

# North Africa

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## Supplement No.5

Supplement Date: August 2017



### Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The authors, the RCC Pilotage Foundation and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

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

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

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

This Supplement is cumulative and the latest information is listed in **blue**.

### Author's Caution

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

### General

Since the Arab Spring took place over North Africa, the hopes and aspirations of cruisers who wanted to visit this new, developing Mediterranean area, as well as governments who were building more infrastructure, were confounded.

In reality, only Libya remains totally closed to tourism. Morocco and Algeria were never much affected due to their resourceful internal security. However, the uncertainty, along with two major terrorist atrocities in Tunisia has greatly affected perceptions and discouraged tourism of all types to North Africa.

Currently the British Foreign Office advises that Tunisia and Morocco are safe areas to travel to. The Foreign Office website shows a map of the areas of Algeria that must be avoided, the dangerous areas are principally those close to Algeria's borders with other, more turbulent, countries. (Summer 2017.)

### Page 4 *Backshish*

#### Add: *Tipping and Backshish*

Morocco is a very poor country, and begging and poverty are evident everywhere. It is an advantage to always keep small change and tip for even small services – we are talking of a few pence. As Europeans we are not used to this, but once you accept this as a small price to pay which could make a difference to someone's day, then it's not a problem.

### Page 5 Maritime information

#### Add to end:

The entire coastline of North Africa from the Strait of Gibraltar to Italy, including the Italian islands and Malta, has been subject to one of the biggest movements of people ever as economic migrants and refugees have sought to cross from Africa to Europe. Whilst there is great sympathy for those refugees escaping the horrors of Syria, Libya, and other countries at war in Africa, the sheer numbers create a problem for all countries where they land. The islands of Lampedusa and Malta, being so close to NA, have been the subject of numerous press reports showing graphic film footage of the desperation of those making the crossing.

As yachtsmen sailing in the Mediterranean, we may come across rickety inflatable craft, vastly overcrowded and full of migrants on the point of death from drowning or dehydration. Governments are now taking a hardline stance and have declared that assisting migrants in any way whatsoever, is a criminal activity and amounts to aiding illegal immigration. Where this leaves the imperative to assist anyone in peril on the sea is anyone's guess. What action to take is at the discretion of the captain. In any case, the authorities need to be informed by VHF giving coordinates.

### Page 19 Add new heading and paragraph:

#### *Charges in Morocco*

In the past, charges in harbours were cheap at just a few euros, but this has changed and a general charge is now levied in all harbours. The charge varies between €22-30 for a 12 metre yacht; approximately the same as in the marinas. However, unlike in the marinas, in the Atlantic harbours as well as in some of the Mediterranean ones, there are no facilities whatsoever apart from a bollard to tie up to. Some harbours, as indicated in the text, have also taken to charging an 'Anti-terrorist tax'. Whether this is an official tax or not is uncertain. Two yachts were reportedly charged €90 and forbidden from leaving before paying it.

## Gibraltar

### Page 24 Wintering

Change paragraph to read:

The lack of facilities for lifting out and wintering in Gibraltar, has greatly increased the number of yachts using nearby Marina Alcaidesa instead. Less than a mile north of Gibraltar, in neighbouring Spain (no connection with the nearby *pueblo* of Alcaidesa on the Mediterranean side of Gibraltar). Prices are currently cheaper than in Gibraltar and full lift-out and boatyard facilities are available.

### Page 25 VHF Ch

Marinas call on VHF 71, working VHF 68.

### Page 27 Queensway Quay

**Communications** Change VHF communications channel to 71, working 68.

**Paragraph 1** Change to read:

The first marina after rounding Europa Point, Queensway Quay has undergone extensive and costly modifications to reduce the dangerous surging formerly experienced during gales.

**The marina** Delete second paragraph and replace with: Work to reduce the surging which has plagued this marina for years, despite many costly modifications, has finally been successful. This was achieved by narrowing the entrance and placing 'buffer' rock piles near the entrance.

### Page 28 New marina, not for visitors

Half a mile N of Queensway Quay is a new 700 berth (small boats) marina with its outer wall suitable for super yacht berthing. The marina is ONLY for locally owned boats, as is Coaling Island just behind it. It is fully subscribed with no visitors' berths.

The outer wall of the marina forms a half-mile-long quay for super yachts to berth alongside. This is protected by the detached mole to the west, but some surging does occur during strong E or W winds. More facilities are due to be added to the super yacht quay over the coming year.



Gibraltar. The new small boat marina (centre of photo)

### Page 28 Ocean Village Marina and Marina Bay

Marina Bay is host to a huge, 100 metre-long, 7-deck cruise liner / casino, which is also a luxury hotel and takes up the entire S side of the marina between Marina Bay and Ocean Village. The ship is a permanent fixture, sunk in position close to the existing casino.

Change VHF channel to Ch 71.

### Page 29 The marina

Near end of paragraph change to read:

There is good protection from the E but heavy surging during strong W winds. Mooring is difficult in some berths due to strong cross winds.

Oil spills driven into the marina from bunkering ships have been a problem, though an excellent response team quickly attends and draws a boom across the entrance if a spill occurs.

