	
Ilhota de Contas **14° 16.4' S** **38° 59.2' W**	Fl. W. 10s	20	15	

Name and Position	Characteristics	Height m	Range M	Remarks

Itapuã **12°57.4' S** **38° 21.2' W**	Fl. W 6s	23	15	White truncated conical concrete metal tower, red bands (21)
Camaçari **12° 44.5' S** **38° 08.9' W**	Fl. W 10s	19	16	White round concrete tower (20)
Garcia d'Ávilla **12° 34.7' S** **38° 00.1' W**	Fl (2) W 12s	27	21	White conical concrete tower (25)
Sabaúma **12° 14.4' S** **37° 46.4' W**	Fl W 10s	47	23	White square concrete tower, red bands (41)
Itariri **11° 57.3' S** **37° 37.3' W**	Fl(5) W 60s	74	26	White square concrete tower, black bands (30)
Mangue Seco **11° 27.8' S** **37°21.9' W**	Fl W 6s	54	15	White framework tower (25)
Barra de São Cristováo **11° 07.8' S** **37° 08.7' W**	LFl W 20s	42	23	White square concrete tower, red bands (40)
Aracaju **10° 58.2' S** **37° 02.2' W**	Oc(6) W 60s	40	39	White concrete tower, black bands (40)

Porta de Maceió

Sergipe **10° 49.4' S** **36° 56.1' W**	AIFl WWR 30s	37	W26 R21	Daymark on square concrete structure (17)
Isabel **10° 39.2' S** **36° 38.1' W**	Fl W 10s	24	25	Platform (25)
Peba **10° 29.4' S** **36° 23.2' W**	LFl W 15s	42	17	White metal tower, red band (40)
Maceió **9° 39.4' S** **35° 43.6' W**	AIFL WR 20s	67	W43 R36	Black and white diagonally chequered conical masonry tower (26)

Porto de recife

Porto d Pedras **9° 09.4' S** **35° 17.9' W**	Fl(2) W 15s	89	24	Black truncated conical concrete structure, white bands (36)
Tamandaré **8° 45.6' S** **35° 06.1' W**	Fl(3) W 10s	26	18	White round concrete tower (22)
Cabo de Santo Agostinho **8° 21.1' S** **34° 56.9' W**	Fl W 10s	90	22	White round concrete tower (15)
South Head **8° 03.2' S** **34° 51.2' W**	Fl R 6s	11	11	White square tower, red bands (7)
Detached Breakwater. N Head **8° 02.7' S** **34° 51' W**	Fl G 6s	11	11	Green square tower (7)
Recife **8° 03.3' S** **34° 51.9' W**	Fl WR 12s	19	W17 R13	White 8-sided masonry tower (18)

Porto de Cabedelo

Olinda **8° 00.7' S** **34° 50.8' W**	Fl(2) W 35s	89	46	White truncated conical concrete tower, black bands (42)
Ponta de Pedras **7° 37.8' S** **34° 48.7' W**	Fl(3) W 15s	55	18	White metal pyramidal tower (7)
Cabo Branco **7° 09' S** **34° 47.8' W**	Fl W 10s	45	27	White triangular concrete tower, black stripes (18)
Pedra Sêca **6° 57.4' S** **34° 49.4' W**	Fl(3) W 10s	15	16	White 8-sided metal tower, masonry base (15)

Porto de Natal

Cabo Bacopari **6° 22.5' S** **34° 59.5' W**	Fl(2) W 10s	29	15	White and black chequered 8-sided stone tower (17)
Ponta da Tabatinga **6° 02.7' S** **35° 06.8' W**	Fl(5) W 60s	95	24	Round concrete structure (81)
Recife de Natal **5° 45.1' S** **35° 11.7' W**	Fl G 5s	12	17	Green concrete tower (10)
Natal **5° 47.7' S** **35° 11.2' W**	Fl(5) W 25s	86	39	White round masonry tower (37)

FROM CABO DE SãO ROQUE TO SALINOPOLIS (EAST OF THE AMAZON RIVER MOUTH)

(CHART – BA 528 / 520 OR OTHER BA)

Most of the North Coast of Brazil is low and formed by sandhills 45 – 75m high, with small, reddish cliffs and patches of mangroves near the mouths of rivers. The tidal streams are strong in shallow waters close inshore.

Vessels bound NW and W are advised to keep well offshore in depth of over 100m, by doing so they will have the assistance of the South Equatorial Current and avoid numerous dangers that extend up to 60 miles off the coast.

FROM AMAZON RIVER MOUTH TO CABO ORANGE

(CHART – BA 520 OR OTHER BA CHARTS)

The mouths of the Rio Pará and Amazon Rivers, extend 180 miles NW and contains many islands within the estuary. The outflow of greenish, black water discolours the ocean up to 80 miles offshore, with the largest outflow taking place between January and May.

North of the mouth the South Equatorial Current sets NW and deflects the river current. The discolouration of the water will often be seen as far North as French Guyana.

North of the Amazon the coast is low and covered with vegetation and is not visible at a distance of more than 10 miles. It is broken by the mouths of many rivers.

There are numerous dangers and oil rigs, up to 20 miles offshore. It would be advisable to sail in waters deeper than 30 metres.

MAJOR LIGHTS BRAZILIAN COASTLINE

Name and Position	Characteristics	Height m	Range M	Remarks
Canal de São Roque				
Cabo de São Roque 5° 29.3' S 35° 15.7' W	Fl(3) W 10s	49	21	White masonry tower, red bands (32)
Porto de Macau				
Cabo Calcanhar 5° 09.7' S 35° 29.2' W	Fl W 10s	73	38	White ribbed conical concrete tower, black bands (62)
Santo Alberto 5° 03.1' S 36° 02.3' W	Fl(2) W 15s	41	20	Black and white chequered 8-sided concrete tower (38)

Porto de Areia Branca

Agulha **4° 52.5' S** **36° 16.2' W**	Mo(U) W 5s	38	15	White square framework tower, red bands on platform (22)
Ponta do Mel **4° 57.7' S** **36° 52.6' W**	LFl W 30s	105	41	White metal framework tower with central column, black bands (14)

Porto de Mucuripe

Morro Branco **4° 09.5' S** **38° 06.5' W**	Fl(5) W 60s	107	24	
Praia do Futuro **3° 42.3' S** **38° 27.6' W**	Fl W 10s	10	15	White square metal framework tower, black band (5)
Mucuripe **3° 43.6' S** **38° 28.3' W**	Fl(2) W 10s	84	43	White round masonry tower, black bands (22)

Fortaleza

3° 44.8' S **38° 30' W**	Aero Q W	98	26	TV Mast (110)
Pinto Martins Airport **3° 46.3' S** **38° 32.2' W**	Aero AIFl WG 12s	36	20	White metal framework tower, red bands

Porto de Luís Correia

Ponta Paracuru **3° 24.0' S** **39° 00.7' W**	Fl W 10s	79	27	White square metal tower, orange bands (75)
Ponta de Itapajé **2° 52.3' S** **39° 56.6' W**	Fl(2) W 15s	45	20	Black metal framework tower, white bands (43)
Ponta do Trapiá. **2° 51.1' S** **40° 51.8' W**	Fl(3) W 10s	19	15	White metal column (15)
Ponta de Itaqui **2° 54.1' S** **41° 33.3' W**	Fl W 5s	38	17	Black metal framework tower, white bands (20)

Porto de Tutóia

Praia do Arpoader **2° 43.6' S** **42° 22.4' W**	Fl W 10s	17	12	White metal framework tower (12)

Baía de São Marcos				
Rio das Preguiças **2° 35.6' S** **42° 42.4' W**	Fl W 3s	45	43	White truncated conical concrete tower, black bands (35)
Lençóis Grandes **2° 22.8' S** **43° 16.2' W**	LFl W 15s	71	17	Red square pyramidal metal tower (42)
Araçagi **2° 27.0' S** **44° 08.9' W**	Fl(4) W 10s	90	33	Black and white chequered square tower (40)
São Luís **2° 35.0' S** **44° 14.2' W**	Aero AIFl WG	60	20	White metal framework tower, red bands (14)
Cabo Orange **4° 25.9' N** **51° 32.5' W**	Fl(2) W 15s	49	18	Square metal tower on white concrete base (47)

SOME PORTS ON THE NORTH EAST COAST OF BRAZIL
BAIA DE TODOS OS SANTOS
SALVADOR

This is a large bay with several rivers running into it. The Northern part contains numerous islands, with some excellent anchorage opportunities. Many of the rivers flowing into the bay are navigable for some distance. Local advice should be sought if attempting a river passage.

Anchorage at Salvador

Bahia Marina

The city and port of Salvador are situated on the East side of the bay. A breakwater and Bahia marina are located East of Itapagipe Point, approx. Position 12° 58'S 38° 31' W. Salvador harbour itself is protected from the sea swell by a detached breakwater. Care should be taken when navigating in shallow water, as there are many unlit and unbuoyed submerged objects, mainly wrecks or old building materials

Anchorage among the moored craft off the Salvador Yacht Club premises is possible. The Yacht Club welcomes visitors and will help with directions to Custom & Immigration offices. The check in procedure is as follows: Go to the Policia Federal with all the crew, ships papers, passports, visas (Immigration), then to the Saudo do Porto, to get your "livre practica" health clearance. Then the Receita Federal for Customs Clearance and temporary importation papers. Lastly the Capitan do Porto, to register the boat in the country, and file a flight plan. When you are ready to leave, for another state or country, you will have to repeat the procedure (except health). Another alternative in Salvador is the small craft harbour, amongst local craft, but enquire locally.

