

The South Africa Compendium

A Compilation of Guidebook References and Cruising Reports

Covering South Africa

IMPORTANT: USE ALL INFORMATION IN THIS DOCUMENT AT YOUR OWN RISK!!

Rev 2021.1 – October 23, 2021

We welcome updates to this guide!
(especially for places we have no cruiser information on)

Email Soggy Paws at sherry –at- svsgogypaws –dot- com.

You can also contact us on Sailmail at WDI5677

The current home of the official copy of this document is <http://svsgogypaws.com/files/>

If you found it posted elsewhere, there might be an updated copy at svsgogypaws.com.

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1 Introduction

The original Compendium for the Tuamotus in French Polynesia started out as a way for s/v Soggy Paws and a few friends to organize notes and various internet sources on the Tuamotus, prior to our cruise there in Spring of 2010. Later, it became a way for us to pass on what we've learned while cruising the Tuamotus in 2010 and 2011. Now the idea has migrated with Soggy Paws, from the Tuamotus, to the Marquesas, to the Societies, Hawaii, the Cooks and Samoas, Tonga, Fiji, the islands between Fiji and the Marshall Islands, the Marshall Islands, Micronesia and into SE Asia. In 2015, I started collecting information about an upcoming traverse of the Indian Ocean. At the time, we didn't know whether we were going via the Red Sea or South Africa, so I've been keeping up with both routes. The South Africa Compendium is really rough at this point.

If you haven't yet found our other 'Compendiums', they're available online at <http://svsoggypaws.com/files/> (also look at <http://svsoggypaws.com/files/hidden.htm>)

This is not intended to replace the guidebooks or charts, but to supplement out-of-date guides with recent cruiser first-hand reports, and fill in places that the guides don't cover.

To compile this 'compendium', we have used all sources at our disposal, including websites, blogs, emails, and our own experience. We always try to indicate the source of our information, and the approximate time frame.

If your information is included in this guide, and you object to its inclusion, please just email us, and we'll remove it. But this is a non-commercial venture mainly to help cruisers from all of our collective experiences.

1.1 Organization of the Guide

This guide is loosely organized from East to West in South Africa.

1.2 Overview of the Area

1.3 Time Zone

1.4 Weather In This Area

1.4.1 General Weather Conditions

1.4.2 Weather Sources – With Onboard Email

The best source of weather for boats approaching South Africa from Madagascar, or for those sailing around the east African coast, is Des Cason.

Here's a Youtube video made by s/v Umadam talking about Des.

<https://www.youtube.com/watch?v=sUI4KuGHKFA>

Des can be contacted at sygambit@gmail.com

1.4.3 Weather Sources – Voice

1.4.4 Weather Sources – Internet

1.4.5 Tropical Weather

1.5 Customs & Immigration

1.5.1 Special Regulations about Children

From FlySAA.com: Section 7 of the South African Immigration Act, 2002 (Act No. 13 of 2002)

Under 18s travelling to and from South Africa

The new requirements, being introduced by the South African Department of Home Affairs, for additional documentation needed by persons under the age of 18 years for travel to and from South Africa will be implemented on 01 June, 2015.

Applicable travellers will be asked to produce the required documentation at check-in for each flight.

For further information and assistance please contact the South African Department of Home Affairs, 0800 60 11 90 (toll free from South Africa); or your local South African Embassy

Frequently Asked Questions

A) What do the regulations say about parents travelling with children?

Regulation 6 (12)(a):

Where parents are travelling with a child, such parents must produce an unabridged birth certificate of the child reflecting the particulars of the parents of the child.

1. What is an unabridged birth certificate?

It is a birth certificate reflecting the particulars of both parents.

2. Is this applicable to all children?

Yes, the South African regulations regards a child as any person under the age of 18 years. It is applicable to all nationalities departing from and arriving in South Africa. It is not required for passengers remaining in transit, unless s/he requires a transit visa. The unabridged certificate should be submitted during the transit visa application process and both the certificate and visa should be carried on person whilst travelling.

3. What about unabridged birth certificates or other documents that are not issued in English?

All documents issued in a language other than English would be accepted.

4. What about countries that do not issue unabridged birth certificates?

In the case of foreign countries that do not issue unabridged birth certificates, an equivalent document containing the particulars of the child and his or her parents issued by the competent authority of the foreign country should be produced.

5. Must I travel with the original document?

A certified copy is sufficient as per the regulations. It must be certified as a true copy of the original by a Commissioner of Oaths (or the equivalent, should Commissioners of Oaths not be a practice in the country concerned).

6. Can the document be scanned and e-mailed?

Yes

B) What do the regulations say about children travelling with one parent?

Regulation 6 (12)(b):

In the case of one parent travelling with a child, he or she must produce an unabridged birth certificate and:

- Consent, in the form of an affidavit from the other parent registered as a parent on the birth certificate of the child, authorizing him or her to enter into or depart from the Republic of South Africa with the child he or she is travelling with;
- A court order granting full parental responsibilities and rights or legal guardianship in respect of the child, if he or she is the parent or legal guardian of the child; or
- Where applicable, a death certificate of the other parent registered as a parent of the child on the birth certificate,

provided that the Director-General may, where the parents of the child are both deceased and the child is travelling with a relative or another person related to him or her his or her parents, approve such a person to enter or depart the Republic with such a child.

6. What is the time line for the affidavit?

The affidavit must be no older than 4 months, dating from the time of travel.

7. My country does not issue affidavits. Which alternative do I have?

A South African Embassy in the traveller's country of residence may be approached to commission the oath or solemn declaration free of charge.

C) What do the regulations say about persons travelling with a child who is not their biological child?

Regulation 6 (12)(c):

Where a person is travelling with a child who is not his or her biological child, he or she must produce:

- A copy of the unabridged birth certificate of the child;
- An affidavit from the parents or legal guardian of the child confirming that he or she has permission to travel with the child;
- Copies of the identity documents or passports of the parents or legal guardian of the child; and

- The contact details of the parents or legal guardian of the child,

provided that the Director-General may, where the parents of the child are both deceased and the child is travelling with a relative or another person related to him or her his or her parents, approve such a person to enter or depart the Republic with such a child.

Questions and answers 1 - 7 also apply.

8. Does this include children travelling with school groups and grandparents?

Yes, any child under the age of 18 travelling with a person other than his / her parents must be in possession of the above documentation.

9. Is a copy of the unabridged birth certificate sufficient or must it be the original?

A copy is sufficient as per the regulations. It must be certified as a true copy of the original by a Commissioner of Oaths (or the equivalent, should Commissioners of Oaths not be a practice in the country concerned).

10. Must the copies of the parents' passports / ID's be certified?

They must be certified as a true copy of the original by a Commissioner of Oaths (or the equivalent, should Commissioners of Oaths not be a practice in the country concerned).

11. In what format must the contact details of the parents be?

A Parental Consent Affidavit (suggested format attached) with the parents' name and surname, physical address, telephone and cell phone numbers would be sufficient.

12. How do you obtain approval from the Director General when you do not reside in South Africa?

Through the nearest South African diplomatic or consular representative abroad.

D) What do the regulations say about children travelling as unaccompanied minors?

Regulation 6 (12)(d):

Any unaccompanied minor shall produce to the immigration officer:

- Proof of consent from one or both his or her parents or legal guardian, as the case may be, in the form of a letter or affidavit for the child to travel into or depart from the Republic: Provided that in the case where one parent provides proof of consent, that parent must also provide a copy of a court order issued to him or her in terms of which he or she has been granted full parental responsibilities and rights in respect of the child;
- A letter from the person which is to receive the child in the Republic, containing his or her residential address and contact details where the child will be residing;
- A copy of the identity document or valid passport and visa or permanent residence permit of the person who is to receive the child in the Republic; and
- The contact details of the parents or legal guardian of the child.

Questions and answers 1 - 12 also apply.

13. What is the age for an Unaccompanied Minor in this case?

Any child under 18 travelling by themselves will be seen as an unaccompanied minor by Immigration. This does not affect the airline's Unaccompanied Minor policy and procedure.

14. In Regulation 6 (12)(d), points (i) and (ii) refer to a letter. Must this letter be certified?

It must be certified as the original or as a true copy of the original by a Commissioner of Oaths (or the equivalent, should Commissioners of Oaths not be a practice in the country concerned).

15. Must the consent be from one parent or both?

It must be from both parents as per the regulations.

E) What do the regulations say about two unused pages in the passport?

Regulation 2 (1) (d):

Passengers travelling to South Africa must be in possession of a passport with two unused pages required for endorsements. The two unused pages when presented for purposes of endorsing a port of entry visa, visa, permanent residence permit or entry of departure stamp.

16. Is this for all passengers travelling to South Africa?

The two unused passport pages specifically pertain to foreign passports (non-South African).

These must be visa pages.

The requirement does not apply to foreigners who are in possession of valid permanent residence permits in South Africa.

The first unused page in a foreigner's passport is used for the issuing of a visa, if required, by a South African mission abroad or by the Department's Head Office in South Africa (the latter in the case of an extended stay).

The second page is used by Immigration at the South African port of entry for endorsing the arrival or departure stamp and, in the case of foreigners not requiring a visa, a port of entry visa (one page required for both arrival and departure stamps and port of entry visa).

F) What will happen to a passenger not in possession of these documents?

Regulation 6 (9):

When examining a person before his or her departure from the Republic, an immigration officer shall ensure that the person is not:

- a fugitive from justice; or
- the subject of a court order that orders the Department to prevent his or her departure.

Regulation 6 (10):

Any child who is in alternative care as defined in the Children's Act, 2005 (Act No. 38 of 2005) shall, before departing from the Republic, produce a certified copy of an authorization letter from the Provincial Head of the Department of Social Development where the child resides as contemplated in section 169 of the Children's Act.

Regulation 6 (11):

An immigration officer shall refuse any person contemplated in sub regulation (9) or who does not comply with sub regulation (10), to depart from the Republic.

17. What will happen if we don't have the required documentation at the time of check-in?

SAA are bound by the South African Immigration regulations and must act accordingly. Travellers not in possession of the required documentation will not be allowed to travel.

18. Is this regulations only applicable to persons departing the Republic?

No, the regulations are applicable to all passengers arriving or departing South Africa.

G) What must I do if I am declared undesirable?

Persons who are declared undesirable persons in terms of Section 30(1)(h) read with 50(1) of the Immigration Act, no 13 of 2002 as amended (by Act No. 13 of 2011) are not permitted to return to South Africa for the period specified in the declaration. They may however submit written representations as indicated in the declaration.

The following documents must be submitted:

- Written representation.
- A copy of the declaration of undesirability (form 19) that was issued at the Port of Entry.
- A copy of the relevant pages of the passport, including biodata page.
- Acknowledgment of receipt (in cases where the applicant has applied for a permit and the status is still pending).
- If the applicant overstayed due to medical reasons, a medical certificated must be submitted.

The appeal must be e-mailed to: Overstayappeals@dha.gov.za

H) Who can I speak to if I have further questions?

If you have any further questions relating to these regulations, please contact the South African Department of Home Affairs, 0800 60 11 90 (toll free from South Africa); or your local South African Embassy

1.5.2 Pre-Arrival

1.5.3 Immigration

1.5.4 Renewing Visas

Jenny Crickmore Thompson – 2019: Quite correct, leave just before your visa expires, come back after it has expired, and you will get another 90 days.

Anthem – 2019: For crews wanting or needing to stay in S Africa more than 90 days, here is our experience. I had an acute knee pain requiring total knee replacement plus our Yanmar was having problems that required parts be shipped in and customs was on strike, both causing a delay past our visitor permit end date. Despite what we had heard (that one needed to leave the continent to get additional time, which indeed we had done over Christmas) and after talking to an immigration official we got letters from the marina and doctor explaining our situation, then left for Namibia (fun trip to Etosha, Swakopmund and Walvis Bay - go see the flamingos) just before the permit ended. We returned after expiration. The immigration official at the airport was only going to give us until our current permit expired, but when realizing that it had, immediately gave us a new one for 90 days. Perhaps with the letters giving sufficient justification we might have gotten additional time, but since we had no permit when returning we didn't even have to show a reason to stay or any proof that we had a way to depart (such as a return ticket). As rules here seem a bit arbitrary, cannot advise this would be everyone's experience, but it worked for us.

Alba – 2018: Unfortunately, extending one's visa here requires you to apply within the first 30 days of arrival in the country, as it takes up to 2 months for the visa company to complete the process - crazy! The only other option is to fly out of the country to a non-bordering country such as Zambia, let your visas expire there, and when you fly back in, you'll be given another 3 months.

Arthur Hoag – 2016: But, the experience last season was that if you fly out, you will only get an additional 90 days on return, if you return after the expiration of your first 90 days. If you fly in and out during the first 90 days, you will only get the balance of your initial 90 -- and we saw discrepancies in what was given. Similar phenomenon at land borders as flying in and out, but it seemed more consistent when flying. When we flew out we also brought a letter from the yacht yard saying work was being done etc. and confirming that we would be returning to the yacht to depart the country.

Mark Pittman – 2016: Last year we flew in and out during our first 90 days. Did not get a new visa when we came back, just the same one with same original expiry date.

In hindsight I wished we had asked for only a 30-day visa when we came in, then we could have let it expire while we were away on safari in Botswana and got a 90-day one when we came back... but that requires fore-thought, fore-booking, and fore-planning none of which we possess.