### Page 30 Note regarding hauling and boatyard facilities

The nearest alternative boatyard is now the Marina Alcaidesa one mile N of Gibraltar in neighbouring Spain; it offers excellent facilities at a good price. Other possibilities, especially for larger vessels, are the old Naval dockyard S of Queensway Quay and Algeciras which has an excellent facility at the S of the port. Ceuta, across the Strait is another option.

### Page 31 Gibraltar Bay anchorage

Note that the excellent anchorage between Gibraltar and Marina Alcaidesa is now officially prohibited by the Spanish, who lay claim to all the waters around Gibraltar. However, some yachts are occasionally seen using the anchorage from time to time but usually get moved on by the Guardia Civil.

## Morocco

**Page 37** Add final paragraph to **Introduction** to read:

Thanks to the popularity of the King and the strength of the internal security forces, many of the problems besetting other Arab countries following the 'Arab Spring' have not affected Morocco. Tourism has though, been affected, and many locals resort to asking foreigners for *backshish*. See *backshish* comments on page 4.

There is, however, increasing unrest in the northern cities, including Al Hoceima (mid summer 2017).

### Page 38 Planning your cruise

Add new paragraph at start:

**General** Several yachtsmen have reported an unfriendly and belligerent attitude from officials, though nothing to indicate that Morocco is not a safe place to visit. I have visited many times to mid summer 2017 without incident.

### Time zone

Morocco changed from using UT all year around, to UT+1 between 3 April and 30 July. This has been explained as a temporary adjustment for two or three years to accommodate visitors whilst Ramadan falls in the holiday season. Dates may change again.

### Page 39 Marinas

Replace para with:

Morocco now has the following marinas:

Marina Smir (Tetouan province)

Marina Boureggeg (Rabat)

Kabila Marina (Tetouan – currently silted)

Saidia Marina (close to Algerian border)

Agadir Marina (in the S of Morocco)

A few crowded pontoons in Mohammedia  
Others are planned in Tanger (expected to open in 2017)  
and Casablanca, still not opened after 25 years of delays.

#### Page 44 Introduction

Change the 4th paragraph to read:

Unfortunately the new marina planned for Asilah never materialised. Casablanca is still a work in progress after 25 years of delays. The new Tanger marina is awaiting inauguration mid 2017.

Agadir marina is now open, with an experienced and active harbourmaster.

During 2017 reports have been received on the Atlantic coast that officials have been less than welcoming to yachts in some ports, particularly in El Jadida and Safi. This has not affected the welcome and excellent facilities in Rabat.

#### Page 47 Tanger

##### The Port, paragraph 2

Change to read:

Many changes have taken place in Tanger over the past 10 years. The new marina has just been opened (summer 2017). This will be an important and excellent marina with a yacht club, if the original plans are complied with.

The commercial traffic has now been moved to the new port of Tanger-Med, further E in the Strait between Cap Malabata and Ceuta. Ferries from Spain are also now operating from Algeciras to TangerMed port. Only the Tarifa ferry now goes to Tanger and this service is under review. The fishing fleet is in the process of being moved to a new facility being built NE of the main harbour, making way for the new pleasure marina.

Delete next paragraph: Ferries from Algeciras...

#### Page 48 Berthing

Fishing boats currently use the harbour, but most commercial traffic is now directed to Tanger Med.

#### Page 59 Marina Bouregreg (Rabat/Sale)

Change address and contact details to:

Av de Fes, Quartier Rmel, Bab Lamrissa. Sale

☎ +212 3784990, Fax +212 37785858

Email bouregregmarina@bouregreg.gov.ma

#### Pilotage

Add at end of first paragraph:

...without any charge. Do make use of this service, which not only pilots you upstream but keeps swimmers and dinghies out of the channel. The same vessel will assist the return back to the Atlantic. It will not operate, however, if conditions are considered dangerous for entry or departure.

#### Page 60 Pilotage

Amend first paragraph and Note to: Entry in strong W sector winds or with more than 2m of swell running is not advised despite the clarity of the entry. Huge seas can build up and break over the entry sandbars. Depths are OK with regular dredging of the entire entry channel to 6m, but it is an intimidating entry if seas are breaking over the entrance sandbars. It is advisable to enter the marina (in suitable conditions) close to HW and only during daylight hours. Several incidents have been reported with yachts having difficulties during heavy Atlantic swells in the entrance. It is well worth the effort to enter as this is a superb and welcoming marina close to one of the most spectacular and ancient cities in Morocco.

#### Facilities

*Provisions* There is an excellent new tram system running between Sale and Rabat in parallel with a new road bridge. This makes visiting the centre of Rabat very easy and cheap. There is a station around 200m from the marina gates.

A new Carrefour supermarket on the Sale side is easily reachable by 'petit taxi'. All provisions can be obtained in the medina at Sale, where there is a good municipal market with an excellent range of fresh produce, much of it organic: meat, fish, vegetables, etc. Another large supermarket, Acima, is located in the basement of the Sale train station. Follow the tram tracks uphill (N) of the marina for 15 minutes.