Salvador, the "home" of Brazilian Carnival, is the original capital city of Brazil, with many interesting and historic buildings in the upper city. Almost any supplies can be obtained in Salvador within a short walk or bus ride from the Yacht Club. There is an international airport on the outskirts, with direct flights from Europe and connections from North America, making this a good city to fly in or out of. The glare of lights makes a night approach towards the city difficult.

SOME ANCHORAGES WITHIN BAIA DE TODOS OS SANTOS (BAHIA)

The Baia Marina in Salvador is a top class marina with all amenities, including a travel lift and marine stores. Their website is www.bahiamarina.com.br

A few miles North is the marina Centro Nautico, in the heart of downtown Salvador. A long breakwater protects it and the open anchorage, to vessel of all types.

Further North, in the bay fronted by the city of Lobato, are a further two marinas and a boating club which has a slip and repair yard. There are many anchoring opportunities within the bay.

The Baía do Aratu, in the North East of the Baíe so Todos os Santos is home to the Aratu Yacht Club, with slips for approx. 150 vessels. There is also a private marina, Aratu Marina, which may host visiting craft. In the North of this bay is the Belov Engineering Shipyard, responsible for the construction of many of these marinas.

Ilha do Frade has a few obvious anchorages on the NW side and off the small island of Bon Jesus. There are a few small fishing villages on both islands. A tranquil anchorage, off the town of Itaparica, on the resort area of the Ilha de Itaparica. There is a state run marina, with all facilities, "Clube Nautico" similar to the one in Salvador.

The town has few supplies, but an excellent market. There is also a marina in the vicinity.

Baía de Todos os Santos, has dozens of areas to "drop the hook". It is a bay worth exploring for those with time. A full scale chart of the area shows most suitable anchorages – some are excellent for long stays, others are less protected from weather and currents.

One of the marinas with full security, would be a good place to leave a yacht, if wishing to travel to the interior of Brazil.

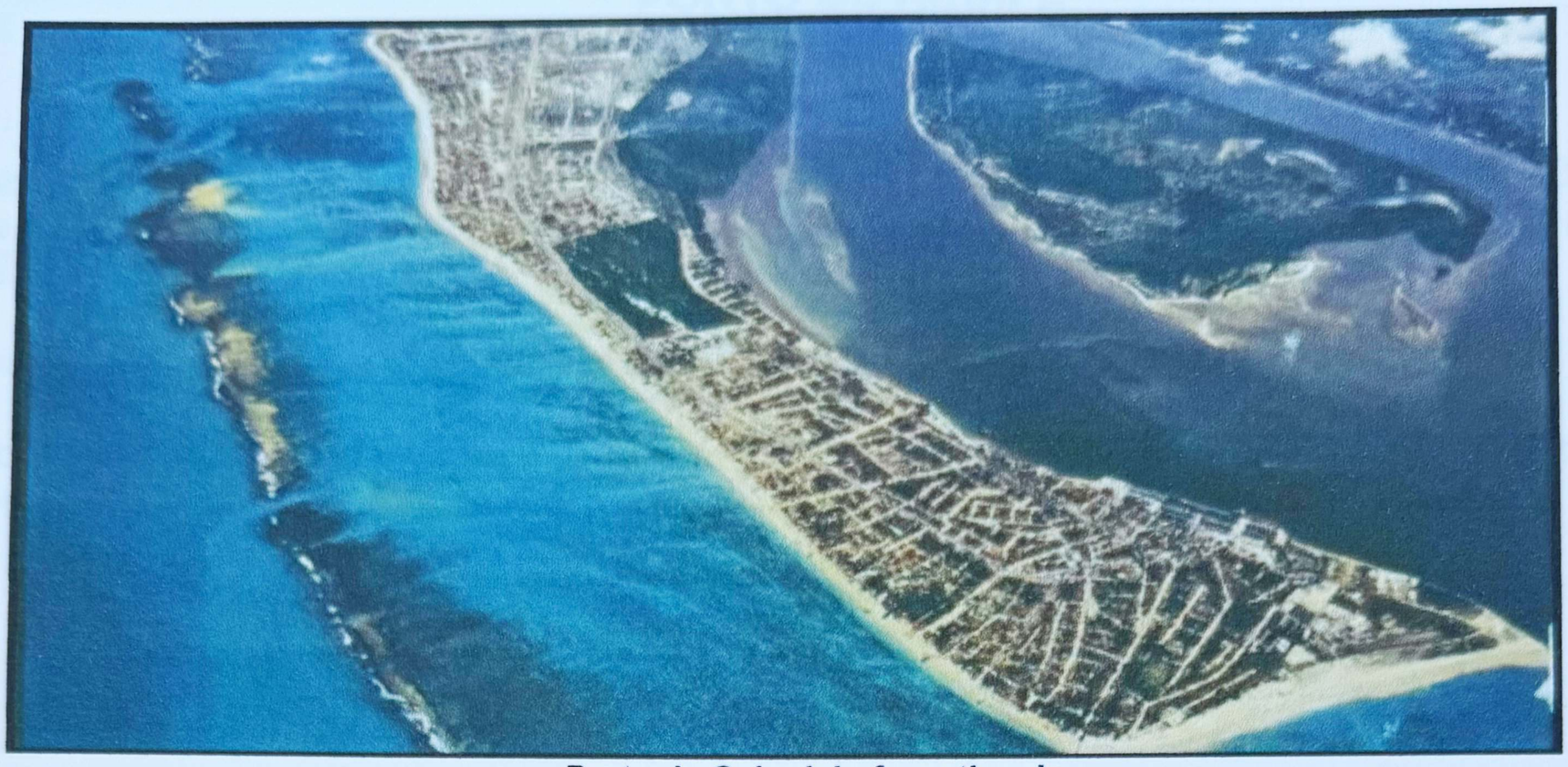
PÔRTO DE ARACAJU

CHART REF 10° 58' S 37° 03' W
(CHART BA 1396)

This is a river port situated 3 miles upstream from the mouth of the Rio Sergipe. Yachts can anchor in 5 to 8m depths in sand and mud off the Yacht Club, 1½ miles NNW of Pontal de Propria.

The mouth of the river is ¾ mile wide, between it's extreme points, but is obstructed by sandbanks, leaving only a narrow channel on the South side. The channel is approached across the bar between the extremities of two sandbanks. There is a minimum depth of 3m over the bar. The channel is buoyed.

Note: **There are numerous offshore oil drilling platforms in the vicinity. Concentrations of fishing vessels may also be encountered up to 20 miles offshore, often with no lights at night.**



Porto de Cabedelo from the air

PORTO DE RECIFE

CHART REF 8° 03' S 34° 52' W
(CHART BA 969)

This is the best-equipped port in the northern part of Brazil. The entrance is 2¼ miles SSW of the Olinda Light Tower, in the vicinity of two river mouths. The harbour is formed by the barrier reef and three breakwaters.

The city of Recife has a population of around 3 million.

There are two Yacht Clubs, one of which, the Cabanga, has a marina. It is also possible to moor in the small craft area among the local fishing craft.

PÔRTO DE CABEDELO

CHART REF 06° 58' S 34° 51' W
(CHART BA 1396)

Cabedelo is becoming an increasingly popular Brazilian yachting destination, as firstly it's location is close to the split in the South Atlantic Current, with the sea current in one's favour all the way to the Caribbean. It is also a small community and theft doesn't appear to be a problem.

The yachting center of Carbedelo is situated in the Canal de Velho about 2 miles upstream from the mouth of the Rio Paraiba. There is a good two meter tide, and places to dry out your boat, if needed.

The entrance to the approach channel to Rio Paraiba, is entered through a gap in the barrier reef, 1½ miles wide. Within this gap the channel leading to the mouth of the river is narrowed by submerge rocks and sandbanks.

The channel is marked with buoys (IALA B). The current must be considered when the river mouth is approached, and care taken to avoid the reef and sandbanks.

Canal de Porto Velho is to the west leading to a ferry pier and rundown settlement, and thereafter a drying channel round the top of Isla Restinga. To the east of the island is Cabedelo where you go to check in and out with Customs, Immigration and Port Captain. Most yachts proceed up river to Jakare where Brian Stevens runs Cabedelo Nautica, and there are moorings and plenty of space to anchor. Brian is very helpful. It's a beautiful spot to stop and travel to Jaoa Pessao or inland, but has become a centre for restaurants, all of which play loud music each night, particularly Ravel's 'Bolero' at dusk! The Orca Posada a hundred metres up the road and has internet, laundry, tourist information and serves meals and drinks. You can also have a shower there if you don't want to use the basic one in the boatyard.

PÔRTO DE NATAL

CHART REF 5° 47' S 35° 12' W

(CHART – BA 504)

The port is situated at the mouth of the Rio Potengai, and the river is entered through a gap in the barrier reef abreast of the mouth. The channel is buoyed. On an outgoing tide the current is strong.

