



Red Sea Pilot

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Caution

Every effort has been made to ensure the accuracy of this supplement. It contains selected information and thus is not definitive and does not include all known information on the subject in hand; this is particularly relevant to the plans, which should not be used for navigation. The authors and Imray Laurie Norie and Wilson Ltd believe that their selection is a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator and skipper, who should assess all information, published or unpublished, available.

This supplement contains amendments and corrections sent in by cruising yachtsmen and women. The updating of cruising guides is an ongoing process and the publisher is always glad to receive information, sketch charts or photographs for incorporation in future supplements or new editions. The latest information in this supplement was added in July 2015. Page references are made to Red Sea Pilot 2nd Edition, 2002.

We are always very glad to get your news. We hope readers will continue to send updates. Special thanks for this supplement go to Yacht Sea Topaz.

Please contact us by email ilnw@imray.com

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

PIRACY

Piracy in the eastern approaches to the Red Sea continues to be a problem, though less serious than in recent years. Official warnings about sailing in the area are in force from the UK Maritime Trade Organisation in Dubai (UKMTO) the Maritime Security Centre – Horn of Africa (MSCHOA), and the NATO Shipping Centre (NSC).

A. Official Contacts

UKMTO is the primary point of contact for liaison with military forces in the region.

Email ukmto@eim.ae
☎ +971 50 552 3215

MSCHOA is manned by military and merchant navy personnel from various countries and co-ordinates with military maritime forces in the Gulf of Aden and the Indian Ocean. It is the commercial/civilian link with the EU Naval Force Somalia.

Email postmaster@mschoa.org
☎ +44 1923 958545

The secondary point of contact after UKMTO and MSCHOA is the Maritime Liaison Office, US Navy Bahrain (MARLO).

Email marlo.bahrain@me.navy.mil
☎ +973 3940 1395

NSC is the commercial/civilian link with the NATO maritime force.

Email info@shipping.nato.int
☎ +44 1923 956 574

B. Official overview

<https://www.gov.uk/government/publications/2010-to-2015-government-policy-piracy-off-the-coast-of-somalia/2010-to-2015-government-policy-piracy-off-the-coast-of-somalia>

MSCHOA has established an IRTC (Internationally Recognised Transit Corridor) through the Gulf of Aden which is patrolled by CTF (Combined Taskforce) coalition (Combined Maritime Forces) warships. The IRTC has two lanes, each 5M wide with a 2M wide buffer zone between them.

The co-ordinates of the IRTC lanes are:

Westbound lane: northern boundary: 12°00'N 45°00'E
14°30'N 53°00'E

Southern boundary: 11°55'N 45°00'E 14°25'N 53°00'E

Eastbound lane: northern boundary: 11°53'N 45°00'E
14°23'N 53°00'E

Southern boundary: 11°48'N 45°00'E 14°18'N 53°00'E

The course eastbound is 072° and westbound 252°.

More information at <http://www.mschoa.org/on-shore/home>

Full details of best practice for shipping at

http://www.mschoa.org/docs/public-documents/bmp4-low-res_sept_5_2011.pdf?sfvrsn=0

NATO Shipping Centre (NSC) produces weekly updates on the situation which can be found at <http://www.shipping.nato.int/operations/OS/Pages/NSC-Weekly-Update.aspx>

This website has much valuable advice and links to very useful information. It includes:

C. Registration & Incident Reporting

NSC advice (extracts): UKMTO is the primary point of contact for vessels during piracy incidents in the High Risk Area (HRA). UKMTO should be immediately telephoned at ☎ +971 50 55 23215 in the event of any piracy activity. Masters should provide as much accurate information as possible. This will ensure the incident can be fully assessed and information is quickly provided to other ships in the area for their awareness and vigilance. If Masters are able to take pictures and/or video of the suspicious activity safely,

please send these via email to:
UKMTO at ukmto@eim.ae
NATO Shipping Centre (NSC) at
info@shipping.nato.int or
MSCHOA atpostmaster@mschoa.org.

This information will be used by Counter Piracy forces.
Pictures supplied from an attack on a merchant vessel
have previously led to the rapid release of a pirated
dhow.

D. Fishing Activities - Possible Mix Up with Piracy

NSC advice (extracts): Fishing vessels may approach to maximize fishing opportunities or to safeguard fishing nets which have been set. Furthermore fishermen in the region regularly carry small arms on board their vessels, so the visual identification of a small arm is not a positive indicator of pirates. It is not uncommon for fishing vessels to follow vessels in order to capitalize on the often increased numbers of fish in the resultant wake. If the NSC assesses an approach or incident to be piracy-related, it will issue relevant warnings.

See also

http://www.shipping.nato.int/operations/OS/Pages/Fishing_in_the_HRA.aspx

The Dhow and Skiff Recognition Guide

A Yacht Passage Advice Form for UKMTO and MSCHOA, prepared by ISAF, with advisory notes, reproduced as Appendix A to this supplement.

E. Other piracy information

If you decide to go, we recommend you join a small convoy and make sure that naval authorities are aware of your plans. Views vary and a "soft approach" has been reported whereby potential pirates may approach but do not show weapons, appearing to be trying to ascertain whether a yacht is armed. Some accounts of convoys, groups and solo passages, both northbound and southbound are at www.noonsite.com, as is information about overland trucking. For those who wish to hire protection, contracts are available with armed guards. Please bear in mind that naval advice reinforces our own where firearms are concerned. They are very strongly discouraged as is the use of flares etc. because of potential escalation of violence.

Page 2–3 Oman

Visas costing approx. US\$17 are obtainable on arrival and are required to leave the port area. No agent required. A cruising fee of 15 Omani rials has also been introduced and is payable in rials only. Currency is available from the ATM outside the port gates. You will be asked to deposit a bond in US\$ until you have paid the cruising fee. See page 68 for more details.