**Note, top of right-hand column** Change to read:

*Note:* It has been reported that on several occasions during winter months the entrance has been closed to departing yachts due to heavy Atlantic swell, which often reaches 6m, making departure dangerous. This is not felt at all in the marina. Be prepared for a delayed departure if weather conditions are unfavourable. It is the local pilot who decides if the entrance is safe to navigate in either direction.

#### Page 65 Casablanca

##### The Port

Change 2nd paragraph: The sheltered marina at the end of the port has been closed since 1998 and there is still no prospect of it opening in 2017. Once opened...

#### Page 70 El Jadida

##### Formalities

*Note:* In recent years several yachtsmen have reported hostile and aggressive attitudes from harbour and customs officials. One was charged an extortionate amount for paperwork on entry plus an additional €40 on departure with no facilities offered. He left immediately, but not before having to also pay for the night.

The only place for a yacht to berth is now occupied by small boats, making getting ashore almost impossible. Hopefully this situation is temporary, since this is one of the most interesting and attractive ports on the Atlantic coast.

#### Page 72 Jorf Lasfar

##### Formalities

Add: Yachtsmen calling at Jorf Lasfar (since 2012) report having been asked to pay a €90 'anti-terrorism tax'. Some also reported this demand in El Jadida.

#### Page 77 Essaouira

##### The Port

End of paragraph, change from: "Reports in 2009..." to: Depths in the only place for a yacht are now reduced to less than 2m. The bottom is soft mud.

#### Page 78 Plan

Change depths at Chez Sam and on the floating pontoon to less than 2m.

#### Page 81 Agadir

##### The Port

Near end of 1st paragraph: Change 2009 to 2012.

#### Page 82 Formalities

Add: It is necessary to give 24 hours' notice before leaving.

### Page 89 TangerMed

#### The Harbour

Replace to read: This huge harbour is an important addition to the maritime infrastructure of Morocco at a time of diminishing tourism revenues. Moving container traffic to this port has facilitated it becoming the new gateway to Africa and one of the largest container ports in the Mediterranean. Ferries from Algeciras are also now received here, with a bus service to Tanger for passengers.

The port is of no interest to yachts and has no facilities whatsoever, but could be an alternative bolt-hole to Gibraltar or Ceuta in extreme weather or emergency.

### Page 93 Restinga (Marina) Smir

#### Marina

A number of negative reports have come in regarding this marina, typical of these is this one, received in summer 2017: 'The harbour is in a desolate state. Showers do not work, only cold water is available. The harbour is not safe for leaving your yacht for a few days or for wintering. Perimeter fences are broken in several places and north of the harbour is a camp of illegal immigrants. It is not a superb marina anymore.'

### Page 93 Transport

Note that the best and cheapest way to get to Tetouan is not as advised, but as follows: at the entrance to the port is a roundabout on the highway. Cross over to the bus stop and take bus no 34, which connects to Tetouan. Or go by grand taxi for 25 dirham. (€2.50) Taking a cab from inside the marina will cost 150 dirham.

### Page 96 M'Diq

#### The Harbour

From "If room is available..." change to:

Although the existing old pontoons are usually full with jetskis and speedboats, there may be a space on the E side of the outer pontoon. The new marina is virtually completed, but is unlikely to be opened in the near future due to reasons connected with the King's security.

In recent years the new marina has been occupied principally by the King and his family. For security reasons, therefore, it is virtually closed to all outsiders. There is little prospect of this changing. The restaurant and club facilities are now fully functional and visitors may use them.

#### Berthing

Replace with:

If space is available, berth as directed by the office. Use of the new section is prohibited currently. There are no *marineros* to assist berthing.

### Page 97 Plan

Top mark the new basin top LH (5m) as: Use prohibited.

### Page 99 El Jebha

#### The harbour Add at end:

Entry into this formerly friendly and quiet fishing harbour is now prohibited for pleasure craft. However, anchoring in the nearby Cala Cangrejo, which was previously forbidden, is now allowed. It is important to clear formalities and inform authorities of your intention before anchoring – most easily in Marina Smir if coming from the west, or Al Hoceima if coming from the east. Some yachts have been allowed to anchor without clearing by providing documentation to the local Gendarmes.

### Page 101 Torres de la Cala (Cala Iris)

#### The harbour Add at end:

Yachts are now being turned away from this small harbour (summer 2017).

### Page 102/3 Al Hoceima

**Berthing** Seems more consistently directed now to the NW side of the first inner basin, but yachts are sometimes directed elsewhere. The ferry service to Spain was found to be unprofitable and is now suspended, leaving plenty of room for yachts in the southern basin. **Fuel is not available for yachts in the harbour.**

It should be noted that increasing unrest in Morocco has led to demonstrations and many arrests in Al Hoceima and other northern ports in mid 2017. The Foreign Office has not discouraged tourists, but does urge caution (summer 2017).

### Page 105/6 Atalayoun Marina (Update thanks to Will Pedder of S.Y. Zorra and Richard Catatonic of *Tropical Cat*)

35°14'N 00°58'W

New marina opened April 2013, named Marchica Atalayoun Marina.