We ended up applying for a visa extension in Cape Town when we were not going to be able to leave in time. That's when the wheels really come off... you're not meant to leave while they are "processing" your visa and there's a good chance that the extension you're applying for will expire while you are waiting for it to get processed (2-3months)... so you're stuck and probably eligible for a fine no matter what you do... We never did find out if they awarded us that extension we paid quite a lot of money for... (interpret that how you will)

Neil Langford – 2016: We flew to Botswana from South Africa, arranged so that our initial 90 day visa would expire while we were away. On flying back into Jo'Berg we were given 90 days, no questions asked. I don't think you need to go to your "home country". To my knowledge, every one who was out of the country when the original visa expired was given a new 90 day visa when they returned.

1.5.5 Customs

1.5.6 Health

1.5.7 Stopping Before Officially Clearing In

1.5.8 Pets

October 2021 – Jenny Crickmore Thompson: Regulations for Pets in Transit, South Africa

Your enquiry regarding the arrival of dogs (and cats) in SA on yachts in transit refers:

These dogs and cats will not be allowed off the yacht, nor may they accompany their owners visiting/touring South Africa. These animals pose a potential risk to the health of both our animal and human populations, as several of the diseases of concern to the South African Veterinary Authority are zoonotic and may infect people as well as dogs.

The South African import requirements require a veterinary health certificate signed by the Government Veterinarian of the exporting country. It also includes the requirement for negative testing for *Brucella canis*, *Babesia gibsoni*, *Dirofilaria immitis*, *Trypanosoma evansi* and *Leishmania*, within 30 days of import. Usually it is not possible for these animals to comply with these requirements, as they visit many countries along the way and the time spent on the ocean would result in the expiry of the veterinary health certificate and test results. Since the yacht owners and their pets are usually only visiting South Africa for a short period of time, the dogs are not imported into South Africa. Therefore, the animals must remain in quarantine on the yacht.

If clients wish to stay for a significant period of time, or to import their animals into South Africa, they will need to follow the same procedure as for animals arriving via air. They would need a veterinary import permit, vaccination records, negative blood test results, a health certificate signed by an official veterinarian and history of the countries the animals have visited on their journey, including details of how long the animals spent in specific places and whether or not they came into contact with other animals. . The South African state quarantine facilities are located in Kempton Park (Johannesburg) and Cape Town. Therefore, the dogs would either have to arrive in Cape Town and be transported to the Cape Town quarantine facility under state veterinary supervision, or they would need to be flown to OR Tambo International Airport from the last country visited prior to South Africa.

We appreciate the assistance of the yacht clubs in making this information available to people visiting South Africa on their yachts. I have included a copy of the information document for the import of dogs and cats, which can be provided to potential visitors. Please refer any queries in this regard to LeratoDI@Dalrrd.gov.za and WeekendM@Dalrrd.gov.za and copy GretnaDW@Dalrrd.gov.za

Dr Zenobia Rassool

Compulsory Community Service Veterinarian

Import / Export Policy Unit

On behalf of Directorate : Animal Health

Department of Agriculture, Land Reform and Rural Development

Tel: (+27) 12 319 7536

Web: www.dalrrd.gov.za

E-mail: zenobiar@dalrrd.gov.za

July 2021 – Jenny Crickmore Thompson: Please be advised: anyone who is travelling with a cat or dog aboard needs to have a permit from the Department of Agriculture and Fisheries here in South Africa before being allowed to clear in. Obviously the animals all need to be chipped and vaccinated, but without the permit the animals need to go into quarantine.

As there is no facility for quarantine in Richards Bay or Durban, it means a straight trip to Cape Town for clearance.

Please, get your paperwork done before you arrive!

<https://www.pettravel.com/immigration/SouthAfrica.cfm>

Response: We did it 3 years ago. Sent the form and the money for the permit to the Department. and never heard from the Department again. 😊 we asked several times. never got a reply. so we decided to go without the permit. No one asked us for it in South Afrika! there was even no pet-question on the form.

Response: Unfortunately boat just arrived from Malaysia with 2 dogs on board has been refused entry in Richards Bay as they had no permit - have been told they have to sail to Cape Town directly in order to quarantine the dogs. So, don't take chances!

<https://www.dalrrd.gov.za/Branches/Agricultural-Production-Health-Food-Safety/Animal-Health/importexport/forms>

1.5.9 Inter-Country Clearances

1.5.10 Checking Out

Chris Marchant – Jan 2015 – Checking out of Capetown: For those who will be checking out of South Africa at Cape Town the advice is to check out during the weekend as Customs, Immigration and the Port Authority are much less busy and more likely to be in their offices. Also the Port Authority use a building next door to Customs and Immigration at weekends instead of further away at the Port Control Tower so it is much easier altogether. Royal Cape Yacht Club are very helpful and will give you a map showing the location of the relevant offices. The order of visits is: Port Authority followed by Immigration then Customs. We have just done all this, it was quick and efficient.

We can also confirm that the cost of checkout payable to RCYC is 250 Rand, this is in addition to any marina fees you incur during your stay.

Rose E Rose (Smoke?) – January 2015 – Checking Out of Capetown: Smoke checked out of South Africa without going to the RCYC even though we were told it is compulsory to go there.

RCYC were fully booked prior to Christmas and provided a letter confirming this.

1.6 Local Information and Customs

1.7 Yachtsmen's Services - Overview

1.7.1 Money

1.7.2 Diesel and Gasoline

1.7.3 Propane (Cooking Gas)

1.7.4 Groceries

1.7.5 Water

1.7.6 Boat Parts & Repairs

For haulout facilities, see [this section](#).

Barbara Shafer FB Jan 2015 – Liferaft Servicing: We just got our serviced liferaft back from Sturrock Grindrod and have been very impressed with the people and the service and the price. 6500 Rand for our four person liferaft including pressure testing and leak testing of CO2 cylinder. (but few consumables) They are the Survivtec reps for South Africa. The person that did ours has worked for them for 37 years! They also pick up and deliver to RCYC at no charge.

Recommendations on someone to create a new bimini – April 2019 (specifically in Capetown area):

- We had good canvas work done in Richard's Bay. Doesn't Google know of anyone in CT?
- There is someone in FBYC. Try contacting the office there.
- Steve Meek at Norths Sails in Pardeen Island
- Francesco at Ulman sail

1.7.7 Medical

1.7.8 Laundry

1.7.9 Security Issues

Prince Diamond – December 2018: I am in Cape Town at the moment and have stayed at Richards Bay, Durban, East London, Mossel Bay, Simon's Town and Cape Town (RCYC).

Yes, there is a significant crime problem of which you should be aware. I myself survived a half-hearted mugging (<http://www.svprincediamaond.com/?p=2113>). And I know a cruiser friend who had the equivalent of US\$8,500 stolen off their boat. But a little caution will help.

Generally however, our experience of South Africa for our entire crew has been very positive. Food is wonderfully cheap, the country is amazingly beautiful and the people have been wonderful.

The infrastructure of the entire country is falling apart. This is not so much a problem today, but in 5 to 10 years I don't know how this place will survive. I think this has a lot to do with the lack of repair to the marinas. Here at the RCYC apparently the club's VHF radio is broken, so that is that. No more radio. But if one can get past the general shabbiness then you'll be much happier.

The problem with trying to judge the country by reading other people's posts is there is a great variety of expectation. Some cruisers feel ripped off if they pay anything more for something than they feel is right. And others don't mind paying a bit more because it goes toward a desperate economy and they see they are helping a very poor people. And those are the 2 ends of a spectrum of expectation.

Today I am having a fellow repair some gel-coat issues on my hull, clean and wax and polish the hull and this will cost the equivalent of US\$250. If I am getting "ripped off" then I will consider it charity. When someone watches your car in a parking lot and asks the equivalent of a dollar for that, sometimes watching those cars all night, I don't have a problem with that. Enjoy your visit! We LOVE this place!

1.8 Haulout, Storage, and Repair Facilities

Mark Pittman FB 2016: I think you will find that Cape Town or Saldanha Bay are about the same cost as Durban, if not more. Hauling out in SA is very expensive. If you don't need to haul out its generally cheaper to stay in the water. I agree with Ley that Simonstown is probably the best in terms of a nice location. But don't get your hopes up that it will be much cheaper, especially if you want to stay out for more than a few days (Simonstown fees encourage brief haulouts... gets more expensive the longer you stay out).

Kokomo – Dec 2018: We were looking for haul outs for catamarans and found an interesting website www.tahinaexpedition.com

" Cautions For Cruisiers To South Africa"

They detailed their experience of boatyards in SA (not only for cats) in 2015. You need to read this.

1.8.1 Richards Bay – Zululand Yacht Club

FB Group for Zululand Yacht Club: <https://www.facebook.com/groups/108143239158/>

Brick House – September 2019: Thought I'd write a quick note regarding Zululand Yacht Club and boatyard in Richards Bay, South Africa. You know I'm the first of anyone to let you know about problems...

We have been at the boatyard now for 5 months, and can report the following:

Theft Issues: Have not heard of or experienced any theft of any kind. There were the reports last year of a number of break ins, but the local companies and staff here feel they have "gotten rid of" those people. More lights were put in and fences repaired, and guards walk the premises at night. They never even seem to let our friends in...other yachties...and security seems fairly

good. We will be here another 3 months...and we are in the midst of installing a top quality security system (when in Rome, do as the Romans do...)

And fingers crossed I haven't jinxed it. We lock up when we go, set our current security system whenever away, leave nothing of great value outside, all the typical stuff. Nothing ever goes unlocked or left around when we aren't here that we would be devastated to lose, though we have made mistakes. NOBODY has keys for the boat or access. NOBODY comes inside to work. We have actually made a few mistakes and left some stuff outside and they were never taken, but that was good luck. We had Maggi anchor chain outside in a barrel for more than 2 months, locked up, but nobody ever touched it.

Shipping Stuff In: Shipping hasn't been terrible. We use Amazon to ship in and it arrives super fast, with duty prepaid, and no hassles at all. Shipping varies HUGELY at Amazon so check each item separately. Import duties seem MUCH better...only 5-15%...not like the 58% we experienced with other than Amazon twice. If you can possibly do with Amazon it's truly the best.

Other shipping...you will get notified by cell that you have duty due with a link to pay it. Pay it and package arrives. They base on invoice value, and you pay by credit card or at an ATM. Easy, but not often cheap. I did get two packages from eBay but they didn't come to the yacht club...I had to go to Meerensee post office to get them. Nothing due...value of both packages under \$10.

Getting Around: Eric the taxi driver is your best bet for clearing in, and shopping. +27 82 496 2877 on WhatsApp

Cell/Internet: Vodacom fastest internet. \$30 for 5GB..Telecom cheapest and not that fast...\$20 for 8GB I think. VOX if here for a while, is a great deal. I pay \$51 usd per month for 200GB, and it's faster than Vodacom or telecom, especially for large uploads, though lately it hasn't been as fast.

Boat Work: Fleet Management, and Yanni Enterprises at Boatyard has provided good help and service...no complaints at all. They made us a fantastic exhaust riser, and have provided semi skilled laborers when we have needed it.

-Sip , one of the workers in the boatyard, has been exceptional if you can get him. Ask Yanni, the boatyard manager about renting him. Not sure what he charges for him now...I think the equivalent of around \$25 per day, but I could be off. He is a worthwhile helper!

Amenities: The bathrooms are clean with lots of hot water. The Friday night brais are good value and fun, often with live music.

-Here or at Tuzi Gazi, lock up from monkeys!

The area is safe, and quiet...we are enjoying it here. People very generous and friendly. Please stop in to say hi if you come to Richards Bay, and feel free to ask questions.

Brick House – December 2018: Here is detailed info/quote on hauling out at Zululand.

Payable to Zululand Yacht Club

- (1) Temporary Membership +/- R 800.00 per month
- (2) Refundable Deposit R 2000.00
- (3) Parking of vessel +/- R 60.00 per day

(4) Slipway Fee R 200.00 in & out

Payable to Haulage Contractor

(1) Haulage fee R 7600.00 One way

(2) Propping fee R 1200.00

(3) H P Cleaning Hull R1200.00

So.....for 4 months it is \$2302 usd

For 1 year it is \$4102 usd

Agnes Broyles (FB) – December 2018: We were robbed big time in Zululand Yacht club while we were away on a Safari. We believe it was an inside job. They knew when we were gone and our position in the yard made things real easy. They must have been on the boat more than once. After we were robbed, several people have told us they were robbed both in and out of the water. Our losses amounted to about 84,000 rand. We offered a reward. Management took the sign down. Police and security are worthless. I would not recommend hauling at ZYC. Maybe Durban or at CT. Security seems to be better there.

Rutea – March 2018 – Hauling Catamarans: While we were at Zululand Yacht Club in Richards Bay, we saw them haul a Lagoon 45, however, the work done on our boat by the staff there was subpar and we cannot recommend them.

Rutea – Dec 2017: I think our Contest 48 with a 2.0m draft was about as big as they could handle. Even then, we had to wait for a spring tide to haul and splash.

We left our 48-foot ketch on the hard at Zululand Yacht Club for about four months. Their 'travel lift' is one of the most primitive I have ever seen and we had to remove our forestay and inner forestay to fit. While on the lift, it had a flat tire. They have no welded stands, instead, they use 3-inch diameter wooden poles to support the boat - they claim they've only lost one boat using this method. We had some work done by the son of the yard manager which failed completely within a year.

1.8.2 Durban

Anthem – April 2019: We left Anthem on the hard in Durban for a few months while we travelled. Few things to consider. There is only the one place that could potentially lift Dana. Anthem just squeezed in. We are 4.9m beam. I think 5 is about max. It is a safe place but very dirty with dust from container yard next door. Sourcing boat parts in Durban has been more of a challenge than expected. Depending on what you need expect long lead times.