New marinas are being opened in Oman, near Salalah and Muscat.

Page 3–4 Yemen

You are advised to stay clear. Current official information on the crisis as of July 2015 can be found at:
<http://travel.state.gov/content/travel/english/YemenCrisis.html>

See also notes on Suqutra, page 79.

Page 11 Egypt

Many yachts now wait until they arrive in Egypt to get visas. This is easy enough at Port Ghalib, Safaga,

Hurghada and Taba Heights See these ports for more detail. Paperwork is easiest but slowest at Port Ghalib if you are coming from the S. Coming from N visas issues in Port Said are valid for one month and can be renewed in Hurghada or Port Ghalib. Sailing permit fees for boats heading S are €8 per month up to 20m LOA.

Page 31–33 Weather forecasts

Forecasts are available via Sailmail, www.sailmail.com (see below for frequencies). This service consists of downloaded NOAA weather files updated twice a day although we are reliably informed that the NOAA forecasts are not very useful. You will need a computer, an HF radio and a Pactor HF modem. A ham licence is not required. More details are at www.bruneybay.net/bbradio. The USCG/NOAA schedule for issuing SITOR forecasts is at www.nws.noaa.gov/om/marine/hfsitor.htm. GRIB (GRIded Binary) files are delivered by email and give the synoptic, a 5-day forecast, wind speed and direction and are the same as those used for Inmarsat forecasts. Automated text and GRIB forecasts are also available through commercial services such as www.buoyweather.com. and www.saildocs.com. The Buoyweather service costs about US\$30 per annum. Custom weather forecasts can also be received through SailMail. Examples are www.commandersweather.com and www.sailing-weather.com. Otherwise you need software to decompress the files and to view them. A Sailmail modem can also receive weatherfax, Navtex and METAREA forecasts but Navtex is generally not useful. *Email* metarea@saildocs.com for more information on the last.

Abu Tig Marina at El Gouna has set up Sailmail frequencies: 2824.5, 4162.5, 6239.5, 8325.5, 12394.5, 16598.5, 18866.5, 22245.5. Callsign SSM678.

Recent users advise the usual proviso to add 10 knots to true wind speeds if you are beating. The informal daily net on SSB in the Red Sea usually relays the forecasts from one of the boats which is email-enabled.

Page 55 Marine life

Fishing throughout the Red Sea is excellent, especially in Eritrean waters.

Page 59 Piracy

See above.

Page 60

Page 49 should read Page 59.

Page 68–69 Mina Salalah Anchorage & Formalities

You will be asked for boat details on the radio when you first call and the port authority will check that you anchor in the right place. Holding is not good throughout the basin. The delay before officials arrive to clear you in can vary by some hours. When you leave, it is not normally possible to clear out the evening before an early morning departure but you can always ask. There used to be a short cut to the Customs post down a dirt track, as shown in the sketch inland of the naval base, west of the anchorage, but apparently it isn't now obvious.

You are now required to obtain a visa if you want to leave the port area but you can still get one without an agent. The fee is approx US\$17 (6 Omani rials). A cruising fee of 15 Omani rials per yacht has also been introduced. Payment must be made in rials, obtainable from an ATM outside the port gates. You will be asked to deposit a bond in US\$ until you can pay in the local currency and must obtain your visas and clear in before you go to the ATM.

Facilities & services

The salubrious part of the wash block is now kept locked. Ask at the Port Police office for a key. An agent called Mohammed has been recommended. Agents can usually arrange for large fuel deliveries by mini tanker and access for workmen to the port area etc. If you need repairs you will find workshops in the industrial area on the way to town.

Diesel may still be obtained in small quantities from service stations outside the port but usually officials will ask you to arrange delivery by tanker. This will cost you more by the litre. Ask around if you need fuel to find out details of the current situation when you arrive. It may change.

Haulout is not easy to arrange for yachts unless the mast is removed and experienced staff are not normally on site. Boats have dried out against the wall. International Project Services are apparently closed.

The authorities are not keen on yachts being left unattended in the harbour while crews tour inland. If you want to go on a trip you can consider negotiating with an agent. Mohammed is one of the licensed agents and he might, on an unofficial basis, keep an eye on your boat but the authorities don't like it. He offers other services for a fee as well.

Page 69 Plan

Amend approach waypoint to read 16°57'2N 54°02'3E. Both E breakwater and N quay have been extended.

Page 70–79 Yemen

All update information on the Yemen is provisional. You are advised to stay clear at present. Current official information on the crisis as of July 2015 can be found at: <http://travel.state.gov/content/travel/english/YemenCrisis.html>

See also notes on Suqutra, page 79.

Page 70 Shi'ir

No updated information about this area.

Chart BA 3784

14°40'2N 049°26'2E

This modern, gated commercial fisheries compound, owned by the Yemeni Fish Co, is approx 19M E of Mukalla. It has excellent shelter in northeasterlies and 24-hr security. Yachts are welcome and English is spoken. No formalities. However, boats have reported being charged US\$150 per boat in 2010, negotiable, plus a daily charge of approximately US\$10.

Blue buildings are conspicuous as you approach and it is well lit at night although there are no navigational lights. Mukalla airport, 5M W, serves

as a good marker. The entrance, at the SE corner of the basin protected by a sea wall, can be affected by swell and is not always easy even in northeasterlies and can be rough to very rough in the SW monsoon. 2.2m at the entrance has been reported at low tide. Good berthing and repair facilities according to reports. There is an exclusion zone at the oil terminal 3M E which is patrolled by the Yemeni Coastguard so you will not be allowed to leave the port area. May be useful for emergency repairs but otherwise considered very expensive given that there are no pontoons and one must anchor.