This new marina, approximately 8M SE of the Spanish enclave of Melilla and the Moroccan port of Nador, is inside Maggi Lagoon – formally called Sebkha Bou Areg (page 105). Also called Lagoon of Majumder and Mar Chica – the small sea. Access to the lagoon is half way along the sandbar which protects the lagoon from the sea. Coordinates for the entrance to the lagoon are 35°35'N 002°51'·57W, it is marked by 5 large Moroccan flags and port and starboard posts. Entrance correctly shown on Navionics charts.

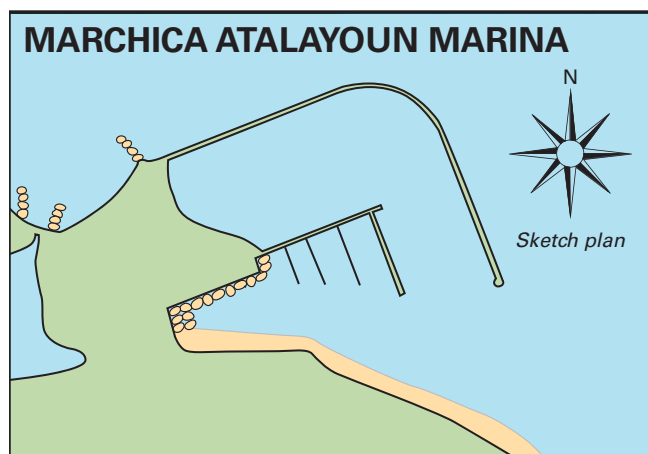
The marina forms part of a large development scheme for the area under the **Mar Chica** name. The marina is particularly well protected with entry via a wide 300m long channel dredged to 6m, about mid way along the huge sandbar enclosing the lagoon.

Moorings are reportedly free (summer 2017).

The Moroccan Government wishes to make the lagoon of Maggie a mecca for boating in the Mediterranean. The marina main basin is 5m deep and three more basins are dredged to 2, 3 and 4m.

The marina is located at the foot of the Atalayoun peninsula. The overlooking hill offer breathtaking views across the lagoon of Maggie, which is poised to regain its former beauty, with pink flamingos and a healthy ecology

This new marina offers all the amenities of a modern high-end marina complete with an adjacent 18-hole golf course. It will be equipped with large hotels, as well as an ambitious development program of real estate. The first stage is the construction of 149 apartments in the vicinity of the Academy of Golf. Along the main wharf, the shops and the terraces of the restaurants create a summer atmosphere.



**Formalities** Currently this is not a port of entry and formalities are carried out in Nador. The HM drives you there and back (1.5 hours).

**Berthing** There are 4 pontoons with facilities for 40 yachts plus hammerheads for 50ft yachts.

#### Page 106 Melilla

**Communications** Change email address to: puertonoray@puertodemelilla.es

#### Page 111 Saïdia

Add *Note*: Several plans of this marina are circulating and all differ. Most are incorrect, including the one issued by the marina. Ongoing work explains some of these differences. Reports of severe silting on the SE mole have been received. The marina layout closely resembles the plan on page 111, although no pontoons are laid in the NW entry basin.

## Algeria

#### Page 113–115

*Note*: The introduction to Algeria was written several years ago, but is still largely correct. Algeria has continued to be a peaceful country, disinterested in tourism due to its bountiful supply of oil. Armed guards are no longer needed or provided to yacht crews. Obtaining a visa remains a challenge but it is possible. Note that they have to be applied for in the Algerian embassy or consulate of your country of residence and may be refused without a reason being given. Worth the effort though! Be sure to have multiple copies of your documents AND, most important, a rubber stamp with the ship's name etc.

Credit and thanks for most of the information on Algeria goes to Yves Rousselin of S.Y. *Trillium* (a regular sailing visitor to Algeria) and Tom and Susie Partridge of S.Y. *Adina*.

#### Page 116 Money

Add to end of paragraph:

Be sure to obtain a customs currency declaration form when completing entry formalities as this is required at a bank in order to change money.

#### Page 118 Anchoring

Add to end:

Worth asking, but in general it is now prohibited to anchor anywhere off the Algerian coast.

#### Page 118 Official ports of entry

Add at end:

Whilst yachts are often berthed right outside the police or customs office, sometimes you will be berthed on huge concrete jetties suited to tankers. Be sure to have plenty of fenders and sturdy lines.

#### Page 119 Entry formalities

Don't forget to carry passport and visitors permit at all times when ashore. Always tell the authorities where you are going - whether on land or when departing Algeria. They are looking out for your interests. This particularly applies to the coastguards.

#### Page 123 Bou-Zadjar/Mersa Ali Bou Nouar

The harbour text has been mistakenly swapped with the text for The anchorage. Reverse.

#### Page 125 Mers El Kebir

The Port Replace 1M with 3M. Same in box under distances.

#### Page 127 Formalities

Add to end: Since there is a yacht club here, ask if you can moor nearby. Worth repeating the importance of calling up the harbourmaster before entry. (VHF 14 and 16.)