Helen Grung – FB Dec 2017: Speak to Densil Wortmann at the **Bluff Yacht Club**. He does haul outs and also sells paint etc. His work is of a very high standard.

<https://web.facebook.com/Bluff-Yacht-Club-122604287844985/>

Mark Pittman – FB 2016: We spent about 6 weeks in Durban last year. We didn't haul out but we hear from some people that did (or tried). The feedback was generally not positive. Main issues were that the place to haul out was deeper in the harbour at a semi-commercial location which is a long way from anywhere. You'll probably need a car to get there and back and security might be an issue. The bigger problem was that we heard a few people finally got around there to haul out and suddenly hidden extra costs started coming out of nowhere. It was

so bad for one cruiser that he decided to abort the haul out and leave the boat in the water instead. We found that very little growth occurred on the boat while we were there on account of the water being so polluted that nothing grows. It's a kind of perverse advantage. As with everything in South Africa do your research and lock them down on a price/quote BEFORE doing anything.

Ganesh – October 2016: Yikes, I sent a follow-up email asking about the costs in the **Durban Boatyard** and it is R5900 out and another R5900 back in plus VAT! This is almost \$1000 usd. Waaaay too much for me!

1.8.3 Simonstown

Roy McBride – FB Feb 2018: For catamarans, False Bay Yacht Club has a wide slip you could go onto, then be pulled out on a trailer, the phone number there is 021-786-1703, ask for the marina manager. They also have a travel lift, its smaller but I think they may have a system for multihulls?

Dirk Aurin FB Dec 2017: Our recent experience at Simon's Town was excellent. Very professional, and much more affordable than some others, though we did all our own work.

Ley Langford FB 2016: Many people hauled at Simonstown last year. The feedback was positive and it is such a neat town and a very friendly marina with a very active social club.

As with all of SA do be very careful with valuables. We knew of a couple of boats that were broken into there, laptops stolen. Some suggestions of an inside job.

1.8.4 Cape Town

Arthur Hoag FB 2016: The quote we received of about 15500 rand each way plus expensive storage, plus mast removal or 7000 rand, plus mast storage at **Royal Cape** (we would have had to remove our mast at Royal Cape...but most probably wouldn't).

1.8.5 Hout Bay

Roy McBride – FB Feb 2018: The Hout Bay Boat Yard is safe, they also have a 40 ton travellift. Contact me via www.ckdboats.com, click on the contact button, then email me and I will give you the names to speak to at the Hout Bay Boat Yard, it is VERY well run.

Hout Bay Boat Yard

Harbour Rd, Hout Bay, Cape Town, 7806, South Africa

<http://www.houtbayboatyard.co.za/>

+27 21 790 3619

Those that know Hout Bay Harbour know that once inside things calm down, even if it is still windy you no longer have the sea state to fight. If the marina looks too challenging, tie up head to the wind--there are a good many free walls or fishing boats that can be used for the time until you get sorted out .

The fences are electrified and they have guards on duty at night. The contacts are, office Melani on 021 790-5624, she does the bookings, Warren is the yard manager and also drives the 40 ton travel lift, Warren designed and built the concrete enclosure that the travel lift runs on.

The HBYC manager is Alan Batley on 021 7903110.

They are not wide enough to do catamarans.

1.8.6 Saldanha / Soldana

Paul Donn FB Dec 2017: I received an estimate for my HR-53 for a month on the hard and one month on a wet berth, and to only anti-foul and it was 40,500 ZAR = 2,516.01 EUR. No live on board and no outside contractors allowed, unless approved by the yard. Is this not on a high side for SA?

Arthur Hoag FB 2016: We hauled in Saldanha Bay (north/west of Cape Town). They have a very modern and large travellift. Prices were much much cheaper than RCYC....but we were also forced to return to Cape Town to check out (long story). We had limited options due to the beam of our cat. We paid about 7000 rand round trip for a cat in Saldanha plus modest daily fee.

The travel lift is great and the blocking is fine as well--and I thought the price was good. Downsides are that there are extremely limited services there if you need any (but they will tell you otherwise!!). And we had mind-numbingly stupid things done there by contractors.

You can get some people to drive there from Cape Town--which can help. Also there is really bad dirty dust from mines to the east of there if you end up with any east winds--stains sails etc.. Also there is really nothing there...very limited shopping and restaurants etc. unless you have a car. Upside is that the Langebaan side of the bay is pretty nice (but still watch out for east wind dust), and there is good shopping etc if you have a car. Notably, you can't even rent a car from Saldanha directly. Closest place is Langebaan.

They let us live on board for a bit. Just talk to them. They are also flexible about outside contractors...again just talk to them.

1.8.7 Knysna

FB 2020: Some contact details Knysna Yacht Club:

<http://www.knysnayachtclub.com/> or www.facebook.com/knysnayachtclub/

NSRI 0829905956

Knysna Yacht Club +27 (0)44 3820166 Nicky

her email secretary@knysnayachtclub.com

Herbie our Marina guy +27 (0)82 494 1607

Colin Foster stays on his yacht at club, very helpful,

Sue Whyte +27 (0) 833213458

Would love to see some Yachties at our club.

From the website: The Knysna Yacht Club is internationally renowned for its hospitality and facilities and visiting yachts are always welcome.

The club offers two dingy sail training schools, a keelboat club, canoe club, restaurant, 2 bars, a small play area for children and yacht berths.

The Club also hosts many social activities; a regular Wednesday happy hour, lucky draws, functions and events.

Jenny Crickmore Thompson – September 2021: Knysna Yacht Club - another really great spot - can be a bit hairy making it through the Heads, but with caution, you're in a terrific anchorage and small marina! Very active, they have expanded out to take in many other water sports as well, so growing their membership quite strongly.

Arthur Hoag FB 2016: One very inexpensive place for a short term haul out that we found was the yacht club in Knysna. We didn't go there for a variety of reasons, including simply getting in and out of there... But those who went found Knysna to be beautiful and friendly -- and their haul out rates were great compared to the other options. They haul you by blocking the boat on a sliding platform... it can handle a variety of boat types.

Mark Pittman FB 2016: + 1 for Knysna. We spent a few weeks on anchor there and loved it. I didn't closely inspect the haulout yard but it's a really nice natural harbour and the people are super-friendly and helpful. If we did SA again we would spend more time at SA's two natural harbours of Knysna and Saldanha Bay.

1.9 Embassies and Consulates

1.10 Getting Visitors In and Out

1.11 Communications

1.11.1 VHF

General VHF Advice that applies to all areas: Be aware that on high power, a good VHF will transmit 25 miles line of sight. So if you are only doing within-anchorage communications, switch to low power. On the flip side, if you are trying to call across island, or to the next island, use high power, and turn your squelch down. Make sure you are aware which channels are automatic low power (ie 17, 67 on some radios), and stay away from the low-power channels for long distance conversations.

Though widely spaced in channel number, channels 16, 68, and 18 are very close to each other in frequency. Most VHF antennas are 'tuned' for channel 16, so long distance communications will work best on 16, 18 or 68. Conversely, in a crowded anchorage, transmission on high power on channel 18 or 68 may 'bleed' over to channel 16 (and almost any other channel, if you're close enough). You don't need high power to talk to the boat next to you, so turn your radio to Low Power!!

Also be aware that some channels that Americans use frequently are 'duplex' channels in International mode. So, for example, you may have trouble communicating with a European boat, or an American boat whose radio is in International mode, on Channel 18. (see any VHF guide for the full list of international and US channels and frequencies, but any US channel designated 'a', like 18a, 22a, etc will cause trouble with VHF's in international mode).

Make sure you ask in each port what the local channels are--both so you know how to reach someone ashore and so you know not to use those channels for your off-channel conversations.

1.11.2 SSB Radio Frequencies and Nets

1.11.3 Telephones & Cell Phones

Kind of Blue – December 2014: We are not happy about Telkom, Coverage is very bad, only in the cities. And the 25+25 GB package turns out to be 25, because the 2nd 25 is only nighttime between 00.00 and 07.00 h, so pretty much the time we are sleeping..... Useless. Suggest next visitors take Vodacom.

Elizabeth Large – December 2014: Telkom is no good, MTN SA looks better, had coverage almost all the way from Durban to Simons bay whilst sailing!!! Too bad we bought telkom 90

Frank Taylor – December 2014: I had been told something similar, so we have focused on Cell C and Vodacom. Cell C worked well in Richards Bay and works in most big towns and cities. Vodacom seems to work best on coast and in the Game parks, and in other populated areas. Telkom reportedly works great at Simons Town/Cape Town, but Vodacom also works well here.

For die-hard Internet folks, I recommend buying at least two SIM cards and swap out as needed, or in two or more devices.

1.11.4 Internet Access

1.11.5 Mail

1.11.6 News

1.12 Diving

1.13 Tsunami Information

1.14 Cruising Information Sources

We are indebted to the people and organizations below for documenting their experiences and sharing them with us. We hope they don't mind that we've gathered their comments into this document to share with other cruisers who don't have internet

A few details about the boats are included, where we know them, so you can assess what 'a foot under the keel' means, for example.

Where it's important, we've annotated the contributions. But every section is a mix of several sources.

1.14.1 Local Websites

Here are some websites you should visit when you are looking for information on this area:

<https://www.facebook.com/groups/sailingsouthafricans/>

1.14.2 Cruiser Reports

For most of the earlier sources, we have gleaned the information off the internet (cruiser's websites, blogs, and online forum postings) or out of an SSCA bulletin. For the sources reported below as 2014-2015, much of the info has come directly from our cruising friends, and the Indian Ocean Crossing Facebook Group.

Infini (2014) – Mike and Sue on Infini did the Indian Ocean Crossing in 2014, stopping at Sri Lanka, Maldives, Madagascar, Mozambique, and entering into Richards Bay in July 2014. They blogged extensively. Their full blog is here.

<http://svinfini.blogspot.com/>

Totem (2015) – Behan, Jamie, and kids on s/v Totem did the Indian Ocean Crossing in 2015.

<http://www.sailingtotem.com/>

Brickhouse (2015) - Rebecca and Patrick left ...

<http://whereisbrickhouse.blogspot.com>

La Gitana (2015): Volker & Michaela on s/v La Gitana...

Zephyr (2015) - Bill and Tracy Hudson on Zephyr.... They have a Shin Fa 458 (monohull).

Their blog is located here:

<http://www.sailblogs.com/member/svzephyr>

1.14.3 Indian Ocean Crossing Facebook Group (Private Group)

<https://www.facebook.com/groups/IndianOceanCrossing/>

You must ask and be approved before being admitted to the group. They are admitting only cruisers who actually intend to cross the IO on their boat in the near future.

1.14.4 Circumnavigator's Yahoo Group

<http://groups.yahoo.com/group/Circumnavigation/>

Once out of the Puddle Jump region, the only other similar group bulletin board.

1.14.5 Noonsite

Originally started by Jimmy Cornell, this site is a great repository of information for all those out-of-the-way places. Made possible by YOUR contributions.

<http://www.noonsite.com>

1.14.6 Seven Seas Cruising Association

The SSCA is a world-wide organization for cruisers whose primary function is to exchange information about cruising destinations. They have a monthly publication that is mostly letters from cruisers about the areas they are cruising. They also have a good website and a well-attended bulletin board. Membership is reasonable, and the monthly publication is available electronically every month. Indexed back issues are also available electronically.

<http://www.scca.org>

1.14.7 Ocean Cruising Club

The OCC is a world-wide organization for cruisers whose primary function is to exchange information about cruising destinations. They have a website and bi-annual publication that is mostly letters from cruisers about the areas they are cruising. Membership is reasonable, and the publication is available electronically. Indexed back issues are also available electronically.

<http://oceancruisingclub.org>

1.15 Printed Sources

1.15.1 Cruising Guides

We are consciously NOT duplicating any printed, copyrighted information here. It takes a lot of effort AND money to publish a cruising guide, and we firmly believe that if it is still in print, you should BUY it, not steal it (in electronic form).

1.15.2 Recommended Reading

For background, we recommend the following books:

2 Passage Reports

2.1 *Sailing Here from Elsewhere*

2.1.1 *Madagascar to Richards Bay*

Onverra – October 2016: Our passage was not the most ideal but not bad considering that we wanted to leave earlier than the normal time. It was an 11 day passage from Moramba Bay where we had a good push off the coast with 25 knots but soon died away as the afternoon sea breezes kicked in.

We headed roughly due west from 15 degrees south on the Madagascar side trying to cross the Mozambique channel as soon as possible. It was mostly light winds and adverse current in places. At times it was 12 knots of wind with nice spinnaker sailing with flat seas. About 90 miles east of Mozambique we picked up a 3 knot current, wheeee! But lost it as the mainland curved west.

When off of Inhambane we found the current again but also got a 30 knot northerly wind for 7 hours. The forecast was for much less, but no problem since it was behind. Going into Maputo we got another 30 knots but from the south. The lighthouse anchorage at Maputo is not ideal, 2m swell rolling in. No current from Maputo down to Cape Vidal. We had almost no wind so had to motor sail the whole 180miles, that is until we got too much wind from the SSWEST. The seas became very nasty quickly . Winds were higher than forecast but started at exactly 3 pm as predicted. We were 27 miles out, so close yet so far. The current was much stronger in the last 20 miles but also found a countercurrent very close to shore within the 30 metre line.

Entering Richards Bay harbour at night is fine, all well marked, but lots of shipping traffic. We went to anchor behind Navel island at 28-47 83 , 32-04 80 in 27 feet.