Facilities

Raft up with fishing vessels or tie up at the wall, preferably the E end. There is a 100-ton travel lift, a well maintained yard with a large clean building for repairs as well as a crane for removing the mast. Fibreglass and machine workshops with work done by arrangement with a local boat builder.

Water is available and fuel can be delivered.

Supplies can be obtained from Mukalla and nearby villages. Transport is limited but can be arranged. Ice is free. There is also a swimming pool and a beach.

Contact ☎ 967 711 08 9173

Email Johnwilliams@yemenifish.com

Al Mukalla

No updated information about this area.

A new dual carriageway now runs to Oman and makes a conspicuous landmark, especially at night. The wreck of the Maldive Image is gradually disappearing.

The 2005 unification anniversary celebration brought improved facilities to the town including the completion of shore-side parks between the old and new ports and a pedestrian promenade towards the old palace. There are ATMs in the banking district, E of the canal near the old palace.

Provisioning is much improved with a supermarket, a large bakery near the hospital and a new fish, fruit and vegetable market 0.5M E of the canal mentioned above.

There is a good new restaurant called The Cornish in the old port. The Hadramaut Hotel is also good for food and has a PADI dive centre.

Iskander, the agent we mention, has died. Others have taken over and both Sam and Maher Nasserkhamsis Badakhen of Abu Talal Shipping Agency have been recommended. They can be useful for expediting formalities and arranging fuel deliveries but they are not essential.

Page 75 Aden

Current advice is to stay clear of Aden.

Formalities

You are expected to call on VHF on approach but it is not obligatory to check in with the harbourmaster on arrival. Seven-day passes are issued free by Immigration. You will need photos of all crew for these. Three-month visas for inland travel can be obtained, with permission from the harbourmaster, now Captain Abdul Salam, if you can make arrangements for somebody to keep an eye on your boat. 2008 reports say they cost under \$40 but the cost of diesel had more than doubled.

Facilities

There are now ATMs in Ma'ala for cash withdrawals. Good shopping mall now in Crater. LPG, which involves a trip to Little Aden for the bottles to be filled, is cheaper if you club together with other boats. Omar still provides many services as an agent for a negotiable fee. He will even offer you a SIM card for your mobile so that you can keep in touch! A good marketing ploy. His number is ☎ 733 868127. Other recommended agents are Al-Aulaqi Shipping and Dawood Shaikh in particular was mentioned:
Email dawoodshaikh@yemen.net.ye, *Mobile* +967 77320898. The Sailor's Club can get rather raucous in the evening so anchoring further E is recommended.

The harbour is reported to be oil-free. Very welcome news.

Page 79 Ras al Arah

Good shelter in SW monsoon season, with inshore winds often quite different from those further offshore. Many fishing boats anchor in the bay.

Page 79 Suqutra (Socotra)

Note: This is Yemeni territory but reports in 2015 say yachts call here safely now.

Anchorage

The anchorage for clearing in with port security is at 12°40'·50N 54°04'·42 E. This is approx. 8M from Hadibo, the island's capital. Stay aboard until officials come out to you.

For the southwest monsoon season, June-early September, when there are also strong offshore mountain winds, we are informed that the only acceptable anchorage is at Bandar di-Lishah (see plan, page 80) also known as Delisha, near a camp site, 12°41'·20N 54°08'·20E.

Formalities

Apply for visas in advance by emailing Socotra Tamam tourist agency office@socotra.info with boat details and crew passport copies.

Visas are not required if you only need to store ship but to see the island you need them. Visas are not available for Israeli citizens.

Formalities cost about US\$250 plus US\$100 per person for visas and approx US\$30 for Coast Guard. Leave dinghies near the port security hut, left side of pier.



Haulaf, Socotra

Facilities

Diesel and petrol available at a service station at US\$0.75 per litre. Fresh water available at the pier from water carrier, by arrangement, for US\$5 per 1000 litres + US\$20 transport charge.

No public transport. Half-day car rental with driver US\$50, full day US\$100 per car. Basic stores, fresh produce and laundry services available in Hadibo.

Cash available on VISA at ATM. No Internet cafés, but free WiFi in Socotra Tamam office.

Page 83 Djibouti

Yachts calling here in 2015 report no bunkering on main wharf but fuel available in town.

Facilities

DHL is operating an efficient service in Djibouti but the Djibouti Yacht Club has closed. If there is space available, visiting yachts are docked on the floating pontoons in front of the former yacht club building or they anchor off. Larger yachts can go alongside the quay. Former yacht club members have formed a new association that is attempting to build a new marina.

Page 87 Dumeira I

Good anchorage in 5m, rock and sand S of island at approx. 12°42'·6N 43°08'·7E. Friendly visits from military are not uncommon. This is a good day's sail from Assab.

Page 88 Assab

Ask for the general manager at the port if you need repairs. His name is Mr Dawit Menghestab.

Page 89 Plan: Lahaleb Deset

Good anchorage in the bight on the W side S of the islet in sand 4–6m in approx. 12°58'·1N 42°50'·5E with plenty of room for a group of yachts. Sandy beach. Reports on the Harena Boatyard would be welcome as its exact location has been queried.

Page 91–92

Anchorage near Assab: Sanahor (not shown on plan) is NW of Assab.

Abail Is & Mersa Dudo: The anchorage S of Abailat (Gt Abail) has good holding in sand and rock, 5m but use a trip line. Beware rock awash in approx. 13°52'·5N 41°58'·7E.

Kordumuit Deset is higher than surrounding land at 83m and makes a good landmark. Offliers to SW and N. Reports about Thio would be welcome as subsequent visitors couldn't find any food!

Page 93 Howakil Bay Anchorages

Delete sentence 'The next inlet northwards... deeper.'