#### Page 131 Tenes plan

Jetee NW should be Jetee SW.

#### Page 135 Chiffalo

The harbour – delete 'in 2010.'

#### Page 147 Collo

**Berthing** Add to end of first paragraph: Berthing may be allocated amongst the fishing boats.

#### Page 149 Skikda

**Formalities** Add at end: There is no restriction on sight-seeing ashore without protection. A visit to Constantine is worthwhile.

#### Page 152 Annaba

The Port Armed guards no longer necessary.

## Tunisia

#### Page 156 Recent history

Add paragraph (before Tunisian coastline) to read:

##### Events since 2010

The Arab Spring began in Tunisia and has spread to a greater or lesser extent throughout the Arab World, even as far as the Gulf states. It was principally driven by the people's hatred of leaders who, through corrupt practices deprived the general population of everything, whilst amassing absolutely mind-boggling amounts of gold, property and cash for themselves, hidden in worldwide secret bank accounts. This all boiled over in a single incident in Tunisia, which sparked a revolution.

As far as a sailing destination goes, it has meant little apart from the following points.

1. Many marinas currently being refurbished or built are left unfinished due to lack of money to complete.
2. There are now very few tourists in the country, which has deprived the people of jobs and money. This has led to a greater reliance on *backshish* to get things done.
3. Some Nationals are angry at the fact that foreign governments knowingly supported the corrupt regimes for many years. This sometimes spills over to hard exchanges. My advice is to avoid the subject and not to engage in any discussion regarding what is essentially a problem for Tunisians.

#### Page 166 Tabarca

**Communications** Change the harbourmaster number to: ☎ +21622405972

#### Page 172 Bizerte

Box, second paragraph: In 2017 it was announced that the new 800-berth marina was fully functional.

See [www.marinabizerte.com](http://www.marinabizerte.com) (but don't believe the artist's impression!).

#### Page 173 Bizerte

**The port** Add at end:

Following many years of closure, the new marina is finally open. No reports have as yet emerged (summer 2017).

**Berthing** The new marina is now fully operational. Berth as directed by the staff.

#### Page 174 Charges

No longer relevant as they change regularly.

### Page 179 Marina Gammarth

New facilities have now opened in Tunisia.

This marina is now operational, with berths for 466 yachts up to 65m. Depths are between 2.5 and 5m.

See: [www.ys-tunisia.com/marinas/port-marina-de-gammarth/](http://www.ys-tunisia.com/marinas/port-marina-de-gammarth/) for coordinates, facilities and general information.

VHF Ch 09 or 16, 24 hour working: call *Port Marina Gammarth*.

(Port Director: Mr Taieb Bouhjar)

☎ 216 71286431/456, Fax 216 71286482

Email [taieb.bouhjar@labaiedegammarth.com](mailto:taieb.bouhjar@labaiedegammarth.com)

[www.labaiedegammarth.com](http://www.labaiedegammarth.com)

The Palace hotel, 200m to the SE of the port is a good landmark.

The entrance channel of the port is buoyed: port (Fl.R.5s) and starboard marker (Fl.G.4s)

Night access: landing light Fl(3)W.15s, (located on the captaincy) positioned 36°55'·15N 10°18'·33E. Starboard entry Fl.G.4s, port entry light Fl.R.5s.

*Danger* 100m-long submersible dike is indicated by a N cardinal buoy positioned at 36°55'·20N 10°18'·18E, characteristic: DV.W

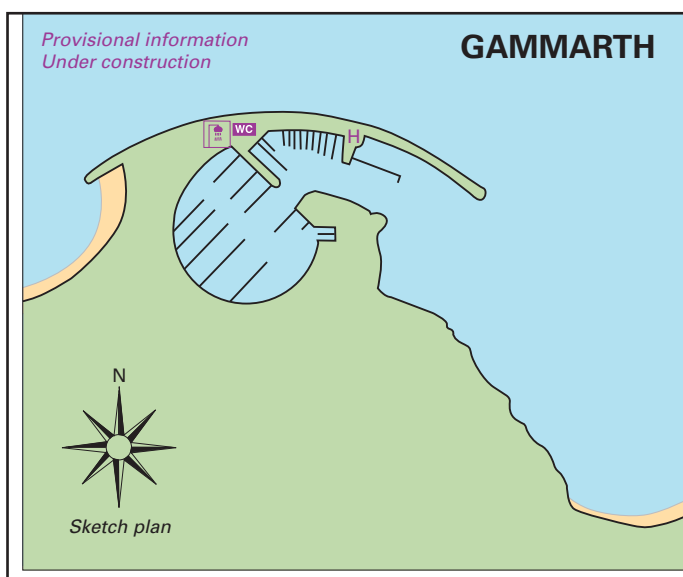
*Authorities* Police, customs, National Guard Maritime. Tariff 2013 boat 12m: €27.50. Electricity and water following consumption – meters (€0.185Kwh, €2 m<sup>3</sup>).

*Services* Water, electricity (16 to 125A), WiFi, showing weather (voice server 88 40 23 03), toilets and showers, laundry, travel-lift of 50t, playground fairing, chandlery, fittings, guardian to dock and afloat, video monitoring, fuel station (0700–1900), yacht club, diving centre, sailing club, fitness centre, bank, restaurants, cafeterias, tea rooms, supermarket.