Today we moved to the free wall next to the Tuzi Gazi marina. No officials have arrived yet and port control did not answer the radio. There is an ATM, mini market with SIM cards, bars and live music. Not much has changed in 14 years since we were here last.

Totem – October 2015: Below taken from their blog here (illustrations on the blog were left off this account for size and brevity, so be sure to go look at the blog post if you have internet).

Ocean currents have been a significant factor for our Indian Ocean passages this year, and our upcoming passage to South Africa is no exception. On this morning's SSB net, one boat after another chimed in about the strong foul current they're experiencing off the Madagascar coast as they head towards South Africa. Most entered the Mozambique channel at a point off the western 'bulge' called Cap Saint Andre. It's 220 miles east of the Mozambique coastline, making it shortest point between Madagascar and Africa. One of the first boats reporting by SSB described two to three knots of foul current overnight – another said they had to start motoring because the current had them sailing backwards!

Why fight it? In choosing a channel crossing strategy, Cap Saint Andre looks good because of the shorter distance to getting coastal again. Winds tend to be light, but there is little chance of getting whacked by big weather – at least until the final approach to South Africa. Advice was passed around, written by cruisers that have done this crossing 7 times with preference of

heading west from Cap Saint Andre until turning southward some 70 miles from Mozambique with the south flowing Agulhas current.

It's a conservative strategy that makes sense – except when the very dynamic Mozambique channel currents become strong from the wrong direction, just as the group of boats that set out westward over the past few days are now reporting. Unfortunately for them, this strong, foul current was showing on the current models when they departed, and will continue for more days to come. That short 220 miles is probably feeling like 500 about now.

For all accounts, these former cruisers incredibly helpful and giving folks who share a wealth of valuable knowledge with boats in the region. But this is a good example of a couple of things: first, that “local knowledge” from past experiences doesn't always work with here and now situations. It's easy to fall into a routing strategy and then put the blinders on. Second, that it's a really good idea to back up any advice with your own research. The advice may have been great previously, but it's not working for the boats out there right now!

Routing for many passages is easy – watch the weather and go when good. This stretch of ocean takes more. Southern Africa is a weather machine: Atlantic and Indian Oceans colliding, hot winds from the Namibia desert and cold winds from the Southern Ocean, and the freight train of hot water called the Agulhas current. It's this south flowing current that can build mountainous, ship smashing waves when pushed up by strong southerly winds. In the stretch of the Mozambique channel we're facing, winds are lighter and the Agulhas current not yet a full strength, but there is there is enough water flow to keep changing the patterns. It's not enough to look at just wind velocity and direction.

There are a few options for getting ocean current data. These three are accessible through internet during pre-passage planning or a satellite and HF radio connection underway.

PredictWind Offshore Routing: Our primary tool to make the best use of (or avoid) currents is with the routing optimization in PredictWind's Offshore app, which uses TideTech.org data.

Plugging in routing closest to what these boats have done- leaving from around Mahajanga, destination Richards Bay – all four models (each based on a different wind GRIB, but the same current model) avoid this area of foul current. This routing took about a minute to download on our Iridium GO! this morning.

PredictWind has done the heavy lifting by baking wind and current information into four recommended routes, each route based on a different source model GRIB. Smart users will look at the factors behind the split in these models, and then make their own decision. It's also a good idea to update the route underway as changing weather forecasts may revise the optimal route.

Efficient routing can shave not just hours, but DAYS off a crossing. With the nasty weather systems that roll up from the south in this area, a fast crossing is a safe crossing.

RTOFS model (Saildocs): HF radio users can use the GRIB request screen in Airmail to get RTOFS models through the catalog. Just go to the GRIB area map, choose RTOFS from the multi-select dropdown labeled 'Model' at the bottom left corner, and then select your area from the map.

OSCAR model from SV Sarana: Eric & Sherrell are long time cruisers and data nerds (this is an accolade!) who have created a set of tools to convert the massive ocean current simulation

data from NASA-funded Ocean Surface Currents in Real-Time (OSCAR) into bite-size files that can be accessed via email. It's been around for a couple of years, but we only found about it recently, through a ham radio operator in South Africa who has been really helpful with information for our voyaging in this region (thank you Colin!). Jamie does most of our weather analysis, and he likes the finer details in OSCAR better than what's available in RTOFS.

Full instructions for getting OSCAR data by email – it's easy, really – is available on their website at www.svsarana.com/oscar/index.php. The file for our data above was all of 11k.

(Note: Saildocs now also supports OSCAR using the normal Airmail/Viewfax request mechanism: `send OSCAR:03N,03S,137E,151E|0.33,0.33|0|CUR`)

High bandwidth users: A truly beautiful visual of ocean currents is available from Earth (earth.nullschool.net), but it's impractical to use on a passage unless you're a big-budget boat with offshore broadband (I'm looking at YOU Johnno!). On the site, click that 'earth' text on the bottom left to open up a menu: you want mode→ ocean and animate → currents.

The animated globe is a good way to internalize the big picture of weather events and patterns. Ocean current data is based on the same OSCAR model you can request by email.

It was looking at this beautiful data visualization that first really impressed on me how “the current” everyone talks about in the Mozambique channel, how important it is to avoid wind vs current in our North to South path, isn't some kind of monolithic uni-directional force. It is a complicated swirling mass that moves east and west as much as it moves north and south.

What's critical to know, however, is that the current data used for this model is only updated weekly, so it's really only a big-picture guide and not a true weather tool. Maybe this is why the boat mentioning they had checked [earth.nullschool](http://earth.nullschool.net) just before departure is puzzled that they're finding different conditions than what the site showed.

Well, hopefully we don't get nailed, and manage to skirt the worst of the current along the route from here to Richards Bay. Routing here requires tough decisions. In the last few weeks, we've changed our channel crossing strategy four or five times as we learn more, read more, and shape an opinion. But we don't have the hubris to imagine we can have perfect information or be the experts. We'll keep absorbing information until we go and try to make smart decisions along the way. We update our routes on PredictWind as our passages progress, so that changes in weather (and the more accurate, nearer forecast) can be taken into account and we can adapt our route as needed.

2.2 *Between Places in South Africa*

2.2.1 *Richards Bay to Port Elizabeth*

Dream Away – January 2020: The Zululand yacht club in Richards Bay is extremely welcoming to visiting cruisers so we had a memorable time there. It is a great place to both chill out and catch up with boat maintenance after what has been for many an arduous passage. However we were on a mission, having pressed on to get there as it provided a safe, secure place to leave the boat for our flying visit back to the UK.

We returned to Dream Away, our baggage laden with boat gear, and set about getting her ready for the next adventure.

Cape Town was our next significant destination, lying on the opposite side of the continent, requiring a demanding passage down the wild eastern coast, around Cape Agulhas, the southern-most tip of Africa, then up past the Cape of Good Hope (Cape of Storms).

The next major port enroute was **Durban**, only a short 80Nm hop but a place we rather wanted to avoid. After that there is absolutely no port or shelter until **East London** at the bottom of the peninsula several hundred miles away.

All down the barren coast runs the infamously strong, notoriously dangerous Agulhas current, which becomes a killer in a strong southerly wind. Unfortunately, such winds are frequent and we were having trouble finding the necessary four day window for our passage.

A favourable weather pattern finally developed over New Years, so we set off on New Years Day, hoping to make it to East London before the weather window closed.

The first night at sea was dire. A vile weather cell brewed up with torrential rain and intense lightning activity but surprisingly little wind. It was a long, wet, scary night and we were pleased when at daybreak the system packed up and left. We were passing Durban, the wind had shifted and strengthened from the north, so the main was put to bed and we poled out the genoa and found the main Agulhas current. Now we were really flying and we set a new Dream Away record of 240 Nm in 24 hours. We were down to East London in two days so with a day of favourable wind left we continued on to **Port Elizabeth**, which we duly reached on 4th Jan having covered nearly 500Nm in 3 days.

We had a friendly welcome at PE and were allocated a berth in the yacht club marina. However it is not a particularly attractive place as the active port is busy loading ore and the dust soon covers the yacht. It also has a very poor reputation for swell coming in and creating havoc amongst the berthed yachts. Lines are frequently broken and deck fittings ripped out so we had no wish to dwell for long.

Alba – December 2017 – Richard's Bay to Durban: The weather forecast doesn't show any long patches of NE winds for the next 14 days, just a set of short 48 hour windows. There's a window today, so we made a snap decision to head off to Durban, which is only 80 miles away. We'll just have to spend the next few weeks hopping from port to port along the coast.

After dropping off the car and amending our Flight Plan, we finally left Richards Bay at 14:00. When we motored out of the harbour, there was a 3 metre swell coming from the south. It was a gentle swell, but steep at the harbour entrance. Once clear of the shipping channel, we bore away and headed south-west on a beam reach. The wind gradually increased and backed, so I poled the genoa out to port and we rolled off down wind.

By nightfall, we had 20-25 knots from the North-east, which confused the swell from the south and made it a horrible corkscrew motion. I tried to read a book on my 7-10 watch, but the horrible motion was making me queasy - the seven weeks away from sailing has affected my sea legs. Unfortunately the wind continued to increase giving us gusts of 35 knots making the roiling sea worse. I could only pop down below for 30 seconds to check the AIS for ships before having to bolt back into the cockpit to nibble a Ginger Biscuit.

By 02:00, the wind had dropped to 20-25 knots from the north and the seas were much calmer. During my 2-5 watch, I threaded us through a large anchoring area with scores of large ships waiting to go into Durban port - one of the largest in South Africa.

We made good time with 1 knot of favourable current for most of the way, so we were only five miles away from the harbour entrance as the first glimmer of dawn lit the horizon at 04:30. The Durban Port Control operates on VHF Ch09 and monitors AIS traffic. They called me up when we were five miles out and, without asking, gave me permission to enter the port.

The entrance was simple and we motored across to Durban Marina into a very tight berth, tucked in a corner. We were in bed at 05:30.

Alba – December 2017 – Durban to East London: The alarm went off at 04:30. We checked the weather forecast to confirm no change and then eased our way carefully out of the tight corner of the marina. There were dozens of small sports fishing boats calling up Durban Port Control, all heading out to take advantage of the blue skies and settled conditions. After getting a terse, monosyllabic approval to our request to leave the port, we motored out of the port entrance at 05:00 into a gentle 1 metre swell coming from the south.

The wind settled down to 5-10 knots from the south-west and we motored south looking for the Agulhas Current, which sets south at up to 3 knots. For the first hour, we had a favourable 0.5 knot current, but then encountered an adverse 1-2 knot current for the next two hours. We had no current for the next hour or so, but as we continued into deeper water, the current increased and by 11:00, around 13 miles offshore, we were being pushed along by a 2 knot current. Later in the afternoon, we had over 3 knots, so at times we were doing 8.5 knots over the ground.

I put out two fishing lines and rigged up the new set of birds that I bought in Richards Bay. In the afternoon, we had two strikes, but didn't land either – one on the rod whizzed out and eventually snapped the line and the other was taken by a bigger fish/shark, leaving us only scraps on the hook.

The wind remained light all day. It backed to south allowing us to motor-sail on port tack, but refused to increase enough allow us to sail. The swell from the south gradually built to 3 metres with confused waves on top presumably caused by the wind against current. These waves made us pitch and slowed down our boat speed, so when we tried to sail, we didn't have enough power to cut through the waves.

By 20:00, the wind had backed to the south-east at 8 knots and we had 4.5 knots of current, so despite only being able to motor at 4.5 to 5 knots, we were doing 9.5 knots over the ground. Unfortunately, the change in the wind confused the seas even more so it was a horrible crashing ride. I tried to hold the mainsail out with a preventer to try to gain some boat speed from the wind, but gave up as the boom flogged around in the waves. Eventually, we rolled the main away and motor-sailed all night with just the genoa.

By midnight, the wind had backed further to north-east and thankfully, the seas had calmed down – I guess that this was a result of the wind being in the same direction as the current. It's a nasty bit of sea along here. We're travelling in very benign wind conditions with 5-12 knot winds, but it looks like even light winds with a southerly component kick up a boat-stopping choppy sea. I've been told that they commonly get 8 metre high breaking waves in a south westerly gale – something to avoid...

At our 01:00 watch change, we'd lost the 4 knot current and only had 1 knot. There's a plateau in the sea bed sticking out from the shore at 32°00.6S 29°29.1E, so I steered us south, heading back out towards the 1,000 metre contour, where I picked up a 3 knot current again. I don't know if it was the best thing to do – perhaps the current would have come back if I'd stayed further in. Who knows? At least we had a 3 knot current with us again.

21 December 2017 Durban to East London (Day 2)

Just after dawn, the elusive current disappeared on us again and despite heading out to 1000 metres and then back in again to 300 metres, we couldn't find it. However, the skies cleared to a stunning solid blue and the wind settled down to ENE 20, which allowed us to finally turn off the engine and run downwind, wing-on-wing in relatively calm seas averaging 6.5 to 7.5 knots. At 09:00, we had 60 miles to go, so we were hoping to get into East London before dark.

It continued to be a lovely day and we found the current again at the 300 metre contour when we were 45 miles from our destination and then we had a couple of knots with us most of the way to the breakwater – a fabulous day's sailing after last night's unpleasantness.

A couple of miles from the harbour entrance we called Port Control (on VHF16, working channel 12) and after a couple of questions, they granted us entry to the port.