Page 93 & 95 Shumma I & Port Smyth

The leading marks into Port Smyth are reported to have been rebuilt and are now easier to see. The topmark, a cairn on the ridge, is easily visible and the bottom one is a blue and pale yellow stake just above the beach, behind the older, ruined cairn. There is another good 10m anchorage spot in the N part of the bay.

Page 94 Top Plan

Howakil I is between Adjuz and Debel Ali.

Page 95–96 Dehalak Deset & Nokra Deset
Plan bottom right page 95: Wreck shown E of Nokra Deset is nearer to the centre of the channel than shown.

Page reference in paragraph on anchorages on page 96 should read 'see key map page 99', not page 95.

Page 96 Massawa

Favourable reports in 2015 but fuel at the wharf is expensive. Visas now cost US\$50.

Some of the wrecks shown have been cleared but the mast and the wreck at approx. 15°43'·2N 39°57'E and still visible.

Formalities

Yachts are expected to call on Ch 16 but it may take a while to get a reply. You will be told to tie up to the wharf near the tugs and take ships' papers ashore to clear with Immigration and obtain 48-hour shore passes. US\$15 is charged per night. If you arrive late you may be able to delay checking in until the next day. It seems that the authorities allow this at present but they still come out to check the boat when you leave.

Facilities

Prices ashore have climbed steeply. Currency declaration forms must be used before you can get local money. Water can be delivered by truck to the wharf but beware quality. Water from the fishing co-op can be brackish. Desalinated water is on sale for approx US\$0.015 a litre at a shop near the internet café in the arcade opposite the port. Take jerrys for filling. Beware growth on jetties and piers. We hear that email is now possible again from Massawa. Reports on the efficiency of the DHL office and the charging of customs fees vary.

There have been isolated incidents of petty theft in Massawa harbour apparently.

Page 98 Asmara

Hiring a bus now costs approx US\$160 and a travel permit is needed from the Ministry of Tourism building in Massawa, on the left near the service station on Taulu I. The permit costs approx 50 nakfa. Allow an hour and a half and take photocopies of passports. Egyptian visas *may be* available in Asmara at the Egyptian embassy for approx US\$13. Take one photo per person. If you apply before 10am, the visas will be ready at 3pm. Check that the dates of validity match your intended schedule. The Egyptian Embassy is closed from noon on Friday to Monday morning. The Ambassador, Ambassura and Sunshine Hotels usually accept credit cards. It is now also possible to get a nakfa cash advance on Visa but you will get a poor exchange rate and pay a high commission.

Page 99

It has been reported that foreign yachts are not allowed to visit the Dahlak Islands.

On the key map the large island is Dehalak, not Dahlak Deset.

Page 101 Difnein

Reports have been received of boats being approached aggressively in this area. Shots were

fired in the air on some occasions, probably by military patrols. For Isratu, the plan's page reference is page 100.

Page 102 Hanish Is

The military patrol here and have been reported unwelcoming to yachts recently.

Page 109 Jazair Az Zubayr (Zubayr Group)

Two new volcanic islands have been reported in the Zubayr Group. The first, Sholan Island, appeared in December 2011 but it has been badly eroded already. The second, called Jadid, surfaced in September 2013.

Sketch available at

http://www.nature.com/ncomms/2015/150526/ncomms8104/fig_tab/ncomms8104_F1.html

Page 114 Al Hudaydah

Negative experiences of very high agency fees and no service have been reported by a yacht calling here recently.

Page 114 Jazirat Kamaran

As noted, this area has a strong military presence. Recent visitors calling by yacht at nearby As Salif port (15°18'·39 N 42°40'·23, see plan page 116) have been arrested and held for 2 weeks.

Page 129–130 Khor Nawarat

Several yachts have been asked to move on from here by the military.

Dangers Page reference page 127

Page 131 Trinkitat

Friendly military in 2008.

Page 132 Mintaka Anchorage

Shab Teeta has only two islets, as marked on the plan, not three as shown in the inset, though note that sand cays of this sort can vary seasonally in number, size and extent. In this case, the two cays we sketched have now joined together. Good shelter in northerlies.

Page 132, 133 & 136 Shubuk Channel

Some marks have changed:

Just before mark 6: add a red ball on a stake

Mark 8 has a red diamond topmark

Mark 9 is missing or damaged.

Page 135 Shubuk Channel

The beacon ashore in approx 18°46'·2N 37°29'·1E has been reported as having a red topmark now.

Long I

Goliath herons may be seen wading along the shoreline.

Page 136 Marsa Esh Sheikh Ibrahim

The marks in the channel on the sketch have changed. Marks either side of the entrance still exist. Inside the channel the first mark is now a stake to port where the channel bends SW. The last two are small stakes more or less either side of the end of the channel where it debouches into the marsa. The mid-channel mark on the N side is reported missing.

Page 137 Suakin

Entrance beacons are now large concrete posts, white to starboard, red to port, contrary to the note on page 139. The tower on Graham Pt is now painted white. Some dredging has taken place in the approach channel.

Abu Mohamed Abubakar, a charming agent, normally meets yachts and offers an efficient service for clearance in and out for a total of \$US160 (2 people, 2015). Diesel cost US\$0.80 per litre and drinking water was US\$0.15 per litre in 20 litre containers (2015). Call on Ch 16 as you enter.

You may be allowed to make an overnight stop here without having a shore pass but reports suggest that you cannot clear in without an agent. \$57 camping gas refill and US\$1 for three pieces of laundry. A cruising permit is available for US\$10 but you don't need it unless you are going to Port Sudan. Mohamed can arrange for currency exchange. Do try to visit the market. Mohammed will change cash at a rate of approx 8 Sudanese Pounds per US\$1. Exploration has indicated that the ruined building mentioned in the last sentence of Approach used to be a bank, not a hotel.

Page 141 Marsa Ata

Anchorage was found here in 12m, soft mud, good holding though little sense of protection. Not much swinging room but easy entrance. Flamingoes, cattle egrets, herons.