About a mile upstream is the Natal Yacht Club, which welcomes visitors. One can either anchor or pick up a mooring, if available. The river is busy with local fishing craft and the occasional small ship. It is advisable to anchor close to shore.

Aerial view of Port Natal – Yacht Club before shipping wharf

FORTALEZA

CHART REF 3° 43' S 38° 29' W
(CHART BA 526)

A lively , bustling city, where almost anything is available (except yacht parts). The other name for this city, as shown on most charts is Porto de Mucuripe. The port is approached through a buoyed channel, which leads from the outer approaches to the port area. The bay itself is exposed to winds from the North to West.

If arriving at night the blaze of city lights mostly obscure the navigation ones, and most of the fishing craft at moorings are without lights. There are a number of wrecks in the harbour, without buoys or lights. One of particular concern is close to a direct approach to the Marina Park Marina, it uncovers at low tide, and is huge. Not shown on the older charts. At the time of writing (Jan 2007) this wreck is being cut up.

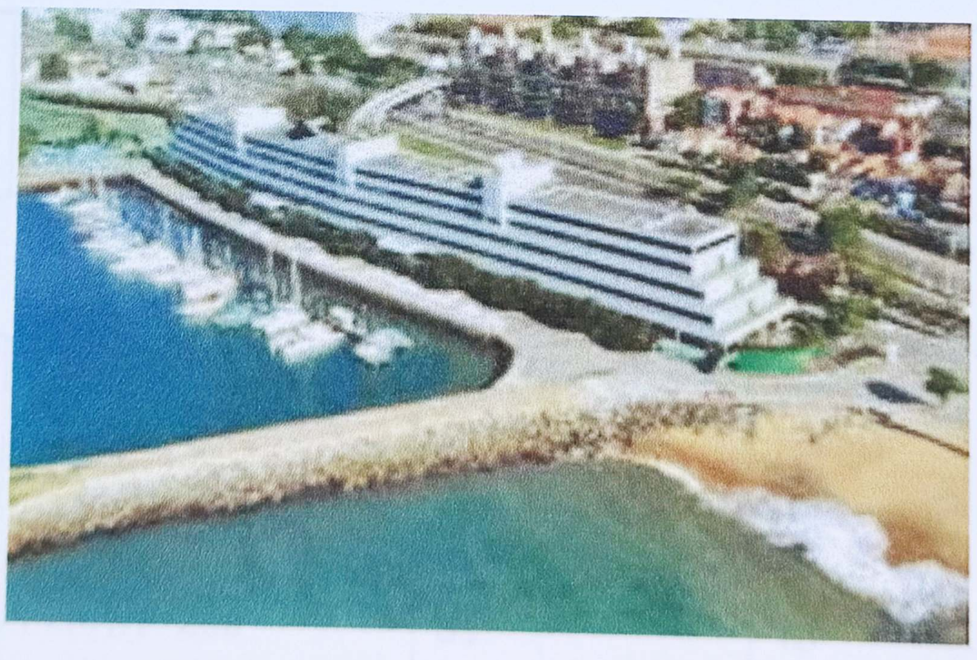
Fortaleza is an easy harbour to enter and the marina exists mostly to decorate the 5-star Marina Park Hotel (few Brazilians are into yachting). The marina itself is as basic as can be and not very well maintained, but users have access to the hotel facilities, including wireless internet on the dock. They use a style of mooring, usually referred to as a "Med-moor." It simply involves tying the stern of each boat to the dock with the bow anchored 90-degrees off the dock. It is simple to say – difficult to execute. It means you have to put the anchor down in, what you hope is a good spot, and then back your yacht into your parking slot while paying out the anchor chain, trying not to hit the boats on each side or ram the dock with your most delicate parts, rudder and self-steering gear on the stern.

"Forteleza is mostly a new city, built around the beach and resort hotels. Just 6 hours away from Europe by air, it has been described as Europe's Cancun. Away from the tourist areas, it is a dangerous place. It is the only place we have ever been where we were repeatedly warned by locals not to go into this area or that. Still, there were some nice areas. The Mercado Central was an interesting building with all sorts of arts and crafts for sale. One area called Dragao do Mar has many old buildings that have been renovated into clubs and restaurants combined with museums and theatres. The tourist area centres on the Bahia Mar beach, backed by rows of tall, modern hotels and condos. Every evening along the beach is a gigantic craft market with lots of food and people watching as the main pastime."

Info with thanks from S.Y Hearts Content

MAJOR LIGHTS

Name and Position	Characteristics	Height m	Range M	Remarks
Cayenne				
Fort Cépérou **4° 56.3' N** **52° 20.3' W**	Fl(2+1) WR. 15s	40	W16 R13	White column, red top (9)
Îles du Salut				
SE. Point. Rear 150m from front **5° 17.1' N** **52° 35.2' W**	F.G.	10	11	White pyramidal tower, green top (4)
Leading lights 062°30' Pier. Head. Front. **5° 17.0' N** **52° 35.3' W**	F.G.	8	11	White pyramidal tower, green top (7)
Île Royale **5° 17.2' N** **52° 35.6' W**	Fl(2) W. 10s	65	25	Red tower (29)
Marowijne River				
Hoek Galibi **5° 44.9' N** **53° 59.3' W**	Fl. W. 5s	61	22	Red and white metal framework tower (60)



Marina Park Hotel - Forteleza

Suriname River

5° 49.5' N **55° 09.4' W**	Aero Oc. R	77	23	Radio mast
Paramaribo **5° 50.8' N** **55° 09.3' W**	F.R.	89	17	Radio Mast
Entrance **5° 53.5' N** **55° 13.0' W**	Oc. W. 10s	49	15	
Coppename Rivier **5° 47.3' N** **55° 53.6' W**	Aero F.R.	91	24	Radio mast
Nickerie River **5° 56.7' N** **56° 59.5' W**	Aero Oc. R	90	23	Radio mast

Guyana

Clonbrook Holm **6° 44.0' N** **57° 56.8' W**	Fl. W. 30s	26	15	Yellow metal framework tower, white base (26)
Sparendaam **6° 49.5' N** **58° 05.5' W**	Aero Oc. R	107	20	Radio mast
Georgetown **6° 49.5' N** **58° 09' W**	Fl. WR. 60s	31	16	White 8-sided tower, red stripes (30)

Venezuela - Río Orinoco

Storage Vessel **9° 56.7' N** **61° 34.8' W**	Fl.W. 10s	53	20	GRP tower (3)

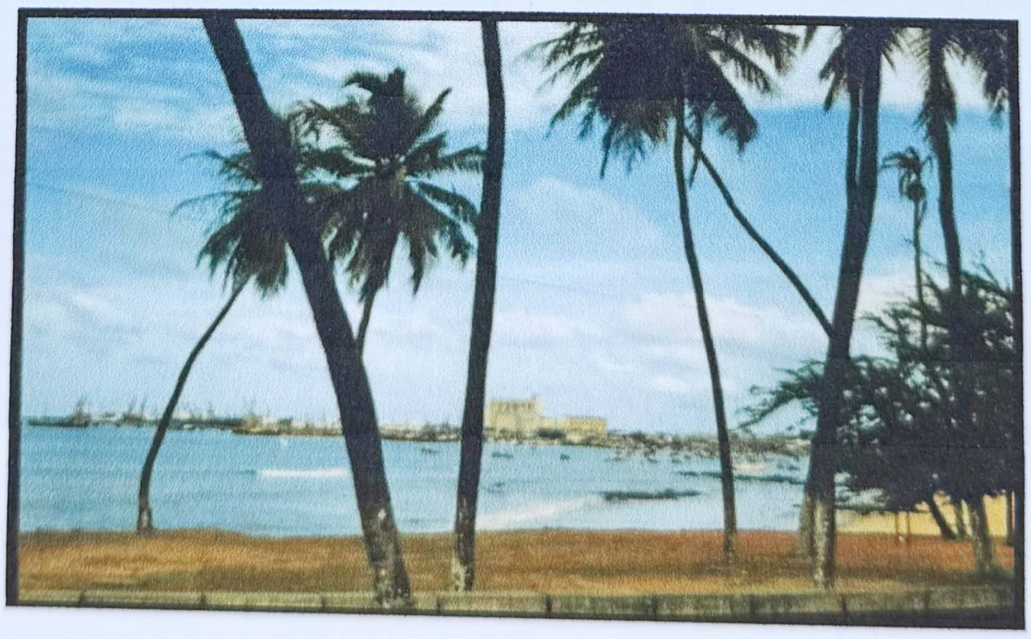
Tobago

Man of War Bay **Charlotteville** **11° 19.2' N** **60° 32.9' W**	Q. WRG.	25	W5 R4 G4	
South West Tobago. **Crown Point** **11° 08.7' N** **60° 50.7' W**	Fl.(4)W. 20s	35	16	Aluminium framework tower topmark (26)

Scarborough. Fort George **11° 10.4' N** **60° 43.7' W**	Fl(2)W. 20s	141	20	White concrete building, yellow roof
St. Giles **11° 21.2' N**	Fl. W. 7.5s		16	

Barbados

Breakwater Head **13° 06.0' N** **59° 38.1' W**	Q(3)R. 10s	15	12	Yellow Δ on red beacon (9)
NW end **13° 05.9' N** **59° 37.8' W**	Q.R.	5	5	Silver metal mast (4)
Centre **13° 05.9' N** **59° 37.8' W**	F.R	12	5	Silver metal mast (10)
Port of Bridgetown Esso Jetty. Head. SE end **13° 05.9'N** **59° 37.8' W**	Q.R	5	5	Silver metal mast (4)
South Point **13° 02.8' N** **59° 31.8' W**	Fl(3)w.30s	47	17	White round, red bands (27)
Barbados Ragged Point **13° 09.6' N** **59° 26.1' W**	Fl.W.15s	65	21	White round stone tower (30)



Forteleza shoreline

An anchorage that is becoming more popular is that of Devil's Island, or to be more correct, Îles du Salut, off the coast of French Guyana. The North Westerly flowing current at this point is strong, and the waters, muddy, from the outflowing of the main rivers. Depths of less than 10 metres extended to 17 miles offshore in some places off Guyana, Suriname, and French Guyana.