Alba – Late December 2017 - East London to Mossel Bay: Some of the yachts left to go down to Port Elizabeth – 120 miles away. There's a short patch of strong south-west wind coming in tomorrow evening and the fleet hope to beat it to Port Elizabeth. We don't particularly want to go to Port Elizabeth, because it's reputed to be a dirty commercial port.

So we're waiting until the 28th. This should definitely get us to Mossel Bay and there's a chance that we might be able to carry onto Cape Town. We had a last check of the weather forecast and there's still a large window, which will get us to Mossel Bay, but it's (once again) closed up and isn't big enough for us to sail around Cape Agulhas. The next strong SW hits Mossel Bay on the night of Sunday 31st. It's 320 miles and even if we only average 5 knots, it will take us 64 hours, so there's plenty of time.

We struggled with a dilemma about precisely when to leave East London. The wind in the morning was forecast to be SW 10-15 knots, which will give horrible choppy on-the-nose conditions, but as the day progresses, it should gradually back, so that by 05:00 tomorrow morning it will be ENE15 – much better for sailing.

However, if we leave early tomorrow morning, we'll have a great start to the passage, but we'll have less of a safety margin if the south-wester comes in early. We decided to hedge our bets and head out at 17:00, aiming to arrive at 05:00 on Sunday morning, which is an average of 5.3 knots and still gives us a 20 hour safety margin.

We dropped our mooring lines at 16:00 and called Port Control, who asked us to wait around for 15 minutes because a huge oil tanker was moving out of port with another ship waiting to come in.

Outside the harbour, the rolling 1 metre swell coming from the south-west was topped by irritating wind waves coming from the south kicked up by a South 8-10 knot wind blowing against the one knot current coming from the north-east. We motored SSW keeping the wind and wind waves at 30 degrees off our port bow, trying to head out to find a stronger current - it was unpleasant.

At the 100 metre contour, we hit a counter current, so I headed more south, out to sea, aiming for the 200m contour. Our SOG dropped to 3.5 knots for an hour, but miraculously, at the 200 metre contour, we picked up a 3 knot favourable current and off we went. During my 7-10 watch, the wind remained at 8-10 knots slowly backing, but not enough to sail.

By midnight, the wind had picked up to 15 knots from our port quarter, but the waves became even more confused and we had to wait another hour until the wind had picked up some more, causing the waves to come from behind us and allowing us to sail. Gradually over my 1-4 watch, the wind picked up to 25 knots, so we were surfing along at 7.5 knots boat speed – 11.5 knots over the ground aided by a 4 knot push from the Agulhas current. It was a little too exciting, so after an hour, I rolled away the mainsail and we continued with only the genoa, still making 5.5 to 6.5 knots boat speed.

29 December 2017 East London to Mossel Bay (Day 2)

At 08:00, we were 25 miles SSE of Port Elizabeth, having sailed 128 miles in 15 hours – for us a record average speed of 8.5 knots. By this time, the wind had backed so that it was directly behind us and the sea was very confused, making it very, very rolly.

I suspect that the sea was chaotic because we were going over a deep ocean trough, which drops down to 2000 metres. I think that it's a place where the colder waters are brought up to the surface causing the water to be turbulent. These rising waters also bring up plankton and nutrients attracting fish, evident by the thousands of gannets in the area, at times aggregating into flocks of hundreds dive-bombing shoals of fish. I've not seen so much birdlife since New Zealand.

As we passed Port Elizabeth, we turned west and moved out of the Agulhas Current into 100 metre deep water, where the current dropped to 1 knot. The weather forecast is still for the south-west winds to hit Mossel Bay on the evening of Sunday 31st, so we had loads of time and just continued without a main sail despite the wind dropping slightly.

After lunch, the wind picked up to ESE 25 and the waves increased to 3 metres, so we surfed and rolled downwind all afternoon. However, we made very good time and at 19:00, we only had 125 miles to go, so we'll arrive tomorrow afternoon.

As we gradually head south, the sun is setting later - tonight it was still light at 20:00. Another thing that is very noticeable is that it's damn cold - long trousers, socks and a jacket are needed when in the cockpit, especially at night.

Using our satellite phone, I emailed Mossel Bay Marina who told us that there are still no berths or moorings available, mostly because it's the middle of the Christmas holidays. Mossel Bay is a very popular holiday resort – the moorings are all in use by locals until February. We'll have to anchor outside the harbour in a place which is only barely protected from the SE, so we might have a bouncy 24 hours until the wind switches to the south-west. I spent most of the night worrying about it.

At our 04:00 watch change, the wind started to decrease and back to the east, so we pulled out the mainsail to port and switched the spinnaker pole out to starboard. By the time that we'd finished this 20 minute operation, the wind had died completely, so we started motoring.

30 December 2017 East London to Mossel Bay (Day 3)

By dawn, the wind had picked up to 8 knots from the north-west - dead on the nose and no good for sailing. I downloaded a GRIB file via our sat phone and discovered that a small low pressure area has developed off the coast at Mossel Bay. It's going to head east and the wind should be about 10 knots backing to the East by this evening. The strong south-westerly system will still arrive tomorrow afternoon.

While I was receiving our weather emails, I also received an email from Mossel Bay Marina, who tell me that they now have a berth available for us until the 2nd January. This is great news and I emailed them back immediately confirming the berth, which is a walk-on pontoon inside the harbour. I love being able to send and receive emails while at sea.

Glenys had two sightings of whales. She only saw the blow, so we have no idea what species they were. A little later, just south of Dalglish Bank, we had several sightings of Cape Fur Seals, which were drifting about on the surface, having a rest. We weren't sure what they were at first because all that we saw were a few fins sticking up out of the water, but as we got closer they raised their heads, before disappearing below the waves.

The wind was a little fickle, but allowed us to do a few hours sailing. We sailed close to "Peregrine" and took some photos of Dirk and Gretchen while under canvas. At the entrance to Mossel Bay Harbour, we called Port Control on Ch12 and they gave us permission to go to the Yacht Club walk-on moorings.

We were soon tied up on the rather rickety pontoons.

2.2.2 Port Elizabeth to Capetown

Dream Away – January 2020: Fortunately the worst part of the passage was behind us as there are far more frequent places to hide along the coastline on the passage to Cape Town. So two days later we were off again from Port Elizabeth. The southerly 15 knot wind soon backed into the East and strengthened to 20 knots so we were bowling along downwind again having a great time, making for Mossel Bay a mere 200Nm away. Unfortunately, overnight, the mainsail sliders let us down again and additionally the top two had chafed through the attaching webbing.

We arrived the next day in the evening and were allocated a slot alongside the jetty wall against enormous black tyres. We took ages to moor up but were finally satisfied we had enough scope for the rise and fall of the tide as well as strategically placed fenders to avoid rubbing the hull against the tyres. All was good until the following day when the harbour master told us our slot was needed by an incoming fishing boat and could we moor alongside the fishing boat on the other side of the jetty. No problem, the guys on the fishing boat were very friendly but it would have been so much easier if we had be directed there in the first place.

We met up with some of our sailing chums and had an enjoyable time in the rapidly expanding holiday town.

Two days later another weather window afforded us the opportunity to make passage around Cape Agulhas (the most southerly point of Africa) and the Cape of Good Hope, with a strong chance of getting directly to Cape Town. We made an evening departure, setting out in a slight sea with 10 knots of SSW wind. As we cleared the lighthouse on the headland, the wind moved into the east as forecast and steadily rose as we romped along towards Cape Agulhas.

Late afternoon the following day we passed the Cape, leaving the Indian Ocean behind with the South Atlantic beckoning ahead. We were making great progress with 25 knots of easterly wind behind us and lively, lumpy seas. The wind died down overnight and we drifted up the west coast of Africa, passing the Cape of Good Hope shrouded in mist the following morning. Late afternoon we were entering the Victoria and Alfred (son) Waterfront Marina in the heart of Cape Town, having enjoyed spectacular views of Table Mountain on our approach.

To enter the marina we needed to negotiate two bridges, one lifting, one swing and had been warned that if 'load shedding' occurred we would have to wait. To explain: - load shedding refers to random power cuts, often several hours long, as the grid becomes overloaded. Not so long ago SA had probably the best electricity generating system in Africa, world class. Now the two principle power stations are inactive due to lack of maintenance.

The V&A waterfront is an amazing upmarket zone to which tourists flock to enjoy the luxury brand shops, high end restaurants, palatial hotels and wonderful waterfront atmosphere with buskers and entertainers all in a setting dominated by the background towering Table Mountain. The marina berths are surrounded by multi-million pound apartments and pent-houses (we were told Elton John owns one), so people were paying a lot of money to watch us mending bits of the yacht. We trust the onlookers felt they had got good value.

Most descriptions of the passage from Richards Bay to Cape Town are full of horror stories and nights of terror but we had had a great trip which was as it should be as G was celebrating his 70th birthday on the passage. Not many folk can claim to have celebrated such a milestone sailing around one of the 'great capes' and probably not many would want to! However, G was happy and as a land-based treat wanted to go on a self drive safari around Namibia. For a variety of reasons we decided to split this into two trips. As Dream Away was safe in the marina and the wet season was setting in we elected to spend a week in the main game park, Etosha.

After a spectacular week in Namibia with only two brief heavy downpours. it was time to head back to CT.

Alba – January 2018 – Mossel Bay to Cape Town: The weather forecast was still good, with the south-west winds arriving at Cape Town at midday on Saturday 6th, so with only 240 miles to go we had plenty of time. We were ready to go at 08:00, but there was no wind at all and it wasn't due to pick up until 12:00, so we hung around. Leaving at midday was actually much better timing, putting us at both Cape Agulhas and Cape Point during daylight and we'll still get into Cape Town on Friday afternoon, 24 hours before the weather changes.

With some trepidation, we set off for the Cape of Storms at 09:30 – we 've never been good at waiting to leave. There was hardly any wind at first, so we motored for a couple of hours, but by 13:00 we had 15 knots on our port beam and were trucking along nicely. In fact, too nicely – we were doing 6 knots with some current with us, so we'd get to Cape Agulhas before daybreak. By 14:00, we were down to just a reefed genoa, rolling downwind, trying to slow down.

It was a beautiful blue-sky day, but the wind was cold, so we had the aft and side flaps down on our bimini to give us some shelter, yet still had to wear a fleece. The east wind continued into the night and at one point increased to 25 knots with suitably bigger waves, but it wasn't any problem apart from making us roll more. My 1-4 watch was idyllic - the wind had dropped to East 15-20 knots, the wave height and motion was much calmer and we had a full moon with clear skies.

2.2.3 Cape Town to Namibia

Dream Away – Feb 2020: We made the most of our time in the glitzy waterfront environment of Cape Town but it is not really what we go cruising for, so we both soon tired of it and were glad to move on.

Checking out of Cape Town is a bizarre paper chase and we were very grateful for the help of Robert, the OCC Port Officer. Not only do you need confirmation from your marina that you have settled your account but also from the Royal Cape yacht club and the Port authority, neither of whom we did any business with. Then it's the usual Immigration, Customs, then Port Captain run around. We got stymied there, as they breathalise you at the door, and we'd only just come from lunch (using Uber) at the Royal Cape YC.

After we finally got checked out, we spent a further few days waiting for a decent weather pattern before eventually leaving. The marina manager kindly waived the extra days berthing charges.

We left on the first bridge opening at 08:15 and bade CT farewell as we headed out past Robben Island, being regularly overtaken by ferries full of madly waving tourists.

The predicted SE wind had been replaced by an annoying light northerly blowing down the coast, we tacked out but never found the SE wind. We noticed a fishing float with a wake one usually associates with an opposing current. However this wake was going in the wrong direction, perhaps we were in some unforeseen counter current was the first thought. Then the waters broke around it and a large whale breached. Clearly the poor beast was in trouble, tangled with some fishing gear. It was not a situation we felt competent to deal with so we put out an 'all ships' call on the VHF and had a response from an inshore rescue station who promised to investigate and deal with it. Later others reported the same plight and after a couple of abortive searches we were pleased to hear the whale had been located and freed from the encumbrance.

We were heading for Namibia but elected to stop in **Saldanha** about 60Nm north of CT. It is the largest natural harbour in S.Africa and many people rave about it as a wonderful cruising destination. We were not so impressed, finding it too industrialized and built up in the northern part and too shallow for us in the southern parts. However we were surrounded by true desert and that in itself was an interesting sight.

After a couple of nights in Saldanha, we left, bashing out into 20-25 Kn from the south which soon eased back to a pleasant F4 when we got outside. We were greeted by a huge pod of humpback whales, some 50 - 60 we estimated, that were cavorting about all around us, at times very close to the boat and swimming underneath.

Luderitz in Namibia was our intended destination and the forecast was for a good southerly wind. We also had the cold Benguela current going with us but this cold stream creates dense fog all along the remote, deserted, desert coast. We sailed about 60 Nm offshore to keep out of the fog banks and to avoid becoming ensnared by the occasional vicious onshore squalls that sometimes develop.

Like the Humboldt current up the west coast of S. America, the cold Benguela current brings with it a wealth of nutrients supporting an abundant marine life, giving rise to a wealth of sea

birds. We had seen few birds across the Indian Ocean so it was a delight to be able to sit and watch a never ending display of aerial mastery by such vast numbers of birds.

We had a good fast passage but found ourselves due to enter Luderitz in the middle of the night with about 40+Knots of wind at the entrance. Not a total surprise as the place is a notorious acceleration zone that regularly blows hard when a high pressure squeezes up against the African coast. As we had 30Kn of wind and the current behind us, slowing down was not going to be easy. We debated heaving-to, but elected to carry on up to Walvis Bay, which was our chosen final destination anyway.