Two offshore SPLMs have been reported at 19°24'·1N 37°19'·5E and 19°23'·1N 37°19'·9E.

Page 143 Port Sudan

Agents will approach you. Their fee is approx. US\$60. Formalities now cost about US\$75 plus a US\$10 port fee per day. Clear out with port office and customs on departure. It has been possible recently to stay for one night without paying any fee. Security guards check shore passes ashore.

Agent Abdul Halim has been recommended (2013). No foreign exchange available in Port Sudan and no ATM in 2008 except for the UAE Exchange Centre near DHL which will take US\$.

The bus fare to Suakin is US\$3.

Page 145 Wreck of the Umbria

Davits are visible in approx. 19°38'·2N 37°17'·4E, more towards the centre of the plan than shown, near the 16m sounding, and are a hazard to navigation.

Page 146

The 'plan' labelled 'page 171' on the key map is on the separate sheet enclosed with the book.

Page 148 Shab Rumi

A dive boat wreck is on the E side of the N lagoon, NW of the 15m sounding.

Page 150 Marsa Fijab

Caution on approach in area of shallow water marked with dotted line on plan on N side of entrance. It may extend further than shown. (2015)

The outer mark for the leading line on 313° is missing. The next beacon in has a diamond, not a triangular top mark now. Sharif is still there with his shack and his eggs but apparently has become less talkative!

Page 151

A typo has been pointed out in the last paragraph, left hand column. The first longitude in the 7th line should probably be 37°20'E.

Page 153 Marsa Arakiyai

Reception by the military in this area varies. Soldiers at the outpost will want to see a cruising permit with an expiry date and may not be welcoming. English-speaking Ali lives in the village to the SW. He will occasionally offer camel rides for a fee, negotiable.

Between Pages 152 & 153 Photo

The blue mosque at the entrance to Suakin has been repainted white.

Page 155 Juzur Telat (Taila Is)

Anchorage reported in 12m, sand, N side of islands (2015). Sand cay seen between W end of W'most island and beacon.

Correction to latitude in paragraph 1. It should read 24°34'·85N.

Page 157 Inner Channel

Number 1 beacon and Number 3 beacon now have T-shaped top marks. The port-hand marker shown on the plan NE of Number 1 beacon has a square top mark (2015).

Page 160 Jazirat Bayer (Shambaya Island)

Approach should be made from SE, not SW. Very good shelter found in anchorage marked on plan.

Page 163–4 Wreck Recovery Anchorage

Bommies lie in the approach at approx. 21°00'·8N 37°18'·6E, just WSW of the southernmost waypoint. Other bommies, not on the anchorage plan (page 163), also exist.

Page 164–5 Ras Abu Shagrab

Most yachts that have tried this anchorage don't recommend it. Only for the bold and/or desperate. Even then, don't expect much comfort.

Page 165 Shab Qumeira

Corrections have been reported as follows: ⊕6 21°15'·645N 37°10'·877E. Use special caution over co-ordinates given for ⊕4 & ⊕5. The NW part of the reef trends WNW, not southwards as shown. The marker on the S may look black rather than yellow. Reports say it now has a 'T' topmark. As always, be careful.

Page 166–7 Khor Shinab

Dugongs have been sighted here as well as Indo Pacific Humped Back Dolphins. Ashore, camels, storks, ospreys and a fox were seen (2013 and 2015).

Page 167 Top right paragraph

Use co-ordinates with caution.

Page 167–8 Marsa Halaka

The khor has been reported larger than shown, and the anchorage more capacious.

Page 169 Marsa Abu Imama

The reef on the N side of the entrance extends E beyond the beacon. A better entry waypoint would be in approx. 21°30'·2N 36°58'·8E. The stake on the reef in the middle of the inlet was missing in 2008.

Page 170–2 Marsa Hamsiat

In the first paragraph, where we say ... 'in the latitude given above' this refers to the latitude shown on the plan of the anchorage. There is better holding near the 6m sounding on the plan than there is at 11m.

Page 172 Khor Abu Asal

Military patrols here may monitor VHF Ch 14 instead of Ch 16 and expect yachts to respond.

Page 174–5 Khor El Marob & Khor Tibut

The latitude on the plan of Khor el Marob should read 21°50'·13N. Khor Tibut isn't very well depicted. We got it right in the 1st edition but were persuaded to change it by official sources. The S tending arm is longer, the gap between coral shores near the hook SW a bit tighter and the khor is wider at its inner end than shown. There's room for at least four boats. You need good light for the entrance at the turn, which is narrow and bommie encumbered. You may be visited by the military. Dugongs have been seen here and recent reports confirm the existence of at least one. They are quite common in the Red Sea but are very shy. Lots of ospreys.

Page 175 Marsa Umbeila

Two tongues of fringing reef, extending further S across the entrance than shown on the plan were discovered in 2015. However, there is no fringing reef on the N side at the head of the marsa.

Page 177 Elba Reef

There is a rock awash, SE of the E pass to Elba Reef, marked (PA) on the fold out chart which does not appear on the plan.

Page 179 Marsa Halaib

Nowadays the military here have the reputation of being very helpful and welcoming to yachts. Times change, as do personnel and policy.

Page 181 Egyptian fees

New, lower fees have been introduced for yachts clearing in at Port Ghalib (see page 201 for details) making it the port of entry of choice for Egypt. New fees **may not** apply if you clear in at the ports where you still have to pay agency fees or at Abu Tig Marina (page 216), which is still waiting for Port of Entry status.

Page 185 Dangerous Reef

The plan of Dangerous Reef is on page 186, not page 185 as indicated.

Page 188 Port Berenice

A good anchorage has been reported at 23°57'N 35°34'E in 10m.

Page 191 Marsa Wadi Lahami

Yachts are **not always** made welcome by the authorities.