CAYENNE – FRENCH GUYANA
CHART REF 4°56'N, 52°20'W
(CHART B.A 534)

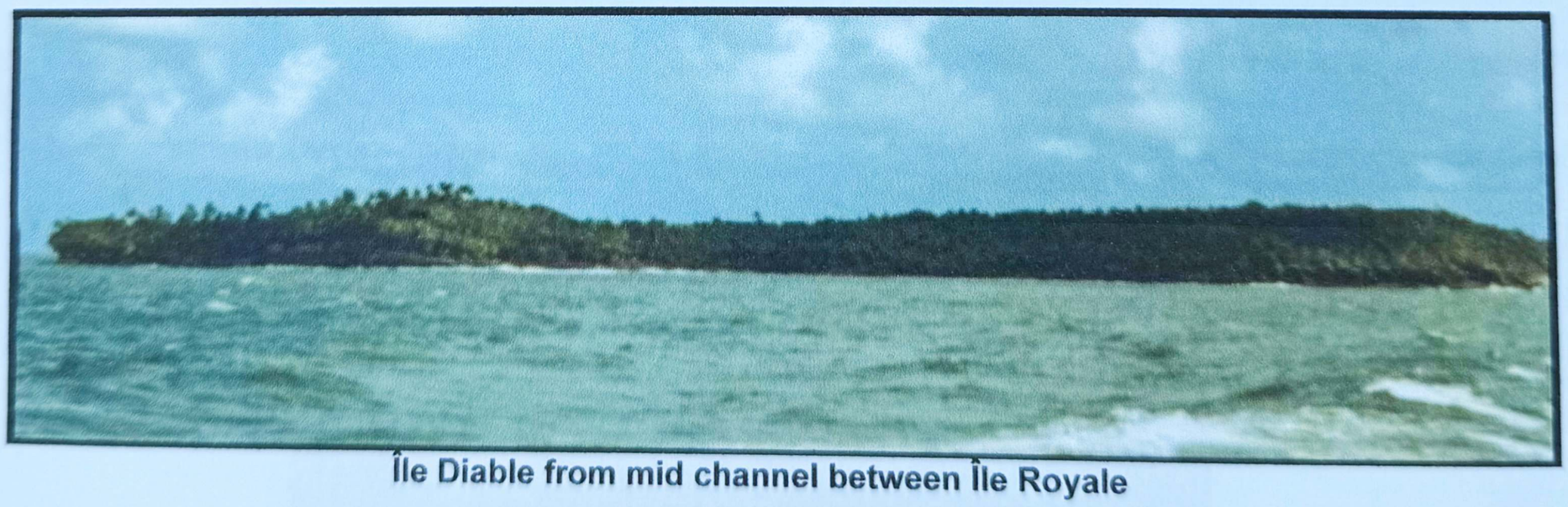
Degrade des Cannes, the port for Cayenne (the only port for the whole country as a matter of fact) is about 6 miles up a jungle river. Guyana with a population of well under 200 million, is kind of a backwater with a real frontier feel, but decidedly French and all that that means – good bread, cheese and wine.

The buoyed channel leading to the port is shallow and should only be considered in daylight. Be aware too of an approximate 2 knot tidal current crossing the channel. Yachts normally berth at the town pier. Customs and immigration can be contacted from here.

There are direct air services to France and Brazil.

Navigational aids

Le Cheval Blanc Light (4°55.6'N, 52°20.8'W) (white metal framework tower) is exhibited on a rock situated in mid-river SW of Cayenne. A buoy (black conical, topmark cone) is moored on the W side of the fairway 2 ½ cables S of Le Cheval Blanc Light.
A light-buoy (red; light flashing red every 4 seconds), moored on the E side of the fairway 3 cable SSE of Le Cheval Blanc Light, marks Roche Paule with a depth of 0.9m over it.



Île Diable from mid channel between Île Royale

ÎLES DU SALUT

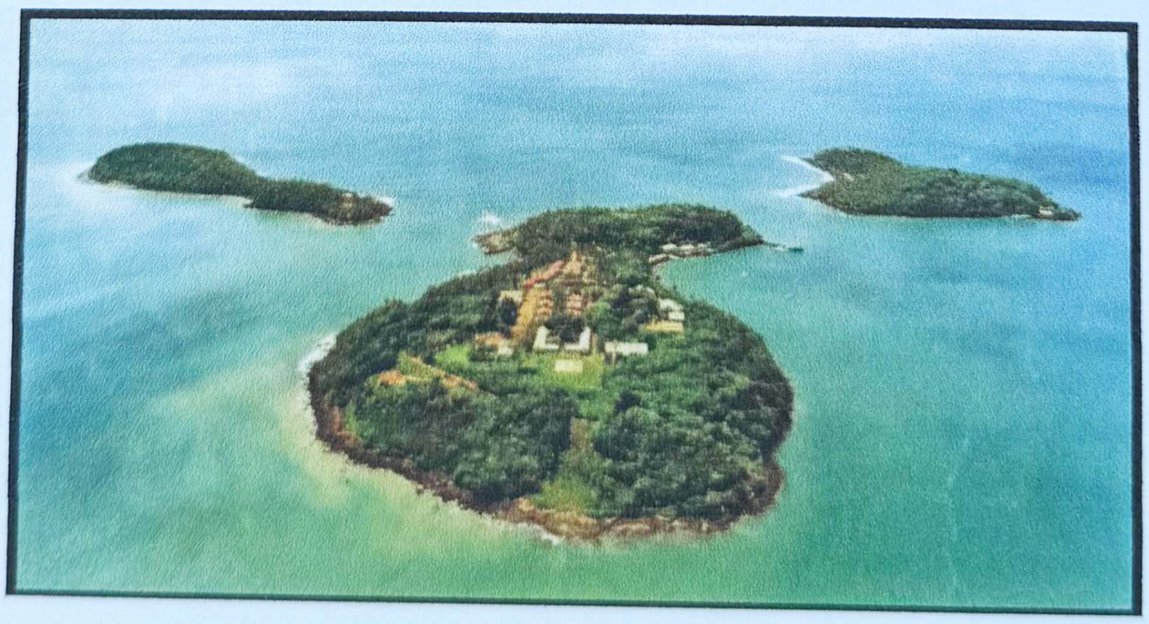
CHART REF 5° 18' N 52° 36' W
(CHART – FRENCH 2459)

This French colony, of three small islands, a few miles off the jungle infested coast, is well known as an ex penal colony, in the film "Papillion". Now a French heritage site, and for some overseas tourists, a lengthy flight. There is an international airport at Cayenne.

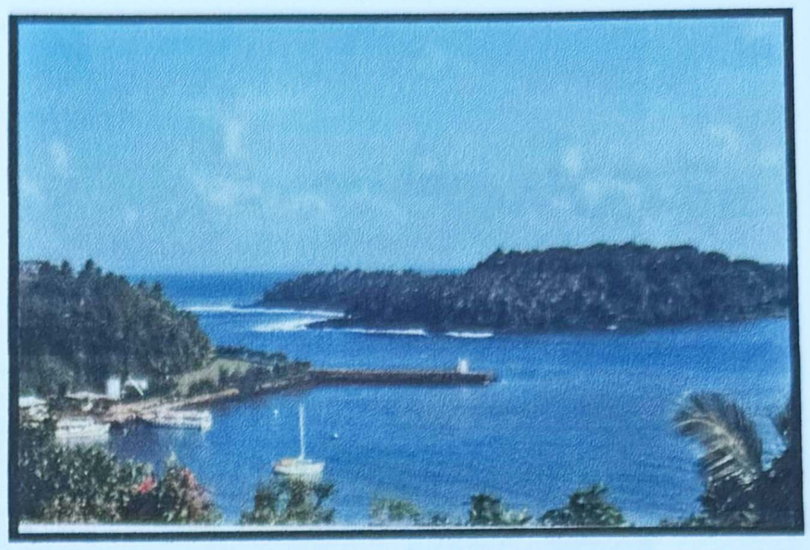
Iles de Salut Anchorage

Île Royale, the more Westerly of the three islands offers the best anchorage, and is usually approached from the North. Leading lights, exhibited on the pierhead at the East of the bay, on the South East point of the island, in line bearing 062°T. Île Royale light, is a good landmark, 29m high, stands on the West part of the island. Île du Diable is to the North of Royale, and the
Île Saint Joseph to the South East.