Inevitably the next day the wind shifted north and blew quite hard for a few hours, then disappeared to be replaced by a dense fog bank overnight. We were happy to reach **Walvis Bay** after just under six days and 750Nm sailing to be greeted by a whole bunch of our cruising friends. Walvis lies just inside the Tropic of Capricorn so we were back in the tropics although it didn't feel that warm due to the cold water and frequent fog.

We anchored in the large bay about half a mile from the extremely friendly and helpful yacht club. Checking into Namibia was simple, fast and cost free and we immediately noticed the more relaxed, laid back, friendly atmosphere amongst the entire population than that encountered in SA. We had a great time reuniting with our friends and the yacht club bar profits soared.

We set about preparing for the second half of G's land based birthday treat, a 4x4 safari around Namibia. It was a monumental adventure encompassing so many unforgettable sights and experiences.

The lodge we stayed at for our final night was full of European tourists all panic struck as flights back were cancelled. An empty plane was being dispatched to take everyone back the following weekend so they were all trying to book extra nights at the lodge.

At that stage there were only three cases in Namibia, all tourists..

The government imposed a lockdown yesterday, (Friday March 27th) and we shall have to decide what to do. A large number of ports are closed at present which could make our onward passage difficult, but it is such a fluid situation it is hard to make definite plans. We have obvious weather considerations for safe passage planning but are quite safe here for the moment. I'm sure we are having a better time and are much safer than many in Europe and the rest of the world.

2.3 Leaving South Africa

3 Richards Bay

3.1 Approach, Arrival and Formalities

Alba – December 2017 – Clearance Out: Before we leave Richards Bay headed south, we have to get a domestic clearance, which is called a "Flight Plan". There's quite a bit of paperwork and we have to get stamps from the Yacht Club, Immigration, Customs and Port Police before the documents are sent to Port Control to give us permission to leave.

The coast from here to Cape Town is notorious for violent storms and one of the main purposes of the Flight Plan is to monitor the progress of yachts to ensure that they are safe. We put Cape Town as our destination with East London, Port Elizabeth, Mossel Bay and Simons Town as intermediate destinations.

They want expected dates as well, so I invented some rough dates just to get the paperwork finished. Whenever we depart a port, I believe that the port control officer will issue a modified expected time of arrival to the next port.

We started at the Yacht Club, where we paid our bill up to date. They stamped the paperwork stating that we have no outstanding debts and sent us off to Immigration, which is in town. Thankfully we still had a car and found Immigration at the end of a small alley to the left of the Home Affairs office near the Boardwalk Shopping Mall.

Immigration quickly gave us the necessary clearance, but wanted to know why we were clearing out today when we weren't going to leave until the 7th. I told them that we might go tomorrow and they seemed happy with that. I'm told that the clearance only lasts for 36 hours after the first stamp, so I started to tell the other officials that we were leaving tomorrow.

The Customs office is also in town, so we were soon finished with them and on our way to the Port Police, who are based in the main building of Tuzi Gazi on the second floor. They took copies of our paperwork and stamped various pages, so we're good to go. The whole process only took a couple of hours.

We took the hire car back in the morning and finished off our clearance documentation, which the Yacht Club emailed to the Port Captain.

Then the weather window we thought we had closed up. We spent over a week pottering around in Richards Bay.

The weather forecast doesn't show any long patches of NE winds for the next 14 days, just a set of short 48 hour windows. There's a window today, so we made a snap decision to head off to Durban, which is only 80 miles away. We'll just have to spend the next few weeks hopping from port to port along the coast. Who knows where we'll be for Christmas Day.

I jumped in the car at 09:00 and drove around to get a new Flight Plan stamped by Immigration, Customs and the Port Police. It all went smoothly and I was back at the boat an hour later. We zipped to the supermarket to buy some last minute fresh provisions and then dropped the car off at the airport.

A taxi dropped us back at marina just before 12:00; we finished off paying our marina bill, tidied the boat and filled up with water. After saying goodbye to a few friends, we left Richards Bay at 14:00.

When we motored out of the harbour, there was a 3 metre swell coming from the south. It was a gentle swell, but steep at the harbour entrance. Once clear of the shipping channel, we bore away and headed south-west on a beam reach. The wind gradually increased and backed, so I poled the genoa out to port and we rolled off down wind.

OCC – October 2017: Great news - the OCC has got a brand new Port Officer in Richards Bay, based at ZYC but covering both areas. Tash is available on email occrichardsbay@gmail.com - when you communicate with her as an OCC member, she will be

extra nice, but she is great to all visiting internationals anyway. A plug for joining the OCC there!! Btw, weds after local racing, she does a special welcome to all international visitors, so do go along, 7pm or so, to be warmly welcomed to South Africa!

Richards Bay Zululand Yacht Club can only accommodate boats until the WArc arrives approx 9/11th Nov: is possible to anchor off. Contact Fiona Linde admin@zyc.co.za *27 (0)35 788 0256.

Tuzi Gazi (where you have to go tie up to the concrete docks in order to check into Immigration etc) can only handle boats up to 10-12 tonnes, 40' loa. Contact elize@tuzigazi.net - very helpful.

For all your running around, new service available from Ian Russell, who has 14-seater bus to take cruisers to Immigration etc (approx 7kms away), to re-provision at the local shopping mall, to various tourist destinations and sites. Contact Ian at Tuzi Gazi Marina, on +27 (0)733317484, ianthehost@gmail.com - he is delighted to host you (at a reasonable taxi cost) so please phone him.

Keyif – October 2016: Contrary to prior information, Richards Bay Port Control does listen and respond to VHF Ch 12, and requires that you call and get permission before entering the harbor.

They also call immigration for the arriving boats. The immigration, as of a couple of weeks, flatly refuses to go to Zululand Yacht Club to clear boats in, and demands that all boats tie at the international jetty in front of Tzu Gazi to check in. The second step, visiting the customs office is extremely difficult to find, even for English speakers, so do get a taxi to take you there, you will not regret.

Finally, Zululand Yacht Club is the best place to be, with its friendly and efficient staff and members, its clean and peaceful environment, its beautiful garden and surroundings, clean toilets and showers, very inexpensive washing machines and dryers (Yes, one needs dryers because it rains so often in RB that the laundry cannot find time to dry) and its agreeable prices. The docks seem to be in good condition, there is water and electricity in all berths and 24 hour security. After seeing the marinas in Durban, we are extremely pleased to have left Keyif in ZYC, as we go traveling in Africa.

Apart from these minor comments, we agree with all the information provided in 2015 by Jason Trautz of SV Yolo.

More information from ashore:

Rental car: the best rental car deal we found was from Avis/Budget with online reservation

Internet: the CellC sim card gave 100GB for 100 000 Rand to be consumed in a year, a very good deal, but the coverage is not as good as Vodacom which does not have a bundle but a pay as you use system.

Game reserves: Ms. Michelle of the ZYC is very knowledgeable on Hluhluwe game reserve, only one hours drive away and can tell you where and when to see the animals. There is a facebook and a whatsapp group called kznsightings which share information on locations of animals in the park once you become a member. Find the time to go there, you will not regret it.

We will be away from cruising life for some time as we have left Keyif in ZYC and are now driving through South Africa towards Botswana and Victoria Falls for three weeks, after which we will fly home to see our children.

Onverra – October 2016: Entering Richards Bay harbour at night is fine, all well marked, but lots of shipping traffic. We went to anchor behind Navel island at 28-47 83 , 32-04 80 in 27 feet.

Today we moved to the free wall next to the Tuzi Gazi marina. No officials have arrived yet and port control did not answer the radio. There is an ATM, mini market with SIM cards, bars and live music. Not much has changed in 14 years since we were here last.

Arthur Hoag FB 2016 – Tuzi Gazi: I would avoid Tuzi Gazi at all cost. Zululand is better taken care of, and better built. Even anchoring out in several decent locations would be better during a storm. Tuzi Gazi has a long history of being under-built, with multiple incidents of collapsing over the years. Do not rely on new chains or new surveys -- they are meaningless. Our boat was in the marina during a storm and got damaged by the docks collapsing. As a result I did a lot of investigating, including reading the surveys. The simple truth is that it is a small boat marina being misused for bigger cruising boats for about 2 months every year. Stay at Zululand or even better on the cement international jetty -- even if you have to raft to another boat you will be better off (there are no waves at Tuzi nor the international jetty because it is behind a huge cement tug boat pier). If you talk to the marina staff they will tell you it is in great shape and that you will have no problems. If you talk to the locals on the docks you will hear story after story after story of problems -- and then if you are there during a storm you will see first hand.

The docks move and sway and buckle and twist long before the chains break -- much more so than the other marinas in SA that we visited. It is also worth noting that those docks collapsed with the winds still in the 40s -- long before the peak winds reached maybe 60 (depending on whose anemometer you prefer.....harbor master recorded 70kts). One other risk at Tuzi is the tugs and other boats working the harbor...some of the worst damage in 2015 occurred when a tug boat lost control and smashed into the Tuzi docks and mashed up a few boats.

3.2 Cruisers Services

3.2.1 Money

3.2.2 Diesel and Gasoline

3.2.3 Propane (Cooking Gas).

3.2.4 Groceries/Provisioning

3.2.5 Water

3.2.6 Haulout, Boat Parts & Repairs

For costs and comments on haulouts, see [this section](#) too.

Wandering Waterhorse – Oct 2021: For all of you stopping in at Richards Bay, I just wanted to share the fantastic experience we had with Hayden and his team at KTC marine. Super professional, quality work at a great price. I think the final bill even came in under the quote.

Chat to Hayden about your boat jobs, they can handle almost anything.

<https://www.ktcmarine.co.za/>

Also a shout out to Jannie and his team who did a great job with haul out and antifoul.

Q & A Feb 2019: Have you had some things shipped in Yacht In Transit...does that CURRENTLY work there without issues? Also...Have you been able to easily get things like bottom paint, and fiberglass supplies, and stainless bits, and other things that come up suddenly on a refit like what you are doing? Do you have to go to Durban to get things? And the area surrounding the marina...is it unsafe for a women (or an older couple for that matter) to walk out and go places? If you want to chat offline that would be great or here is OK too. Also current situation regarding theft on sailboats?

A1: We were looking for a place to stay where we are able to get as much work done as possible, which is not expensive to stay and warm enough in southern winter that we could still live on the boat.

In summary, Richards Bay has all that, at least for us...

The hardstand in Zululand is more than reasonable priced, while haulout is very expensive but if you stay long enough to compensate kind of OK as well...still...

Richards Bay itself is quite industrial and when you look around or ask the local boaters here you will find pretty much everything that you might desire. The only thing we were going to Durban for was some new wood veneer that we could have ordered from Richards Bay as well but what's much easier to have your hands on when you buy... It's a 2h max drive and you can hire a car here for round about 15,- to 20,-\$/day, so also not to bad.

The Yacht club is out of town obviously, so to get to the industrial area or the mall you have to go by Taxi was is roundabout 10,-\$ return or get a ride from somebody in the Yacht club having the same way...

The surrounding area therefore feels pretty safe for us, you can walk everywhere without being bothered. Meerense, with a small shopping complex incl. two supermarkets is walking distance by the way... A small chandlery is on site (expensive though but pretty convenient for the screw that you forgot in town). Everything that you don't find there or cheaper somewhere else you can order from Cape Town and just get it shipped to the Yacht club.

They take your parcel and you just pick it up in the office...

Not too sure about the Yacht in transit though. What I read on noonsite seems like they don't accept Yacht in Transit in South Africa, you have to pay tax and can claim a refund on departure what sometimes works but most of the time doesn't work?

Regarding theft: Yes, there was theft here in November incl. a smartphone out of our cockpit and some major theft on a Catamaran. The yacht club responded to it, doubled guards and are patrolling the boatyard now. I didn't hear about thefts anymore since then but still locking the boat while you are away might be a good idea everywhere in South Africa.

All in all if you are looking for a place to stay for a while and work on your boat, Richards Bay might be a really option for that...

A2: Our experience with having anything posted was that it was a nightmare. 2 parcels through the post never arrived. 2 others cost more in customs fees than the contents were worth. All were extremely problematic. If you must ship anything use DHL and check customs fees etc in advance. If you can avoid shipping anything, my advise is to do so!

A3: We shipped an AIS from South Africa to China for repair and it got shipped back with DHL. Of course it got stuck in Customs first as well, but DHL at least informed us and you have 14 days to declare it. They give you a case-number and a person in charge so that you at least don't have to argue with customs yourself. In the end, we paid no duty, but we could prove that it was shipped from South Africa, was only a warranty repair and just got shipped back.

Don't think it's that easy with parts coming in.

A4: I second Axiom's experience with Richard's Bay:

- More supplies here than in Durban (it's an industrial center so fabrication is easy; there's a chandlery right by ZYC; the malls have quite a lot of various general cruising supplies and the malls make shops easier to get to and more vast than in Durban).
- The area around ZYC felt safe to walk around in as a woman though the local Afrikaans will tell you otherwise (what I could figure was a racially motivated fear-mongering, but that's another topic).

3.2.7 Laundry

3.2.8 Medical

3.2.9 Getting Around

FB Group – Feb 2019: We rented a car for not that much money from a place near the airport and it was VERY worth it. It allowed easy transport to malls for provisioning and supplying and perhaps more importantly allowed for exploring outside of the ZYC area which is pretty isolated and there are beautiful places to explore an hour drive out.