Tunis Carthage airport 15km.

#### Inset plan of Gammarth

Delete *completion expected 2011*.



### Page 181 Entry caution

Change 'in 2009 there were no problems with silting.' to: in 2012 silting was again reported, but I cleared 2·5m on entry in mid 2012.

Final sentence, change to read:

Under these rare conditions head for the new Gammarth marina when it is completed.

### Page 186 El Haouaria

Change 'not expected to be...' to:

This is still a work in progress (summer 2017).

### Page 189 Kelibia

*Facilities* Add note at end:

Kelibia remains one of the best harbours to clear in or out of Tunisia. Conveniently located just S of Cap Bon, it is run down, but functional.

### Page 195 Marina Jasmine

Change to T23 Port Marina Jasmine (Hammamet).

#### Communications

Change contact details to:

Port Yasmine Hammamet, 8050 Hammamet - Tunisie

☎ (+216) 72 24 11 11

#### The Marina

A splendid marina... (delete new).

Add to end of paragraph: Despite extensions to the breakwater, a noticeable surge develops in the marina with a strong E wind.

#### Pilotage, By Day

Note should read: The E cardinal buoy at the N end...

### Page 196 Hergla plan

Add light Fl.R.5s 9m6M on inner second SW going dique.

### Page 202 Monastir box

Change fax no. to: +216 73 464999

### Page 203 Formalities

Add to end of paragraph: Many more reports of harassment and demands for *backshish* in Monastir were reported in the past year.

### Page 205 The Harbour

Bottom of paragraph, change to read:

Reports indicate that the service to yachts has declined.

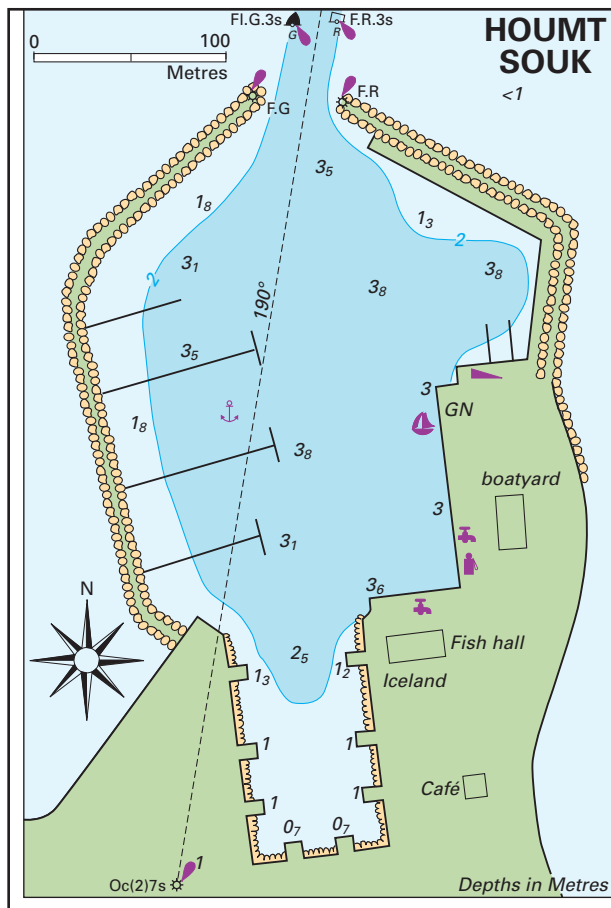
### Page 207

Change first paragraph to read:

In 2009 and 2011 no buoys were in position and only shallow draught fishing boats and the tourist ferries were seen using the passage between Kuriat...

### Page 227 El Attaya inset plan

Place fuel symbol between fish hall and yard.



**Page 233–234 Marina Houmt Souk (also called Marina Djerba)**

This new marina can accommodate 200 yachts up to 16m in three basins. Dredging is to 3.5m.

Access is via a dredged channel 4,500m long on a heading of 184° under the lighthouse of Houmt Souk.

A housing complex is being completed with various shops including restaurants, pizzeria, pharmacy, bakery, cafés and tobacco.

☎ 216 71 806392, 216 75 652 211  
 Fax 216 75 650 587, 216 71 808 422  
 Email marina.jerba@planet.tn

Tariff (2013) for a vessel of 12m: €10 (€6 in low season). Electricity and water (respectively €1.62 and €4 per day) plus more consumption (€0.15 per Kwh, €1.3 m<sup>3</sup>).

**Libya**

**Page 239 Introduction**

It was only a few months after the publication of the 4th edition in English of *North Africa*, with its hard worked newly added section on Libya, that the Arab Spring took hold and civil war broke out, destroying any chances of tourism in the country. The Libyan section is left as it was originally written, as so many yachtsmen appreciated the information when transiting the coast en route to Tunisia or for making a decision about visiting. Many current changes in the country are in any case temporary. There has not even been a consensus on renaming the country. The coastal ports are unchanged, though much of Tripoli was destroyed following NATO bombing. My guess is that it will be two or three years before stability returns. It is certainly unsafe to visit at present.