Strong currents flow between the islands, and it is advisable to "round" Diable, before approach is made to Île Royale.



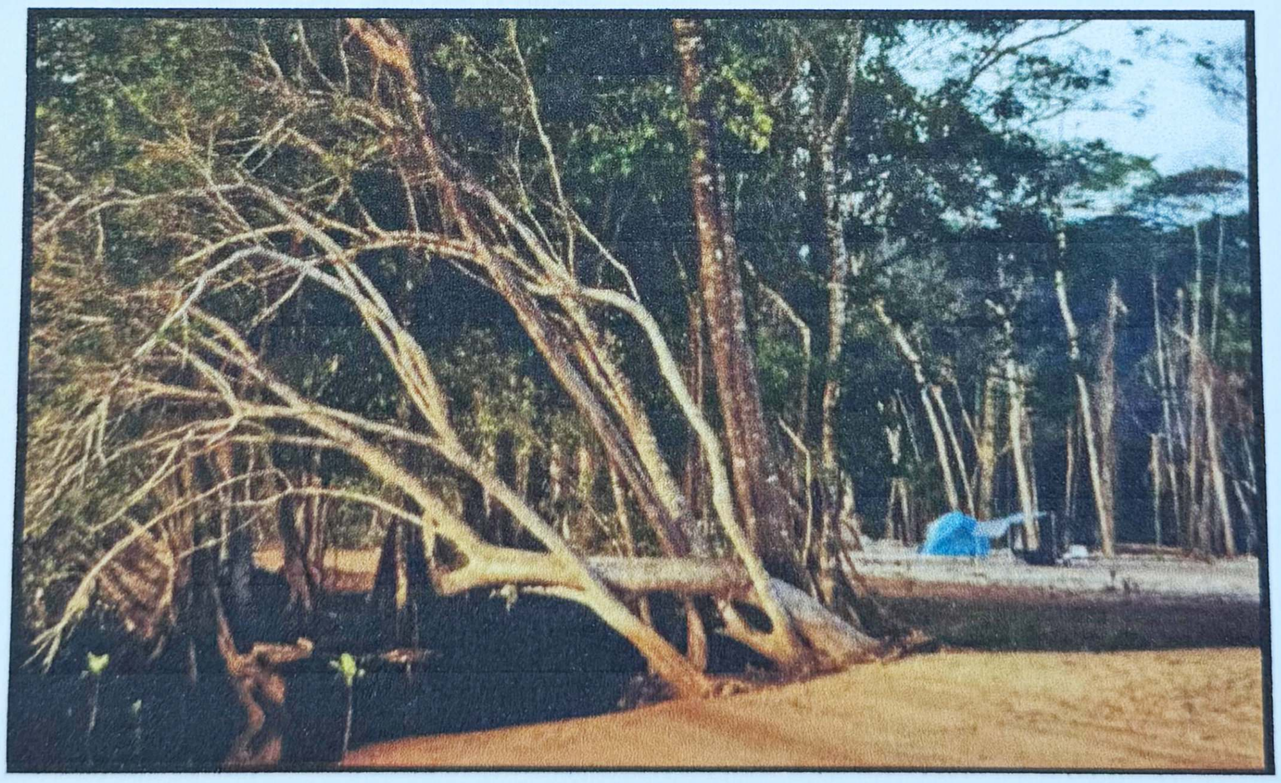
Aerial view of Iles de Salut



Anchorage Iles de Salut

The bay is sheltered by a breakwater (pierhead), and vessels should anchor in depths of 4 to 5 metres. The holding is good, but in northerly winds the bay becomes a bit uncomfortable. Occasionally the French Navy visits the island, and may stamp ones passport, but generally appear not to be too concerned about visiting yachts.

Supplies are very limited, but the supermarket in Kourou, on the mainland is well stocked, although prices are very high. There is an almost daily ferry service to the mainland. Fresh drinking water is scarce on the island and if you need to top up water tanks, a visit to Kourou would be a possibility.



Mr Wong's Beach – Suriname

Wreck opposite Mr Wong's Beach – Suriname River

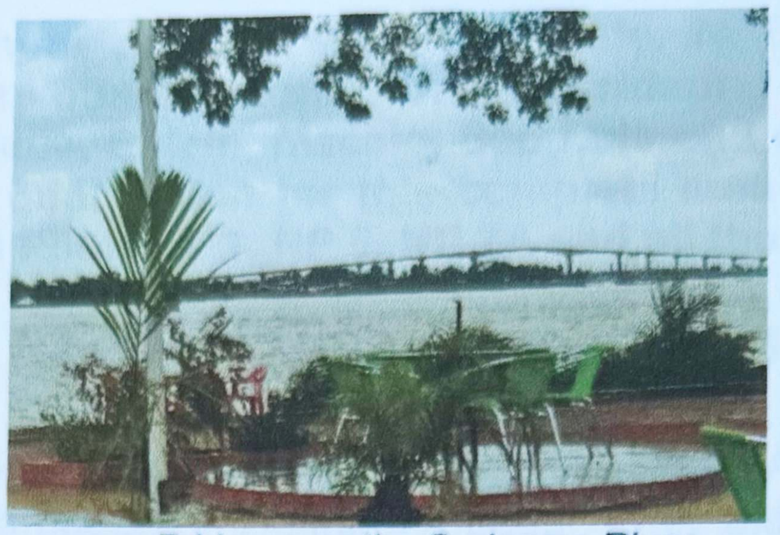
SURINAME (formally Dutch Guyana)

(CHART – BA 517 & 99)

An area that is becoming more popular with visiting yachts, especially from Europe and those yachts crossing the Atlantic from West Africa.

Paramaraibo

The capital, Paramaraibo, is located a few miles up the easily entered Surinam River. Most yachts anchor in front of the hotel, after clearing Customs and Immigration, (involves a taxi ride) about 8 miles up the river, off the right hand bank. Check your anchor well, as there are strong currents and tide changes.



Bridge over the Suriname River

An adventurous side-trip, is to motor further up the river (well buoyed) to a cleared area of the jungle, being developed (2004) into a small resort. This area is about 22 miles from the mouth. Mr "Wong's Beach" is opposite two wrecks together.

The jungle teams with wildlife and birds and at night the cries of the howler monkeys in this remote outpost, have to be heard to be believed!

Henri would be delighted to meet you. His e-mail is henri@sr.net

The people of Suriname are for the most part, friendly and helpful.

GUYANA

This former British colony is seldom visited by passing yachts, although it is believed to be an excellent area to cruise the many navigable rivers of the country. Local advice would be advisable, and the B.A charts 527, 572 and 517 should be consulted.

GEORGETOWN
CHART REF – 6°49'N, 58°10'W
CHART – B.A 519

Directions for the approach to Demerara River and Georgetown

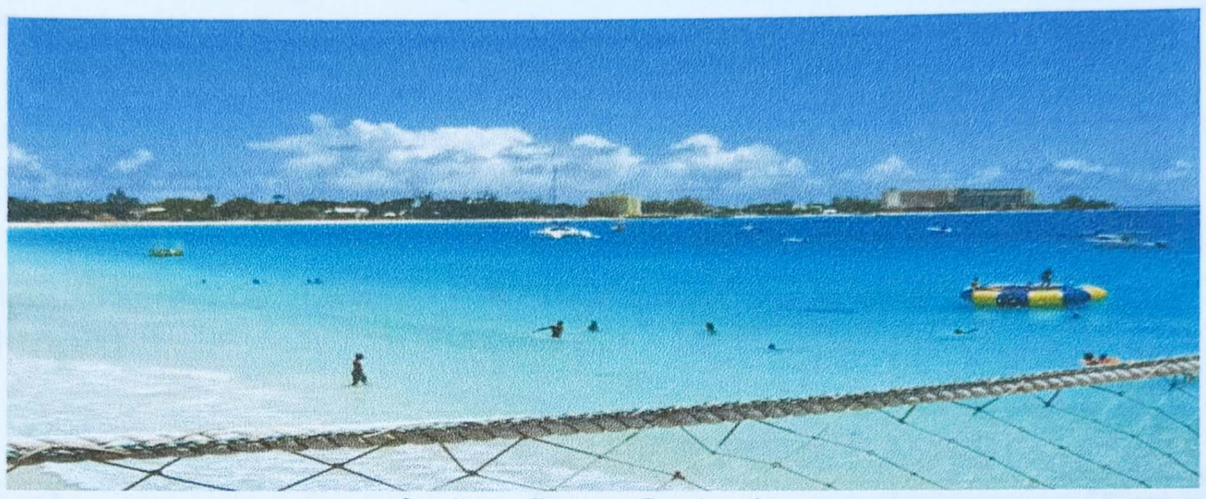
Approach Demerara River by keeping E of the meridian of 58°00'W until on the parallel of 7°00'N, and then steer WSW for the outermost light-buoy or the quarantine anchorage. Pass NW of all light-buoys marking the fairway over the bar.