FB Group – Dec 2018: RBay, Tuzi Guzi or Zululand a great taxi...North Coast Cab & Errand is Eric. Good prices and always reliable!! 082-496-2877 ericq1954@gmail.com

3.3 Communications

3.3.1 Telephones & Cell Phones

3.3.2 Internet Access

3.3.3 Mail

3.4 Things to See and Do

3.4.1 Restaurants & Bars

3.4.2 Diving & Snorkeling

3.4.3 Land Touring

3.4.4 Hiking

3.4.5 Library

4 Stops Richards Bay to Capetown

4.1 Durban

Anthem – April 2019: We left Anthem on the hard in Durban for a few months while we travelled. Few things to consider. There is only the one place that could potentially lift Dana. Anthem just squeezed in. We are 4.9m beam. I think 5 is about max. It is a safe place but very dirty with dust from container yard next door. Sourcing boat parts in Durban has been more of a challenge than expected. Depending on what you need expect long lead times.

Durban Marine Yacht lift. Stc@mweb.co.za Owned by Per Bjorvig a fellow Dane.

Best if you have a chat to Per yourself. It is a smaller travel lift than you are used to. Can leave the boat at Durban Marina. They are not used to boats this big and have limited spots that have any chance of holding you safely. More options down south I believe.

You also can contact the port officer from the OCC, about the possibilities to stay in Durban.

Alba – December 2017: The marina is definitely open for visiting yachts, and we were allocated a berth while sailing down from Richards Bay. The marina has no shower block, so you need to join either the Point YC or the Royal Natal YC. Temporary membership is free, so we joined both! For atmosphere, we preferred the RNYC, and ate there 3 times during our stay.

Clearing in and out was quite straightforward. Clearing in requires you to visit Immigration and then Customs, who are both in the same building (about 1km away), and both are open 24/7. When clearing out, you need to fill in a flight plan with the marina office and pay any outstanding bills. Then take this to the Port Authorities (building adjacent to C and I), see Immigration, then Customs, and back to Port Authorities again. They then inform Port Control that your boat has permission to leave. This is valid only for 24 hours. If you leave it any longer, you'll have to go through the whole process again.

Immigration were friendly and filled in a load of forms for us. They hold onto our flight plan until we are going to leave. They told us that they will then come down to the marina to clear us out, after which we have 24 hours to leave Durban. We visited Customs who filled in another form, which they stamped and gave us a copy.

A few of the members at both yacht clubs have told us that it's not advisable to walk around Durban town. Apparently, a French cruiser was mugged a few weeks ago and his rucksack seized. When we walked down to the customs building yesterday, we felt a bit apprehensive

and didn't see a single white person walking around even though there's a pleasant little park along the road side.

Glenys did some research on places to visit in Durban - there's an aquarium, a botanical garden, a couple of small museums and it's relatively safe to walk along the beach front. The number 1 tourist attraction is a 3 hour bus tour that takes you around the city, but you never get off the bus. Hmm, none of that seemed to be particularly inspiring, so we had a quiet day aboard.

It still looks good to leave for East London tomorrow, so we paid our marina bill, filled in our new Flight Plan and walked down to get our stamps. The first stop was at the Port Authority, which is in an office just past the Customs building. They checked and stamped our forms and gave us a slip of paper stating that we had fully paid our harbour fees (free for the first month for international visitors).

Immigration filled in more forms and gave us a stamp. We filled in another form at Customs, then took our stamped Flight Plan back to the Port Authority, who send it to Port Control, who we have to call before we can exit the port. We have 24 hours to leave the harbour before the Flight Plan expires. What a palaver.

Fear is a funny thing. The 1 kilometre walk between the marina and the customs building is along a wide pavement, next to a grassy park, alongside a busy, modern dual lane road, with shops on the other side. We met several cruisers who wouldn't walk along this road even in the middle of the day – we did, but we were very vigilant.

The authorities are obviously trying to smarten the place up and improve security. There was a huge sign in the park next to the marina, forbidding about everything bad that you could think of...

On the way back from the Customs, we stopped in a Spar supermarket and were surprised to see a guard with an automatic machine gun at the ready, guarding two security guys loading an ATM machine. Perhaps we'll not go out at night.

OCC – October 2017: Durban Marina is slowly recovering from the storm earlier this month, berths beginning to open up as they make repairs, but still definitely advisable to go there ONLY if you have a definite current recent reservation/confirmation. Contact Adri Botha information@durbanmarina.co.za tel +27 (0)31 301 2176, also check with her re possible anchoring out availability or holding - limited but usable in emergencies.

Mark Pittman – FB 2016: We spent about 6 weeks in Durban last year. We didn't haul out but we hear from some people that did (or tried). The feedback was generally not positive. Main issues were that the place to haul out was deeper in the harbour at a semi-commercial location which is a long way from anywhere. You'll probably need a car to get there and back and security might be an issue. The bigger problem was that we heard a few people finally got around there to haul out and suddenly hidden extra costs started coming out of nowhere. It was so bad for one cruiser that he decided to abort the haul out and leave the boat in the water instead. We found that very little growth occurred on the boat while we were there on account of the water being so polluted that nothing grows. It's a kind of perverse advantage. As with everything in South Africa do your research and lock them down on a price/quote BEFORE doing anything.

Ganesh – October 2016: Yikes, I sent a follow-up email asking about the costs in the Durban Boatyard and it is R5900 out and another R5900 back in plus VAT! This is almost \$1000 usd. Waaaay too much for me!

Ken Bryce FB 2016: There is a good travel lift in Durban that we used it is further up the bay in the harbour on the starboard side. The lift is good, it's far out of town so take everything with you. The only showers are cold. The yard is used by a ship stores company. Security all day and night. If Bob can't lift you at the Point YC ask him for the details of this lift.

Bob is a very helpful guy. He will get most if not all you need at better prices than the big Chandlers just out of Durban. His office is on your left as you enter the Point YC grounds, (roller door)

Ganesh FB 2016: We got a quote in Durban of R5900 each way out and splash. False Bay quoted about R5900 both ways. Am I missing something?

Arthur Hoag: You are right to be careful of whether the price is one way or both ways. There are a number of yards in SA that make that distinction--they definitely do not quote the same in each place. We paid about 7000 rand round trip for a cat in Saldanha plus modest daily storage vs the quote we received of about 15500 rand each way plus expensive storage, plus mast removal or 7000 rand, plus mast storage at Royal Cape (we would have had to remove our mast at royal cape...most probably wouldn't)....

Ken Bryce: When in Durban use Uber. Download the app to your phone. The best way to get around in Africa with security at a very reasonable price. Durban does not work quite as well as Johannesburg or Cape Town. However it's manageable.

4.1.1 Bluff Yacht Club

FB Post – January 2019: We are currently hauled out at the Bluff Yacht Club and I thought I would pass on our greatest thanks to those persons who have been most helpful during our time here in Durban.

First we thank David Miles, who contacted Bluff for us way back in Sept and helped arrange our haul out. He put us in contact with Gavin and Derrick from KZN Rigging and Densel Wortmann who took care of our haul out.

The Bluff Yacht Club has been very accommodating and we appreciate their hospitality. The gals in the office are super. Not to mention the bar and restaurant. The club has a swimming pool, lovely in the summer heat 29-32 C along with showers, toilet block and washing machines. We are a bit out of town but a quick call to Uber gets you where you need to go. The Spar grocery and liquor store is 5 minutes away and the Musgrave Shopping Centre is 15 minutes.

Densel Wortmann who runs the trailer that got us out and back in, securely blocking us on land as well as providing a multitude of services and assistant. Looking out for our boat while we were away back home for 2 1/2 months.

Gavin and Derrick from KZN Rigging for exemplary service.

Steve from Seaport Supply again someone who goes out of his way to assist us.

For as rough a town as Durban is we have had no problems here. The South Africans we have met are very friendly and helpful, they truly go above and beyond to help the International Yachts. Outstanding!

I can't remember a time when a complete stranger back home was willing to drive us to a shop, wait for us and return us to our boat.

The launch went without a hitch and we are forever grateful to Densel, his guy Bowman (sorry I think I messed up his name), Graham, Nicolette and Sandra, and our helper Welcome and the many locals that were so helpful and welcoming. We really felt at home at the Bluff. We will miss you guys! What a great place to haul our Cat!

4.2 East London

East London Yacht Club: <http://www.elyc.co.za/>

Buffalo River Yacht Club: <http://www.bryc.co.za/>

Alba – December 2018: A couple of miles from the harbour entrance we called Port Control (on VHF16, working channel 12) and after a couple of questions, they granted us entry to the port. We motored to the end of the port where there is a bridge blocking the river and about twenty fore-aft trot moorings belonging to the Buffalo River Yacht Club.

There used to be a jetty on the north shore against which visiting yachts could moor, called Latimer's Landing, but it is now derelict. There were two choices - anchor in 12 metres of water or pick up a mooring. As it was getting dark, we decided to anchor and sort it out tomorrow. Fortunately, one of the yacht club members, Graham shouted that there's a single visitor's berth alongside their floating pontoon, so we pulled up the anchor and moored alongside.

Graham helped us with our lines and we invited him on-board for a few cold beers to get the low down on the area. The club is only open on Wednesday, Friday and Saturday and they normally do a Braai on Christmas Day for the visiting Yachts. It's not advisable to walk around the port area, so we'll need to get a taxi wherever we go.

When we dragged ourselves out of bed the next morning, there were about a dozen yachts anchored - a horde of international yachts taking advantage of the weather window. I'm guessing that they will all be staying for Christmas, so we shouldn't be "Lonely This Christmas".

The Yacht Club is all closed up, but the toilets and showers are open. I rang the club secretary, Ilsa, who confirmed that we're okay to stay on the visitors berth for as long as we want. We're really pleased that we're alongside for the Christmas period. There's a strong south-west gale forecast to hit East London on Christmas Day and it's nice to know that we'll be tucked up nice and secure instead of worrying about dragging our anchor. (Although we've been told that the holding is good.)

We rang Eagle Taxis, who took us to the Hemingway shopping mall, which is on the north side of town. East London is a large city, but once again, there's no real town centre, just a lot of sprawling suburbs. There's a small shopping mall about a mile away from the yacht club, but it looked really dodgy and the taxi driver told us not to walk around by ourselves.

The shopping mall is another huge place packed with the same shops as in Richards Bay (and I guess every South African shopping mall.) The place was heaving with people panic-buying for Christmas - just the same as the UK. We'd come to do our Christmas shopping. As usual, we

made it into a game - we had 1½ hours and a budget of 200 Rands (£10) to buy presents for each other. Not surprising, we bumped into each other in the only Dollar Store in the mall...

After a nice lunch of pasta and provisioning at the supermarket, we tried to get a cab back to the Yacht Club. Eagle Taxis said that it would be at least ½ hour before they could get there, so we decided to get one from a taxi rank. After asking around, we were directed down the road to the "Taxis", which turned out to be the local minibuses - I don't think so. We tried asking again for the taxi rank, but it seems that there is none.

One of the security guards said that he'd get a cab for us and stopped a dodgy looking black guy in a dodgy looking car, who didn't have a clue where we wanted to go and wanted to charge us more than Eagle Taxis - I don't think so... We lugged our heavy shopping bags back to the mall entrance, called Eagle Taxis and only had to wait 20 minutes.

The yacht club was open when we arrived back and we were astonished to be given a Christmas Bouquet that had been sent from the UK by our son Brett and his wife Tasha. Glenys was so overwhelmed that she shed a few tears. It put us in the Christmas spirit, so back at the boat, Glenys dug out the Christmas decorations and plugged Christmas songs into the stereo.

The yacht club bar was open in the evening and they lit a braai, so all the yachties turned up and we had a good evening making new friends. We met a few boats briefly in Durban, but most are new to us. There's a huge mixture of nationalities - German, French, Spanish, Dutch, USA & Israel. Each country celebrates Christmas in a slightly different way, so it will be interesting time.

23 December 2017 East London, South Africa

Graham from the yacht club organised a fuel run. Eight or so people took him up on the offer and we all jammed into 2 pickup trucks with our 30+ jerry cans. We were taken to a truck refuelling station, where the pump attendants were totally unfazed by us all piling out of the pickups - they've obviously seen it before. We were back at the marina within an hour - a great service from the yacht club.

The yacht club is very friendly and eager to help their international visitors. They have plenty of fore-aft trot moorings, which most of the fleet have picked up. After the fuel run, they took two separate groups of cruisers off to the nearby supermarket and had eight huge sacks of wood delivered to make sure that we would be able to Braai over the Christmas period when they are closed.

We finally got a weather window to take us all the way to Mossel Bay on Dec 28. Clearing out was very easy. The yacht club gave us a single form to fill in, which we took to the Port Police. We walked up some steep steps just outside the yacht club security barrier and then over the railway bridge. The police station is just under the bridge on the right, but you have to walk 100 metres up the hill and right into the port. A nice policewoman took a copy of our form, faxed it to Port Control and we were finished.

4.3 Port Elizabeth (Algoa Bay)

Anchorage PE to Capetown – Jan 2020: The harbor only has walk ons. Dirty from loading iron ore and big surge from the east. You can anchor off the pier which is on the beachfront on the port side of the harbor. Very sheltered, sandy bottom, anchor close in.

FB Group – January 2020: Port Elizabeth Yacht Club: <https://sailingpe.co.za/> Response to above “The ore dust problem is monitored and corrective action is taken by the Port authorities. Yes, easterly conditions we will get some dust but nothing to the extent that it is unbearable as made out to be. Yes, the surge can be "testing" but least you are in a secure facility”

Kerry White – FB 2017: Before stopping in Knysna consider a short while in Port Elizabeth. From here you have easy access to malaria-free game reserves that have the Big 5. Also close to Addo Elephant Park which is a must see. Biggest in Southern Hemisphere.