**Page 242 Tourist Development**

Add:

*Note:* Please interpret what is written regarding tourism in Libya in the light of current great uncertainties following the removal of Gadaffi and the civil war which has closed down tourism. The information is left as it was written just before the Arab Spring for its usefulness in the future when the country gets back on its feet. *Although this looks highly unlikely even in the very distant future.*

**Pantellaria**

**Page 257 Pantelleria Port**

**Berthing, Porto Vecchio**

Add: If there is any swell running, do not attempt to enter Porto Vecchio. It is shallow and rebounding seas make it untenable in anything other than settled weather.

**Berthing, Porto Nuovo**

After first paragraph add:

*Note:* An obstruction has been reported less than 2m deep, approximately 20m from the SE corner of the E–W berthing mole. Probably an old tunny boat anchor fluke as there were many there some years ago. Keep close to the mole on entry.

**Malta & Gozo**

**Page 274 Manoel Island plan**

Mark Manoel Island Yacht Marina and show fore/aft moorings where alongside berths are shown currently.

**Page 275 Grand Harbour Marian**

Add website in box:

[www.cnmarinas.com/en/marinas/grand-harbour-marina](http://www.cnmarinas.com/en/marinas/grand-harbour-marina)

**Page 276 Excelsior Grand Hotel**

Add MA4 to Excelsior Grand Hotel Marina.

**Page 277 Msida Marina**

Change from MA4 to MA5.

**Communications**

Change contacts to:

☎ +356 21337049, Fax +356 21337048

VHF Ch 13

Email [inco@creekdevelopments.com](mailto:inco@creekdevelopments.com)

<http://marinamalta.com>

**Msida Marina**

Since the marina was transferred from Government ownership to private ownership, it has welcomed visiting yachts, some of which have wintered though 2016/7.

~~Delete first sentence and replace with-~~

~~The marina formally owned by the Malta Maritime Authority is now managed by Creek Developments. During 2012 extensive renovations were being undertaken to upgrade the marina, fittings and facilities. Work was still in progress in early 2013 and visitors are requested not to enter the marina until further notice indicating the work is completed. See website above for more details.~~

~~Continue from: The breakwater at the east end... etc.~~

~~Delete last paragraph: The Maritime...~~

**Page 279 Manoel Island**

Amend name to Manoel Island Yacht Marina and change from MA5 to MA6.

Add coordinates:

35°54'·1N 14°30'·4E

**Communications**

Change / add contact details:

☎ (+356) 2134 2618, Fax (+356) 2134 2619

Email info@miym.com.mt

www.miym.com.mt

**Box text** Change to read:

An excellent, if crowded, marina with four pontoons with berths for 200 yachts. Up to 50 Super yachts or larger craft up to 100m can be moored on fore-and-aft lines E of the pontoons. Very conveniently located close to the Gzira tourist area but across the creek, making it a quiet area.

**The Marina** Change to read:

After many years of neglect under the Malta Port Authority, many changes have taken place resulting in this marina being privatised and extended to include most of the S side of Manoel Island from the road bridge to the old hospital. Four pontoons have berths for 200 yachts at the W end near the bridge into town, with around 50 fore/aft moorings for larger yachts up to 100m further down to the E. A proposal to build a breakwater at the E end of the island has not yet materialised, but this would be of huge benefit during the winter *gregale* gales which create a strong surge.

The marina is very well situated close to the tourist centre of Gzira with many chandleries nearby. Although on the main coastal road, it is a quiet location as it is situated across the creek from the traffic.

**Page 280 Ta'Xbiex Quay moorings**

Change MA6 to MA7.

**Communications**

Change contact details to:

☎ +356 21337049, Fax +356 21337048

VHF Ch 13

Email info@creekdevelopments.com

http://marinamalta.com

**Berthing**

Change Ch 9 to Ch 13 (third line).

**Plan**

Mark Manoel Island Yacht Marina and show extension to fore and aft moorings replacing two alongside yachts.

**Page 281 Manoel Island Malta Yacht Yard**

Change MA7 to MA8.

**Communications**

Change contact details to:

Yard ☎ +356 21334453/4, Fax +356 21343900

Email info@yachtyard-malta.com

www.yachtyard-malta.com

Manoel Island, Gzira GZR 3013, Malta

☎ (+356) 2134 2618

**Page 282 Portomaso Marina**

Change MA8 to MA9.

**Communications**

Change contact details to:

Portomaso Marina, St Julians PTM01 Malta

☎ (+356) 21387803, 21389656, Fax (+356) 21389655

Email info@portomasomarina.com

VHF Ch 13 (call sign *Portomaso Marina*)

**Page 283 Birzebbuga and Marsaxlokk**

Add MA10 to heading.

Gzira GZR 3012, Malta

☎ +356 21334453/4, Fax + 356 21343900

Email info@yachtyard-Malta.com

Fax (+356) 2134 2619

Email info@miym.com.mt

**Page 284 Yacht services in Malta**

Change contact information for whole page as follows:

Add:

**Atlantis Sails Ltd**, 68 Dawret Hal, Ghaxaq 9018 ☎ +356 99895008. For expert sail repairs, awnings, dodgers, spray hoods, etc. Sails collected and returned.