Page 193 Ras Qulan & the Mahabis Is

The latitude near the centre of the sketch should read 24° 17'·91N

Page 195 Sharm Luli

The situation regarding official welcome all along this coast varies year by year. Usually you can

anchor but landing may not be allowed even for those with Egyptian visas unless you have already cleared in. Fishermen may offer to bring supplies and fuel from Marsa Alam for a reasonable fee.

Page 201 Ernesto Reef

Yachts have had difficulty locating the anchorage at the position given. It is only likely to be sought by keen divers.

Port Ghalib Marina (Marsa Allam / Marsa Mubarak)

Approach

The fairway buoy at 25°32'·001N 34°38'·707E (LFW every 10 secs) is visible on radar at 5M. The natural entrance channel is wide and runs almost due E/W for 550m through the fringing reef and is marked by lit port and starboard hand buoys. The basin now extends slightly further than we show. At the harbourmaster's office and custom's quay, immediately to starboard (N) after the entrance, there is 6m alongside at MLS. The quay and stub jetty just beyond are lit, FG, but a night entrance is not easy. If you arrive after dark water taxis may be on stand-by to help. Good security. Go to www.portghalib.com/downloads/apchart.pdf for a plan of the approach.

Formalities

Call on VHF Ch 16 or Ch 10, well ahead of arrival. Port Ghalib is a good option for northbound boats clearing into Egypt. US\$80 processing fee, regardless of size of boat. Immigration/cruising permit clearance US\$50. Government fee US\$30.

Facilities

For berthing, power and water charges go to www.portghalib.com for full details.

Fuel dock with diesel @ US\$1.18/litre in 2015 plus fuelling fee of US\$5 for up to 1,000 litres. Pump prices at a nearby service station are better. Fresh water and electricity are available at reception basin and at the quay in the main basin. Small supermarket in the marina as well as hotels, shops and restaurants. Egyptian SIM cards were available at the Kodak shop in 2015. Larger supermarket within walking distance. Provisions and laundry service available at the resort as well as bar and restaurant. Internet also available here. LPG refills not available. Many live-aboard/dive boats also use the marina. There are buses to El Quseir, Safaga and



Port Ghalib international marina bunker station fuelling berth

Hurghada at the main gate, about 2km from the basin. There is an airport nearby too with scheduled flights to Cairo and charter flights from Italy, France, Germany, Switzerland and the UK. ATMs can be found near the port office and at the airport.

Call *Port Ghalib* on Ch 16, then use Ch 10 as a working frequency.

Contact *Email* marina@portghalib.com

Manager: Captain Sherif Fawzy

Email sherif.fawzy@portghalibmarina.com

☎ +2 065 370 0240, *Mobile* (++2) 012 212 8242, (++2) 010 343 4708.

The resort tel no is ☎ +2 065 370 0222.

Page 203 El Quseir

The red light on the loading gantry has been reported unlit. Some radio masts a few miles further N have been mistaken for the gantry by a tired yachtsman with disastrous results and we hear that the government phosphate company's crane may be hired for haulout in an emergency. Some dive boats and small ships moor alongside. Only one of the mooring buoys on the chartlet remains. It is possible to tie up stern-to at the smaller jetty which is longer than shown. The overhead cables from the gantry have gone. Interesting museum and good market ashore. LPG refills possible near the Castello restaurant.

Page 205 Mina Safaga

The authorities are unpredictable and sometimes require yachts to tie up at the town quay to check in but it is very uncomfortable and occasionally dangerous here in a southerly. Oil slicks are not uncommon. In these conditions you should request to move to the anchorage off the hotel strip (sketch page 206) or the marina(s) and take the bus back to check in. Check with boats ahead of you about the latest situation. Permission revolves around taxes, fees, etc.

Page 207 Ras Abu Soma

The Intercontinental Kiriazi Hotel has a piled jetty at 26°50'·16N 33°57'·3E on the west shore of the bay inside Ras Abu Soma but this does not operate as a marina for cruising boats.

Page 209 Hurghada

The pier near the Fantasia offices gets crowded. Holding in the anchorage is poor. Fantasia is now charging up to US\$180 for clearance for a one-month stay plus US\$15 per entry visa. DIY will cost you about US\$20 less. There is a delay in Hurghada while some papers are processed even if you are going straight from here to El Gouna, so make sure you have enough daylight left. You shouldn't be held up by more than 2–3 hours unless you arrive on a Friday when it takes a lot longer.

Hurghada Marina

27°13'·5 N 33°46'E

(Green and red lights at entrance)

This new, well run marina in a gated complex has 200 stern-to berths and depths of 3–4m. Formalities must be completed in Hurghada town before berthing. The marina hopes to offer on-site check-in in the future.

Fees were US\$24 per day plus 10% tax in 2013.

Power & water extra. VHF Ch 71.

Fuel dock; diesel at US\$1.28 per litre in 2013.

Showers, laundry, shops, LPG refills, WiFi, holding tank, pump out. Bank, restaurant, bars that can be noisy at night. Fish market and airport nearby.

Contact: *Email* info@hurghadamarina.com

Marina Manager: Mr. Sherif N Sami

Email info@hurghadamarinaredsea.com

☎ +2 065 344 5234 Mobile +20 012 185 6363

www.hurghadamarinaredsea.com

Page 214 Plan

The waypoint numbers should be changed to match the details of all waypoints in correction to page 216 below. Therefore ⊕9= ⊕8, ⊕10= ⊕9, ⊕11= ⊕10.

Page 215 Plan

⊕7 is at the outer set of channel marker buoys in the approaches to Abu Tig Marina.

Clearance fees are payable to Fantasia in the Abu Tig office on departure from El Gouna.