A light (6°49.8'N, 58°10.5'W) (white metal framework tower, black bands, on black piles), exhibited at an elevation of 17m, bearing 225° and in line with light-beacon 7 ½ cables NE, leads through the fairway over the bar.
When NW of the light (red round hut on black piles) off Fort Groyne (6°49.8'N 58°09.9'W), keep the leading lights situated 3 ½ miles S in line, bearing 189°, which leads into the harbour at Georgetown, which is situated on the east side of the river. The port has a river frontage of 2 miles.

I have only noted the more popular stops en route, in Brazil, Cape Town to the Caribbean. There are many other options worth considering for those with more time, and a wish to explore. Ilheus, Belem, Maceio, Sao Luis and others, and of course, the Amazon River. The best information for this complete area is obtained in the British Admiralty South American Pilot vol. 1, NP 5, NP 7A and all the relevant charts.

CARIBBEAN LANDFALLS

Yachts arriving in the Caribbean from the South Atlantic or South America, would mostly make their first landfall in either Barbados or Trinidad/Tobago. Only these islands are briefly listed. There are a number of excellent cruising guides covering the Caribbean.



Carlisle Bay – Barbados

BARBADOS

CHART REF 13° 05' N 59° 37' W
(CHART –BA 2485 & 502)

If arriving directly from Ascension Island, this would be the closest Caribbean Island. 2975 miles from Ascension and being to windward of the rest of the Caribbean, an easy sail onwards. It is a very popular first stop for yachts from Europe.

Carlisle Bay is an open roadstead anchorage, sheltered from the prevailing winds, on the SW coast, 6 miles from South Point. A note of caution is the strong currents off the south coast of Barbados. When clearing in, one may be required to sail to the cruise ship dock.

Bridgetown is a short walk from the anchorage and has a good variety of shops and supermarkets. A selection of boat gear can be obtained and service or repairs on some marine items can be undertaken.

TRINIDAD AND TOBAGO
WEATHER INFORMATION

Trinidad and Tobago is considered outside the "Critical Hurricane Zone" and normally a safe haven from the fury of severe weather and hurricanes. Although hurricanes are extremely rare in this latitude, this does not mean that Trinidad and Tobago is exempt from the tropical

weather disturbances approaching the Caribbean. Approaching systems should be carefully tracked with respect and concern. The official Atlantic hurricane season is designated as 1 June to 30 November although storms have been known to occur outside this time. For full information and satellite views of hurricane systems, check out Caribbean Weather site on the web: http://www.caribwx.com

GENERAL INFORMATION

A tropical wave is a shallow tropical high pressure system that normally moves west. Ahead of the wave, the wind is generally NE and behind the waves become SE. These waves occur every 5 days on the average during the tropical hurricane.

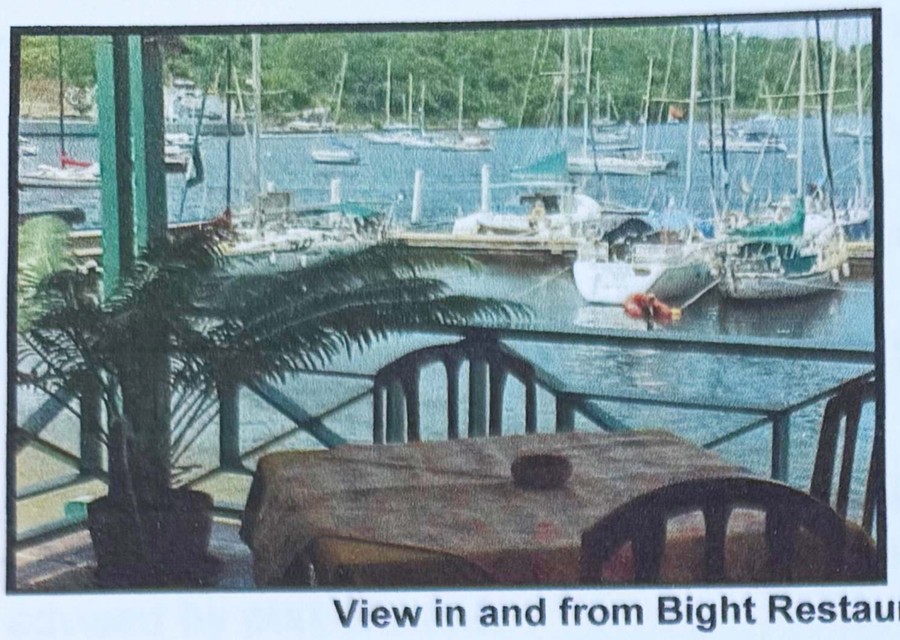
A tropical disturbance has a slight rotary circulation with no closed isobars. There are no strong winds associated with a tropical disturbance.

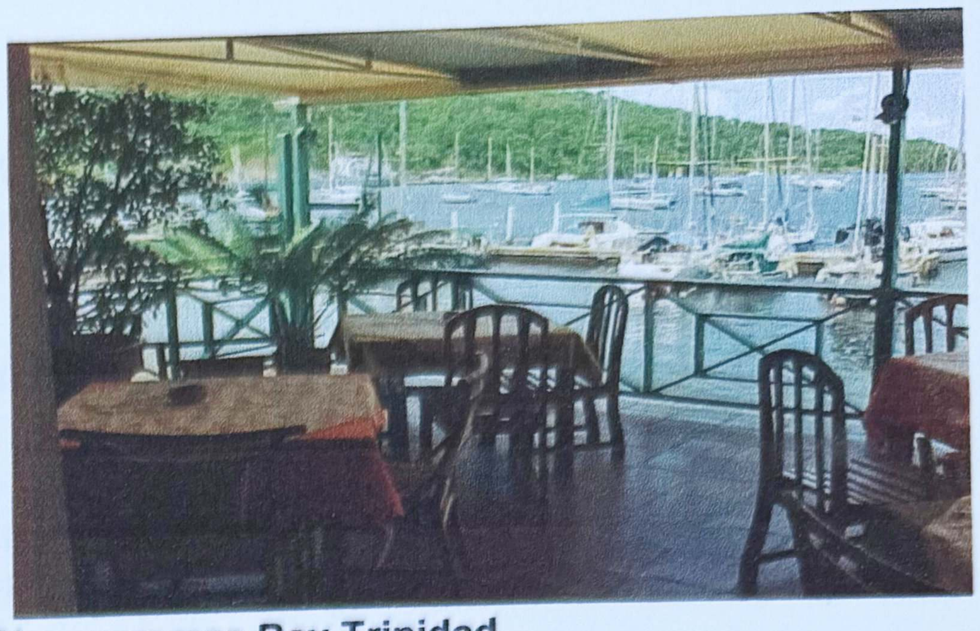
A tropical depression has rotary circulation at the surface with several closed isobars. The highest winds are 34 knots (39 mph)

A tropical storm has distinct circulation with many closed isobars. Constant winds range from 34-63 knots (39-73 mph)

RADIO WEATHER FORECASTS

Station	Frequency	Times – Local & Daily
North Coast Radio Cruiser's Net	VHF Ch 27 VHF Ch 68	09:40 16:30 08:00
AMATEUR RADIO WEATHER NETS		
Caribbean Weather Net	3815 kHz 7086 kHz	18:30 16:30
Cocktail Weather Net	7162 kHz	06:30
Caribbean Weather Net	7241 kHz	07:00
Caribbean Maritime Mobile Net		
MARINE SSB NETS		
Southbound II	12359 kHz	2000Z (for boats south of 37° N)
Southbound II	8294kHz	2100Z
Southbound II	16531 kHz	(Standby for Frequency)
Caribbean Weather SSB Net	8104 kHz 12362 kHz	1230Z 1300Z
Caribbean Weather SSB Net	4055 kHz 8155 kHz	1100Z 1145Z
Alex Albatross		
Alex Albatross		





View in and from Bight Restaurant Chaguaramas Bay Trinidad

A HURRICANE-
has a pronounced rotary circulation with sustained winds exceeding 64 knots (74 mph). A typical hurricane starts in the doldrums around 10° N and 30° W to 50° W. It moves in a WNW direction, veers more NW gradually curving to N and NE as it reaches 30° N.

During the dry season, January to May, the Easterly trade winds have the strongest impact. Most anchorages are protected; however, boaters must be on guard when the wind occasionally shifts to the SE and to the S.

For Chaguaramas Bay, strong winds occur at times, from the West. When this happens, due to the fetch in the Gulf of Paria, there can be significant wave action in the anchorage affecting boats moored at the various docks. Be prepared to add chafing gear or possibly leave the exposed docks if the weather turns foul.

CUSTOMS & IMMIGRATION REGULATIONS AND PROCEDURES

Regulations state that once a vessel enters the territorial waters of Trinidad & Tobago, the Master must proceed immediately first to Immigration and then on to Customs and this means everyday (including official holidays) at any hour of the day or night. Anchoring or discharge of crew or passengers prior to check-in is a fineable offence and is prohibited. Normal Customs and Immigration business hours are from 8am to 4pm Monday to Friday except public holidays. Overtime fees apply outside of normal business hours.