**RLR/Yachting**, Ta' Xbiex Sea Front, 156, Ta' Xbiex, GZR1020 Malta ☎ +356 21331192/21331996, Fax +356 21344615, Email info@rlryachting.com www.rlryachting.com Skype rlryachting.

**S&D Yachts Ltd**, Sea Breeze, Triq Giuseppe Cali, Ta' Xbiex MSD 14 ☎ +356 21320577 / 21331515 / 21339908

Fax +356 21332259

**Nautica Ltd** (change from Nautica Slema) Msida Road, 21/23, Gzira ☎ +356 21 345138/9 21338253

Fax +356 21 343821 Email info@nautica.com.mt

www.yachtchartermalta.com

**Chandlers & Electronics / Services**

Change contact details as follows:

**D'Agata Marine/Nautilus Services Ltd**, Ta' Xbiex Wharf, 152, Gzira Malta GZR 1020 ☎ +356 21341533

Fax +356 21 340594 Email info@dagatamarine.com

www.dagatamarine.com

**Gauci & co** should read: **Gauci Borda & co. Ltd**

Change Fax to: +356 21 343604

**International Marine Centre Ltd**, Testaferrata Street, Gzira

☎ +356 21332747, Fax +356 21343871

Email intermar@waldonet.net.mt

**Camilleri Marine (Ellcee Nautical Supplies Ltd)**, Ta'Xbiex

Seafront 162A, Gzira, Malta ☎ +356 21346320

Fax +356 21345414 Email camarine@ellcee.com

www.ellcee.com

**Fabian Enterprises Ltd**, Msida Road 18-20, Gzira, GZR

1401 Malta ☎ +356 21313283/21320845 Fax +356

21338087, Email sales@fabian.com.mt

www.fabian.com.mt.

**Medcomms Ltd** Msida Road 4, Gzira GZR1401 Malta

☎ +356 21335521/21330147 Fax +356 21310820

Email info@medcomms.com.mt

www.medcomms.com.mt/products.htm

Skype medcomms.ltd.

**Ronnie's Marine Services**, Marie Louis Buildings 1, Gzira

☎ +356 21 319338 Fax +356 21 318873

Email ronniesmarine@waldonet.net.mt

**Zarb Stores Ltd**, New Street 13, Luqa, Malta ☎ +356

21809304 Fax +356 21664034

Email info@suzuki-marinemalta.com and

info@zarbstores.com www.suzukimarinemalta.com

**Thos. C. Smith & Co. Ltd**, La Valletta ☎ +356 22 058000

Fax +356 22 058199 Email webinfo@tcsmith.com

www.tcsmith.com

**Marine Services Ltd**, Corinthia San Gorg, St George's Bay,

St Julian's, Malta ☎ +356 21373822 Mobile +356

99494363 Fax +356 21382915 Email info@

marineservicesmalta.com www.marineservicesmalta.

**Dolphin Forge KW38**, Corradino Industrial Estate, Paola,

PLA 3000 Malta ☎ +356 23 607000 Fax +356

21664735 Email info@discompanies.com

www.dolphinforge.com



## Shipyards

Change / add contact details as follows:

**Manoel Island Yacht Yard**, Manoel Island, Gzira, GZR

3013, Malta ☎ +356 2133 4453/4 Fax +356

213439000

*Email* info@yachtyard-malta.com

www.yachtyard-malta.com

Delete final sentence: For rates...

**Kalkara Boatyard Co Ltd**, Kalkara Wharf, Kalkara KKR

1501 Malta ☎ +356 21 661306 Fax +356 21 690420

*Email* kalkaraboatyard@onvol.net

www.kalkaraboatyard.com.mt

**Bezzina Ship Repair Yard Ltd**, Marsa

*Email* bezzina@us.delmarmarine.com.

Delete: Skype.

www.delmarmarine.com/bezzina.html

**Cassar Ship Repair Ltd**, Slipway No 6, Marsa Cross Road,

Marsa, HMR 17 Malta ☎ +356 21225764 /

21244500 / 21247351 Fax +356 21239761

*Email* info@cassarshiprepair.com

www.cassarshiprepair.com

## Page 285 Mgarr Marina

Change to MA11

## Communications

Delete Malta Maritime Authority

Change contact details as follows:

Berthing Master ☎ +356 99242501

Office ☎ + 356 20992501

24 hr ☎ +356 99452389 / 99493706

Fax +356 21341714

*Email* info@gozomarina.net

www.gozomarina.net

VHF Ch 16 & Ch 9

## Page 286 Marina Charges

Change to read:

For berthing fees for all lengths of yachts consult:

www.gozomarina.net/tariffs.shtml

## Page 287 Anchorages

Around Malta MA10 change to MA12

## Page 289 Anchorages

Around Gozo MA11 change to MA13

## Page 291 Anchorages

Around Comino MA12 change to MA14.