Page 216 Abu Tig Marina, El Gouna

This is a highly recommended full service marina with some berthing for visitors. The following waypoints and corrections have been supplied by the Abu Tig Marina management.

From North to Abu Tig Marina:

⊕1 27°48'·85N 33°43'·10E

⊕2 27°40'·70N 33°45'·70E

⊕3 27°35'·90N 33°42'·85E

⊕4 27°35'·20N 33°42'·40E

⊕5 27°30'·00N 33°41'·87E

⊕6 27°26'·20N 33°43'·20E

⊕7 27°24'·61N 33°40'·94E Abu Tig Marina:

Midpoint of Channel Entrance

From South to Abu Tig Marina:

⊕10 27°16'·90N 33°52'·00E

⊕9 27°21'·20N 33°48'·20E

⊕8 27°25'·60N 33°43'·85E

⊕7 27°24'·61N 33°40'·94E Abu Tig Marina:

Midpoint of Channel Entrance

Marina Entrance Channel

The marina entrance channel, dredged 3.6m, creates the approach through the reef flat. The channel is approximately 400m long and 40m wide at the narrowest point, at the seaward end. Four pairs of Lateral Buoys/Beacons with lights mark the channel. When entering, leave red to port and green to starboard. From seaward, the first set of marks are fixed beacons on metal structures placed on the reef edge with flashing lights, once every 5 secs, flash length 0.5 secs. The outer marks on the fairway to enter Abu Tig Marina are not in safe water. Both are metal towers standing on relatively shallow reefs. The reefs on both sides extend some distance into the fairway. In the case of the outer port hand (red) tower, the reef also extends some distance to seaward. The entrance channel is narrow and it is important to keep to the centre and not to venture towards the outer port hand (red) tower. The next two pairs are floating buoys with fixed lights. The last pair is on beacons on structures each side of the marina entrance. The lights are fixed. Entry at night

is not advisable and even in daylight a sharp lookout should be maintained approaching the fairway. If practical, it is best to enter the marina well before sunset as it is difficult to see the reefs when the sun is low in the W. Please remember, the plans in the book are not to be used for navigation.

Chart corrections

2001 editions of Admiralty Chart 2375 have the corrections 1.0 & 1.1 below.

1.0 Waypoints and buoys/lights on the Admiralty Chart 2375: 1999 (not on any edition of Chart 8) and listed in the Red Sea Pilot were for the old marina 'Abydos'. For example, the marina symbol marks the old marina, approx 2M S of Abu Tig. To enter Abu Tig Marina it is not necessary to enter behind the reef Sha'b Abu Shar and the coastal fringing reef.

1.1 Buoy (flashing red) **removed** from 27°24'·6N 33°41'·4E (marked on Admiralty Chart 2375).

1.2 Buoy **removed** from SE corner of Sha'b Esh, 27°26'·42N 33°42'·44 E.

1.3 Large orange buoy **removed** from 27°29'·91N 33°46'·64 E. This used to mark the narrow passage through Sha'b Tawila and Sha'b Abu Shibban. You can still pass due South of this position and just North of the reef Sha'b Abu Shibban. There is currently a marker post on the N tip of this reef (not recommended for night passage).

Formalities

Abu Tig Marina is waiting for Port of Entry status. Yachts wishing to stop here need to check in at Hurghada before entering the marina. This will involve clearing with the usual authorities including Port Authority, Customs, Immigration, etc but this is a relatively quick process. You should ensure you get a Cruising Permit from the Port Authority (destination Hurghada if you are coming from the North and Suez if you are coming from the South). See those ports and Port Ghalib for more details. If you are northbound you could also consider check in at Port Ghalib (see above) but charges mount rapidly as you wait for clearance.

If you are southbound you will should do clearance in Port Said and ask your agent to make the sailing permit out for Hurghada. You can then go to the marina first, before doing clearance. The marina office will arrange for an agent to complete your formalities, including payment of the Customs Fee, at Hurghada Port. The fees for a stay of one-month are approximately US\$180 which includes the following:

Agency fee US\$50
Port dues calculated on LOA and tonnage US\$43
Customs fee & stamps US\$40*
Marine inspection US\$20
Immigration & police fees US\$20
Quarantine US\$7
Visa fee per passport US\$15

*The extended customs fees if you stay over one month are as follows:

LE 250 for the first four months
LE 500 for the next four months

LE 1000 for the final four months
LE 100 for yachts staying less than one month
NB you cannot pay month by month and will need to decide to opt for either one month or four months.

A stay of four months or more involves costs amounting to approx US\$280 for each four month period plus the relevant customs fee as above. This includes all the various fees in Hurghada Port and the agency fee. Foreign flagged boats may stay up to one year from the date of arrival. After that year, boats need to be bonded for four months or leave the country for the same period.

Facilities

126 berths for boats up to 50m and 18 visitors berths. There are three basins with depths of 3.6, 2.6 and 1.6m respectively. Berthing rates are US\$20 per day for LOA <16m with a special reduced monthly rate of US\$300. For catamarans under 16m LOA rates are US\$30 per day. Monthly Rate: US\$ 450. All charges are subject to +10% sales tax. Power and water are metered and charged separately. Payment on Visa and Mastercard or US\$, Euros and Egyptian pounds is equally acceptable.

Showers, laundry, Wi-Fi, 24-hr security. Fuel is available by jerry can at US\$0.33 per litre from the old marina at Abydos or by jerry can at Abu Tig. Repairs also at Abydos Marina. LPG refills cost US\$7.50–15.00 depending on size and sales tax. Costs elsewhere in Egypt for LPG are higher. Water is non-potable. Cash withdrawals from ATMs at the marina and downtown on most credit cards.

The marina is spoken of highly by cruisers, both those who make a short call here and those from the Mediterranean who winter over here. Please contact them well in advance as the marina is often full.