TOBAGO
(CHART – BA 505 & 508)
Cruising yachts can clear in and out of Tobago at Scarborough, which has full service facilities – i.e. Customs, Immigration and Harbour Master. Care should be taken when anchoring to avoid the area used by the daily ferry from Trinidad.

Customs & Immigration are situated in the port area.

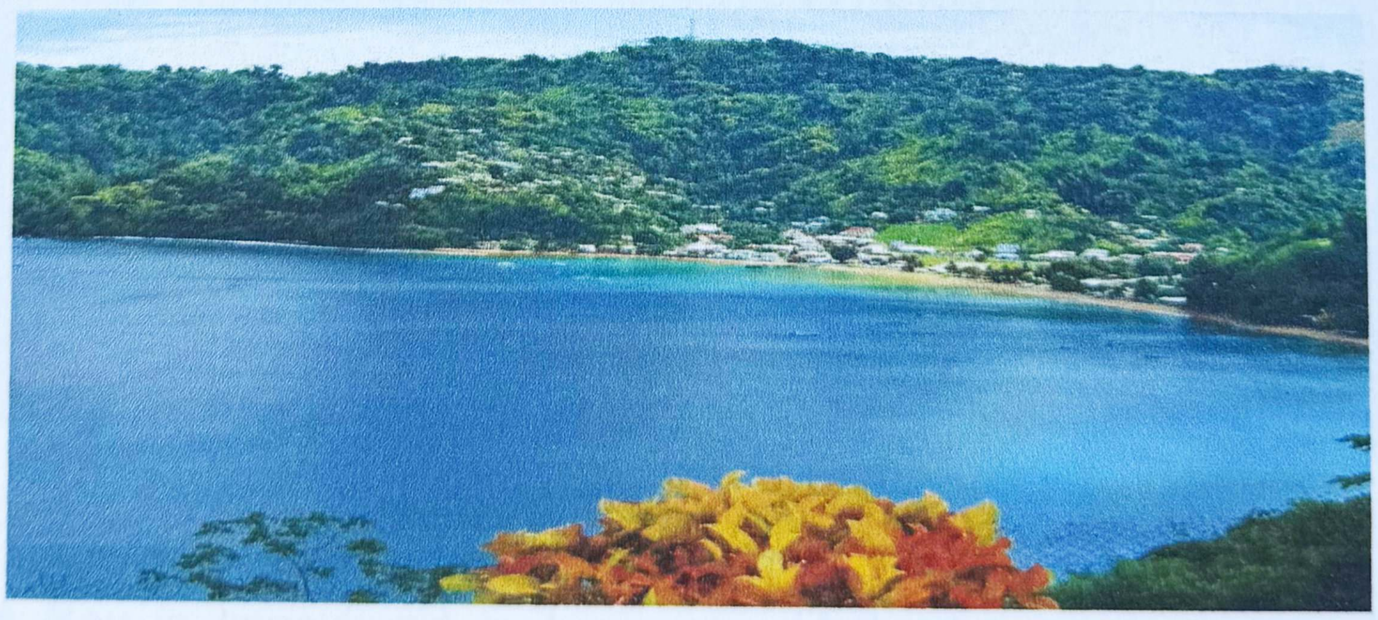
It is now also possible to clear in at the newly designated port of Charlotteville, on the North Eastern tip of Tobago. This could appeal to many yachts heading from South America, as it would afford the opportunity of exploring the beautiful Northern coast of Tobago, with some wonderful anchorages.
Custom & Immigration facilities in Charlotteville are limited, (at the time of writing), and may be unmanned at times.

Upon arrival, the master of the vessel must report to the Police Post in town and await clearance instructions (by phone) from Customs & Immigration. The crew cannot be landed until advised by port officials.

Each May, yachts from the Caribbean and many other nations congregate off Store Bay, on the Western side of Tobago, to compete in Tobago Sail Week, one of the Caribbean's premier sailing events. During this period one can clear in at Store Bay, Tobago. Visiting yachts are very welcome and are encouraged to participate.

The evening parties are of a kind only Tobago can throw!

Charlotteville



Charlotteville

If a cruiser wishes to sail from Tobago to Trinidad, the "arrival form" (issued on arrival) must be presented to Customs and Immigration. Since the boat and crew have already cleared into the country, the vessel may anchor in Tobago en route, reporting as soon as possible to either Scarborough or Changuaramas, in Trinidad. The same procedure is necessary for the reverse journey – Trinidad to Tobago.

Note that prior permission is required if intending to anchor off the North coast of Trinidad.

TRINIDAD

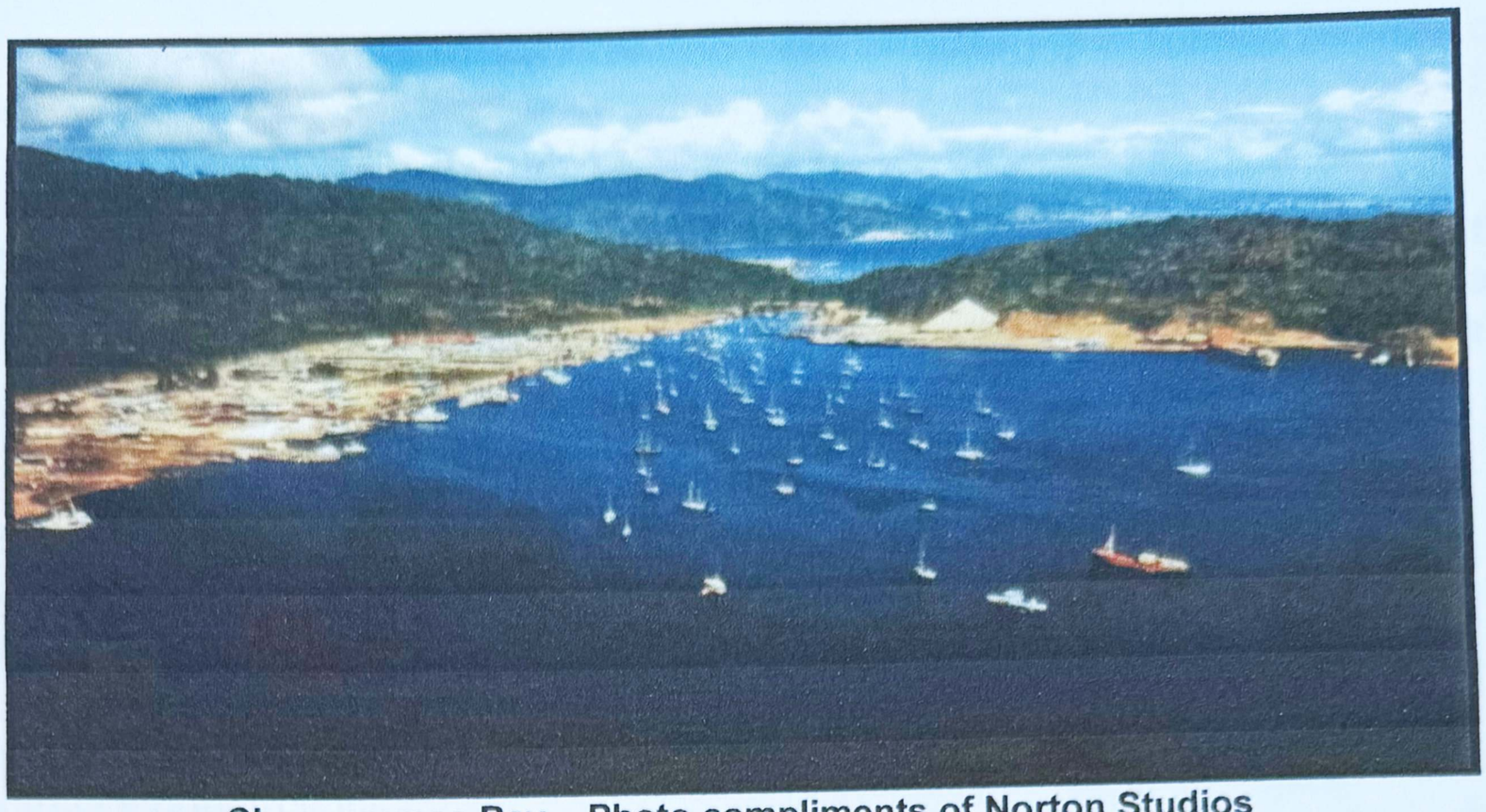
(CHART – BA 493, 484 & 483)

Clearance in or out of Trinidad can be done at the "Outpost" station in Chaguaramas, which offers full service facilities – Customs, Immigration and Harbour Master. Customs is open 24 hours per day, Immigration can be called in, if after working hours. The Customs/Immigration dock is located at the head of Crews Inn Dock "A"

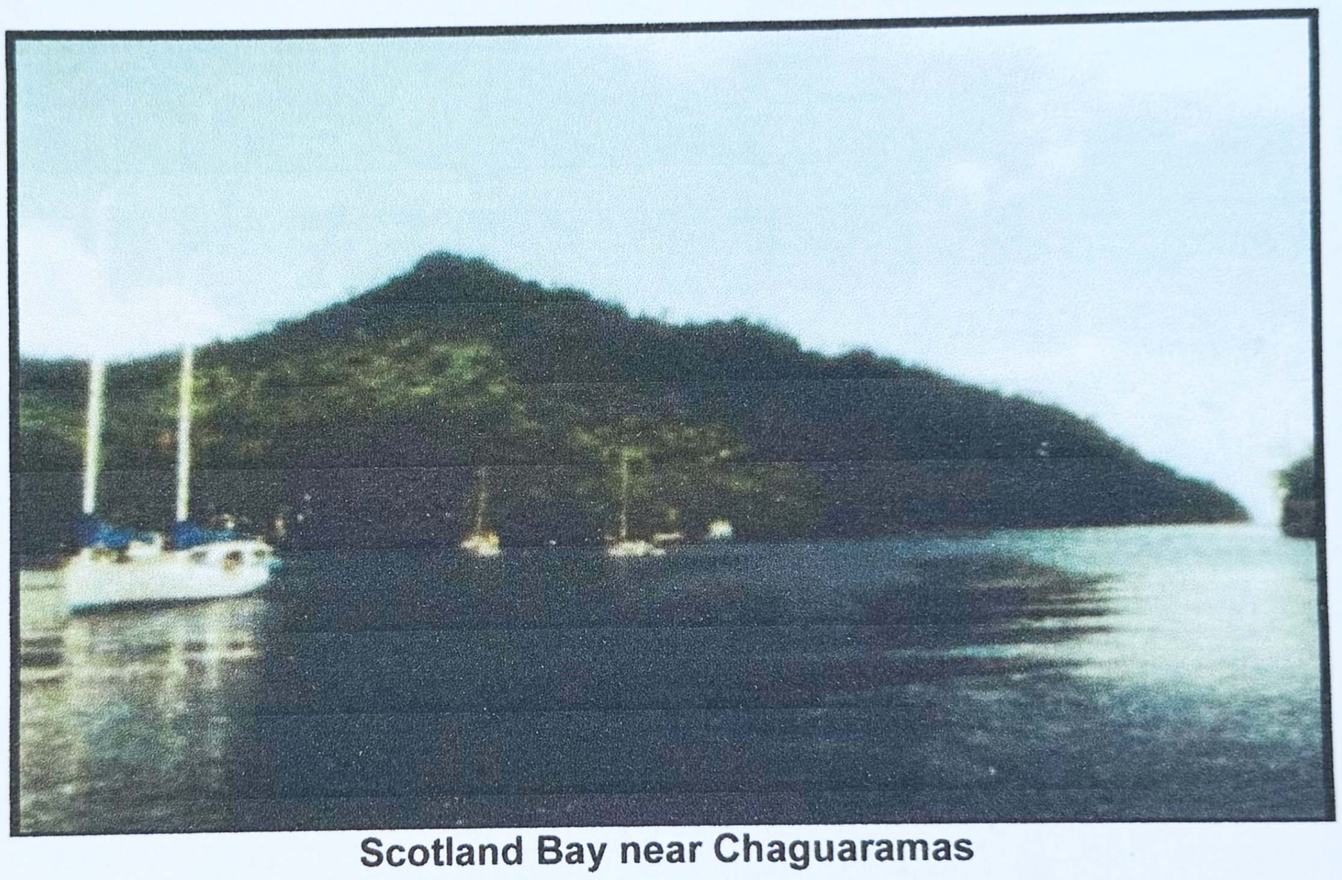
North of the Lighthouse Restaurant in Chaguaramas Bay (see photo)anchorage is allowed in a designated area, where the holding is poor and it would be advisable to use all chain on the anchor. Strong tides and currents will be experienced. An alternative would be to tie up on a fixed buoy, with arrangements with Crews Inn, or to utilise one of the many Marinas within the Bay.

Anchorage at Chagaramus

Chaguaramas Bay is considered to have one of the largest haul-out facilities in the Caribbean, with most yards having travel-lifts, one capable of ting 200 tons!



Chaguaramas Bay – Photo compliments of Norton Studios



Scotland Bay near Chaguaramas

Dry storage, open storage and secure long-term storage of yachts is available. There are many marine stores in the area and almost any marine item can be obtained or serviced here. Most yards have facilities to have work done on yachts or you can do it yourself.

An excellent, inexpensive cruising guide covering Trinidad and Tobago, by Chris Doyle and published by Cruising Guide Publications, would be a great asset to by anyone visiting the area. Obtain a copy in advance, as it is almost unavailable in Northern Tobago. (2009)

There is a daily ferry service between Trinidad (Port of Spain) and Tobago (Scarborough). Both Trinidad and Tobago have international airports, with direct flights to and from Europe.

The foregoing notes are intended to assist yachts people in making the Atlantic crossing from Southern Africa to the Caribbean a less daunting task. They are by no means complete. Any information and feedback, to be included in a later publication, would be greatly appreciated.

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NOTE:
A very useful cruising routes
and ports web page is www.noonsite.com

FAIR WINDS

This set of cruising notes has been compiled from my own experiences over the years, on board the following yachts: "Sigidi", "Elusive", "Kathleen" and "Sunrise Star", and a six month visit to the southern Caribbean in 2003. More recently over the last few cruising seasons between 2006 and 2010, the following contributed

Yacht "Alchemy"	-	Pieter and René
Yacht "Auspicious"	-	Ron and Gina
Yacht "Cha Cha"	-	Brian Smith
Yacht "Chelsea Morning"	-	(Australian) Kim and Norman
Yacht "Hearts Content"	-	Mike and Francoise
Yacht "Kingston Rover"	-	(New Zealand) Scott
Yacht "Ladybug"	-	Jo, Dave and Stacy
Yacht "Lone Rival"	-	(U.K) Heather and Pete
Yacht "Malaika"	-	Lynne and Chris
Yacht "Meilleure"	-	Judy and Ronnie
Yacht "Prrrfection"	-	Ronel and Chris
Yacht "Radient Spirit"	-	Terry and Tony
Yacht "Scotty Ann"	-	Logan and Moe
Yacht "Shackles"	-	Brett and AJ
Yacht "Silver Heels"	-	Andy and Joan
Yacht "Solmar"	-	(U.K) Colin Wadsworth
Yacht "Sonnet"	-	(U.K) Murray Raynes
Yacht "Strokes"	-	(New Zealand) Jay and Austin
Yacht "Tau"	-	(Fiji) Tony
Yacht "Tequela"	-	Johann Du Plooy
Yacht "Windweaver"	-	(U.K) Clair and Frank
Yacht "Wylo II"	-	(U.K) Nick Skeets
Yacht "Zest of Hong Kong"	-	(Australian) Katerina and Nick
Bruce Arderne	-	Delivery Skipper
Aleixo Belov	-	Belov Engenharia (Brazil)
Chart World	-	Foreshore – Cape Town
Chris Bonnet	-	Sunsail, Durban
Robbie Dove	-	Ocean Sailing Academy
Gërhard Köhler	-	Delivery Skipper
Brian Mittlefehldt	-	Delivery Skipper
Boca & Boaters Enterprises	-	Trinidad
Windvogel Diamonds	-	Lüderitz

Extensive reference was made to all relevant B.A. and South African publications. My appreciation is extended to all that assisted. My thanks too, to Billie Washington and Katherine Botha for typing, checking, compiling and editing…

"Cruising Connections" Tony Herrick
Durban September 2014

LOCATION	NAME	TEL/FAX	EMAIL/WEB
Durban	Tony Herrick Cruising Connections	+27 (0)31 304 0108	tony@cruisingconnections.co.za www.cruisingconnections.co.za
Cape Town	Royal Cape Yacht Club	+27 (0)21 421 1354 +27 (0)21 421 6028 (Fax)	info@rcyc.co.za www.rcyc.co.za
	Chart World	+27 (0)21 419 8814 +27 (0)21 419 8816 (Fax)	
	Cape Town Radio	+27 (0)21 551 0700	
	Seaport Supply	+27 (0)21 510 6262	info@seaport.co.za
	Cape Town Met Office	+27 (0)82 233 9900	
Simon's Town	Bay Marine	+27 (0)21 786 4444	
Saldanha	Saldanha Bay Yacht Club	+27 (0)22 714 1036	
Port Owen	Port Owen Yacht Club	+27 22 783 1144	stuyck@mweb.co.za
Luderitz	Luderitz Yacht Club	+264 6320 2754	
Walvis Bay	Walvis Bay Yacht Club	+264 6420 3676	
St Helena	Anne's Place	+29 02797	
	Tourism Office		tourism@atlantis.co.ac
Salvador	Centro Nautico Da Bahia	+55 71 326 3434 +55 71 326 3433 (Fax)	cenab@sun.com.br www.cenab.com.br
Suriname	Overbridge Resort		henri@sr.net
Trinidad	Boaters Enterprises (Ltd)	+868 634 2055 +868 634 2056 (Fax)	info@boatersenterprises.com
Chaguaramas Bay	Peake Yacht Services	+868 634 4423 +868 634 4387 (Fax)	pys@cablenett.net
Caribbean	The Caribbean Weather Centre	+1 284 494 7559 +1 284 494 5358 (Fax)	weather@caribwx.com www.caribwx.com

USEFUL NUMBERS