The associated Pro Tours are very helpful if you want to go inland.

Contact VHF Channel 73
Marina Manager Philip Jones
Email info@abutig-marina.com
☎ +2 065 358 0073 Mobile +2 012 223 0090
Fax +2 065 358 0040 www.abutig-marina.com.

Page 235 Ras Malaib (Mersa Hammam)

The bottom is hard sand. Care is needed in setting anchors in strong winds even in depths of 4–5m.

Dome Yacht Marina

29°26'·6N 32°29'·2E

It has about 100 stern-to berths for LOA maximum 25m, 2.5m maximum draught. Electricity, water, diesel, petrol, LPG, boat wash and slip. It's attached to a small beach development with restaurant and has 24-hr security. Call on Ch16 on approach.

It used to be possible to get an Egyptian cruising permit here but that is no longer possible. Ask the agent at Port Said to issue this if you are southbound. The permit should mention your destination ports within the period of validity.

Contact Manager Mostafa Badr El Din
Email mbeldin37@yahoo.com ☎ 20 62 321 0002/3

Page 242 Gulf of Aqaba, Sinai

Taba Heights Marina

29°22'.30N 34°47'.40E

The marina, which is also a port of entry for Egypt, is now open and check in is available for the same fee as at Port Ghalib. The processing fee of US\$40 is also charged but permits are dealt with quickly. VHF Ch 73/16.

It has depths of 1.6–3.2m with berths for up to 50 yachts.

Contact ☎ +20 69 358 0046 Fax +20 69 358 0045

Mobile 012 397 2750

Email marinataba@orascomhd.com

Arriving boats must contact the marina 24hrs in advance in order to arrange check in procedures and berthing availability.

Contact ☎ +20 69 358 0046 Fax +20 69 358 0045

Mobile 012 397 2750

Tala Bay, Aqaba, Jordan

29°24'.5N 34°58'.1E (Admiralty Chart 801, 2006)

VHF Ch16/88

Marina Manager ☎ +962 7 45445631

Dock Master ☎ +962 7 45442423

Land Line ☎ +962 3 209 3333 ext 1200/1311

Email khabujaber@talabay.jo or

ahqatawneh@talabay.jo

Fax +962 3 2017229 www.talabay.jo/marina

Mersa Morakh (Plan)

Longitude should read 34°50'.1E

Page 244 Royal Yacht Club, Aqaba, Jordan

Approach

The entrance breakwaters are marked by two lights:

The first is an occulting green at 29°31'.74N

34°59'.87E.

The second is red flashing light at 29°31'.76N

34°59'.9E

Facilities

The marina can accommodate up to 160 boats max 25m LOA, max draught of 2.9m. Yachts are moored to concrete piers. Power, telephone, and fresh water available.

Diesel & petrol, slip for max LOA 8.5m, travel lift. Dry berthing and storage for boats up to 10m. Call on VHF Ch 16 & 67. Service is provided 24 hours maintenance workshop.

Berthing Fees (Jan 07)

Boat length in m	Daily basis JD	Weekly basis	Monthly basis
08–12	10	50	200
12–16	15	75	300
16–20	20	100	400

(Rates for boats over 20m LOA determined individually).

Power @ 0.500 JD/kwh, water @ 2.500 JD/cubic metre.

Service fees: 40.000 JD including all formality fees immigration, customs etc, except for visas and departure tax.

NB Send crew (and passenger, if any) list in advance in case you have nationalities aboard requiring visas in advance of arrival.

Arrivals welcome on week days (Saturday–Thursday) from 0830–1830 hours. If you expect to arrive late or on a Friday please contact the club staff in advance:

Contact General Manager Captain Mahmoud Abu Sheikha ☎ +962 3 2012915 Fax +962 3 2022515 Email rycj@wanadoo.jo Fax +962 3 2012914

Royal Yacht Club of Jordan, P.O.Box. 500, Aqaba, Jordan ☎ +962 3 2012900.

Page 246 The Suez Canal

New sections open in August 2015. A map can be found at <http://www.hellenicshippingnews.com/the-new-suez-canal-due-to-open-in-august-2015/>

Page 249 Suez Yacht Club

Fees have increased and fuel was US\$0.18 per litre in 2015.

Page 250 Suez Agents

Most yachts use either Nagib Latif, Felix Maritime Agency, Email felix@felix-eg.com, www.felix-eg.com, VHF Ch 22 or Prince of The Red Sea Email princeoftheredsea@gega.net

Both charge a fee of approx US\$100 but may ask more initially. Official fees plus this agency fees cost about US\$350 northbound and US\$450 southbound for an average sized yacht. Contact either agent as you approach Suez on VHF Ch 19. An example of tonnage charges by a yacht measuring 13m LOA x 3.71 beam x 2.1m draft + 1.3m topsides height was US\$195. If you think your measurement has been unfair and that you are being overcharged, challenge it through your agent right away.

We have been given the following contact for complaints:

Mr Gamal Abdel Latif El Deeb, Managing Director Movement of Ships, Suez Canal Authority Mobile (+2) 012 356 3303 ☎ (+2) 064 339 2020 See below and Port Fouad if you are S'bound.

Page 254 Ismailia

There is 2.1m at LWS alongside the E quay of the Yacht Club. Good drinking water and power included in rates. For 10–15m LOA was \$US21 per night in 2015. Long stay rates available. A pleasant place but quite open to SW. Restaurant (open only for lunch) prices for non-locals are rather high. Note that if you get exit stamps in passports at Suez you can use the club but won't be allowed past the gate.

Page 255 Port Fouad

The tonnage fee is calculated somewhat differently here, often quite informally and there may be no measurement as such. Make sure you know what tonnage you have been assigned and if you think it is exaggerated appeal directly to the Canal Authority. This usually works well and fees can be dramatically reduced. (See page 250 above).