4.4 Jeffries Bay

ELYC Document: Anchor off Super tubes. Sandy Bottom, Anchor close in. Flat in a Westerly.

4.5 St Francis Bay

ELYC Document: Anchor off the marina if a berth is not available. Sandy bottom, flat, very sheltered in a westerly.

4.6 Knysna

ELYC Document: Knysna has a narrow entrance. Keep close to the Port side. If it is blowing out of the east, motor fast and keep an eye on the break on your starboard side. Once you have entered, follow the markers to the yacht club / marina. Approx one mile from the heads to the club. Don't leave from Knysna in a big east.

Roy McBride – Feb 2018: Knysna is a wonderful place, the entry can be tricky in big seas, call the NSRI for advice on VHF channel 16, they may even come out and guide you in?

Alba - FB Nov 2017: We have been told that holding tanks must be used, as by law nothing can be discharged into the lagoon. There is supposed to be a pump out facility in the harbour, which is not manned, therefore you would do it yourself. We, ALBA, have asked about a berth or mooring, neither of which is available in December, anchoring only. So we may just sail right on by, and revisit by car.

Kerry Write – FB Nov 2017: The entrance is renowned for being challenging—enter in calm weather only. But once inside, it's as safe as you can get. Knysna is a nice base to explore the mid section of the Garden Route from.

Note there was a devastating fire there recently so much of the surrounding hillsides have not yet fully recovered to their former beauty. Places to explore in the vicinity include Natures Valley, Plettenberg Bay, Victoria Bay, the Craggs. Knoetzie and Tsitsikamma.

Before stopping in Knysna consider a short while in Port Elizabeth. From here you have easy access to malaria-free game reserves that have the Big 5. Also close to Addo Elephant Park which is a must see. Biggest in Southern Hemisphere.

Arthur Hoag FB 2016: One very inexpensive place for a short term haul out that we found was the yacht club in Knysna. We didn't go there for a variety of reasons, including simply getting in and out of there... But those who went found Knysna to be beautiful and friendly -- and their haul out rates were great compared to the other options. They haul you by blocking the boat on a sliding platform... it can handle a variety of boat types.

Mark Pittman FB 2016: + 1 for Knysna. We spent a few weeks on anchor there and loved it. I didn't closely inspect the haulout yard but it's a really nice natural harbour and the people are

super-friendly and helpful. If we did SA again we would spend more time at SA's two natural harbours of Knysna and Saldanha Bay.

Knysna is also a surprisingly good place to get some work done on your boat as the access to the industrial area is much closer and the businesses are friendly small one-man type operations. Can get high quality work for a good price, and have a beer at the craft brewery while you wait.

4.7 Plettenberg Bay

ELYC Document: Anchor off Robberg. Can be at times rolly. Sandy bottom.

4.8 Mossel Bay

ELYC Document: Space inside is limited. You may have to anchor outside the harbor. Sandy bottom, quaint town, good facilities.

Alba – January 2018: While enroute from East London, I emailed Mossel Bay Marina who told us that there are still no berths or moorings available, mostly because it's the middle of the Christmas holidays. Mossel Bay is a very popular holiday resort – the moorings are all in use by locals until February. We'll have to anchor outside the harbour in a place which is only barely protected from the SE, so we might have a bouncy 24 hours until the wind switches to the south-west. I spent most of the night worrying about it. But later they email me and told me a berth had opened up.

At the entrance to Mossel Bay Harbour, we called Port Control on Ch12 and they gave us permission to go to the Yacht Club walk-on moorings.

We were soon tied up on the rather rickety pontoons. There's an information box on the jetty, which has maps and information about Mossel Bay and also a temporary Membership card to get us in and out of the port gates.

Other boats who arrived called up Port Control, asked for a berth alongside and were directed to a concrete quay used by fishing boats at 34°10.723S 022°08.832E. After a shower and tidy up, we went for a walk. There's some pretty heavy security at the gate out of the port, but once out, you are in Tourist Land with small restaurants and bars along the sea front quay – they were all packed with holidaymakers.

The Yacht Club is at the end of the quay and again has some heavy security. It was very busy with club members enjoying a Saturday Braai.

The next day, Dec 31, we walked around the port around to see the Port Captain and other boats on fishing boat quay. Despite being inside the port, there's another security gate at the end of the quay, where we had to breathe into a breathalyser before being allowed onto the dock. The fishing boat crewmen are not allowed onto the dock if they fail the breathalyser test. The guard lady told us that if yachties fail the test, they get escorted to their boats by a guard, but I suspect that's discretionary. Being New Year's Eve, I'm glad that we're in the marina, where we're not breathalysed.

The Port Controller told us to come back on the 2nd January and gave us a blank “Flight Plan” document to complete. Nothing else was done – it’s obviously a lot more relaxed once you get away from Richards Bay and Durban.

After doing some food shopping and lugging it back to the boat, we went for a walk along Marsh Street, which is the town’s main street. This is the first town that we’ve visited that has some kind of town centre – although it’s quite open and spread out.

We walked a couple of kilometres to the Cape St Blaize, which is very touristy with hotels, guest houses and restaurants. There are several campsites which were heaving with people all jammed in together – we’ve been told that it’s an annual pilgrimage down from Johannesburg. There are rock pools with hundreds of people swimming in the cold water and the smell of chips and fried food was overwhelming.

On the headland, underneath the lighthouse, we found a large cave, which was used as shelter by prehistoric man.

We had a great New Years Eve and a relaxing New Years Day.

On Jan 2, I checked the weather forecast and there’s still a good weather window to get to Cape Town leaving tomorrow morning. It looks like the wind will be mostly behind us and we should round the feared Cape of Good Hope with only 15 knots of wind. Paying my marina bill, the first night was free and, with two nights at 190 Rands, the total added up to £20 for three nights – a bargain. I wandered over to the Port Control office to hand in my Flight Plan. The guy told me to just radio in when we were leaving the port and wasn’t too interested in my Flight Plan document, but because I’d gone to the effort of filling it in, he graciously accepted it saying that he would “file it” (possibly a euphemism for putting it in the waste paper bin.)

We left the marina late in the morning and went out to **anchor** at 34°10.54S 022°08.51E in 6 metres depth on good holding sand. This is the first time that we’ve been at anchor since we left Mozambique 2½ months ago and it’s wonderful (apart from the damn jet skis using us as a turning point.)

4.9 Stil Bay

ELYC Document: Sandy bottom. Not great, but works.

4.10 Sebastian Bay / Cape Infanta

ELYC Document: Great anchorage. Sand bottom. Anchor close to the headland.

4.11 Struis Baai

ELYC Document: Anchor close to where the small fishing boats are. Sand bottom. Although it is exposed, the bay is flat in a westerly.

5 Cape Town / Simon’s Town

Happy Bird – April 2016: Simonstown has a nice marina, good facilities, you can swim in the lagoon, but always, really every day stormy winds, bursting in gusts of 60 knots from the mountains. Unbelievable.

The town is nice, a lot of villages in the neighbourhood, wonderful nature reserves p.e Boulderbeach with the Penguin colony, rent a car and visit Cape Point, Cape Goeie Hoop, Cape Town, Hermanus, Stellenbosch.

It is difficult to get away by boat, because of the stormy winds, so be prepared to be stuck for a while in the marina.

Cape Town, we loved the city and her surroundings, very lively, a lot of street music, street theater, we stayed in the V&A Marina, a little bit more expensive, but situated in the centre of the town, sea lions swimming around you, shops and restaurants nearby. Cape Town has it! Clearance is a lot of work.

Recommendations on someone to create a new bimini – April 2019 (specifically in Capetown area):

- There is someone in FBYC. Try contacting the office there.
- Steve Meek at Norths Sails in Pardeen Island
- Francesco at Ulman sail

5.1 Royal Cape Yacht Club

Alba – January 2018: While here in Cape Town, we stayed at the Royal Cape Yacht Club - it has a vibrant and very active social club, lots of local racing going on, and a very good restaurant. There is a laundry room with 2 washers and 2 dryers, tokens for each machine cost 40 rand from the office. Uber taxis are everywhere - example cost from the YC to the V and A Waterfront was 40 rand.

Car hire can be difficult in December and January, so you may need to book ahead, although we managed to hire a compact car from Budget without any problems.

Things to do - I can highly recommend a trip to Franschhoek to do a tour of the wineries using the Winetram; Vergelegen is a beautifully maintained estate and wine farm, the restaurant is excellent, can spend a few happy hours there looking around the grounds and tasting wine; the Durbanville Hills area just north of Cape Town has some lovely wineries, especially Altygedacht; a day trip to Cape Point via Simonstown to see the penguins, give yourself the whole day to enjoy this outing, as you can do some lovely walks on the peninsula.

Barbara Schafer – December 2015 - Update on Royal Cape Yacht Club

For any of the group heading to Cape Town and Royal Cape Yacht Club, we find it to be a very welcoming marina with docks that are in much better shape than we have had previously. No surge but it is windy. Small chandlery on site (Action Yachting) who also does a range of boat repair services and can order any parts they do not stock. The club has a busy bar and restaurant and lots of sailing activity. (30 plus boats for Wednesday afternoon racing) It is in the middle of the port so a longish walk (25 minutes) to V&A waterfront or to the city center or a 70 rand taxi ride.

Apparently, mooring fees did increase from last year. Rates are available on their website but we estimate they are about 100 rand more per day than Simonstown for us.

You call Port Control on Ch 14 to request permission to enter the harbor area and to proceed to RCYC.

FYI-Cape Town is as nice as everyone says it is!

Barbara Shafer FB Jan 2016 – Liferaft Servicing: We just got our serviced liferaft back from Sturrock Grindrod and have been very impressed with the people and the service and the price. 6500 Rand for our four person liferaft including pressure testing and leak testing of CO2 cylinder. (but few consumables) They are the Survivtec reps for South Africa. The person that did ours has worked for them for 37 years! They also pick up and deliver to RCYC at no charge.

Barbara Shafer FB Jan 2016 – Propane: If you need propane cylinders filled, Woodstock Gas is a five minute car ride away from RCYC and filled out 10 kg tank for 165 Rand and they do it while you wait. (Cheaper by half of Durban and reasonably cheaper than Richards Bay.)

Patrick Marshall – 2015: We also liked the RCYC when we were there last season with Egret. You don't need to walk or take a taxi into Cape Town. Take the excellent MiCiti bus from the stop just over the footbridge opposite the club. You need to buy a MiCiti card first. Also, if you are members of the CA you can get a useful discount off the berthing fee.

5.2 Hout Bay

Roy McBride – FB Feb 2018: The Hout Bay Boat Yard is safe, they also have a 40 ton travellift. Contact me via www.ckdboats.com, click on the contact button, then email me and I will give you the names to speak to at the Hout Bay Boat Yard, it is VERY well run.

Hout Bay Boat Yard

Harbour Rd, Hout Bay, Cape Town, 7806, South Africa

<http://www.houtbayboatyard.co.za/>

+27 21 790 3619

Those that know Hout Bay Harbour know that once inside things calm down, even if it is still windy you no longer have the sea state to fight. If the marina looks too challenging, tie up head to the wind--there are a good many free walls or fishing boats that can be used for the time until you get sorted out .

The HBYC manager is Alan Batley on 021 7903110.

Hout Bay is a nice stop and the yacht club is in the harbour, shops and services are close enough to walk to, a bus service runs on the main road which is a short walk away.

The club is a short walk from the marina and along the quay side that the fishing boats use.

The office is run by Anne and Alan, who is both the club manager and also the marina manager.

Main office phone number 021 790-3110 Anne

Marina phone number 021 790-7095 Alan

These phones are both in the same office.

Alan Batley has a cel number also 082-337-2208

Anne Lloyd – FB Nov 2017: We have recently been warned by a local that theft is a massive issue in Hout Bay at present.

5.3 False Bay Yacht Club

Slip Away – Feb 2019: We recently completed some boat work (including haul-out) at Simon's Town, South Africa, and wanted to share our good experience with others following in our wake. We were very pleased with the quality of the work and the efficiency of the operation at the False Bay Yacht Club, and all of the people we worked with were great! Spilly (Marina Manager) & Kim (Marina Administrator) scheduled and coordinated the haul-out and put us in contact with the vendors we needed for work.

We hauled out on a Monday afternoon and relaunched the following Friday, which was our fastest haul-out in 17 years of owning Slip Away. Jeremy and Tony (FBYC Chandlery) managed the bottom painting and polishing of Slip Away's topsides, and also took care of getting our fire extinguishers serviced. Baden Reed (BR Stainless) did a small welding repair. Radio Holland replaced the magnetron on our Furuno radar. Once we were back in the water, Cape Point Rigging inspected and tuned our rig, and we were super-impressed with their work – they immediately identified and solved a tuning issue with our rig that other riggers failed to recognize.

FBYC has a 20-ton travel lift. The boatyard is very small, and short stays are encouraged because the hardstand price increases the longer you are out of the water. We loved the small town atmosphere of Simon's Town and enjoyed happy hours at the FBYC bar. Simon's Town can sometimes get incredibly windy (we had a couple of days where it blew over 40 knots in the marina), and that is one negative of this location, but that said, we were very happy with our decision to haul out and do work here.

5.4 Anchorages in Capetown

July 2021 – Q from FB Group: So what are the anchoring possibilities around Cape Town proper, and what are the conditions like?

A: False Bay is an option if you're onboard and have really good ground tackle. I don't advise leaving a vessel untended in False Bay. Table Bay has no option at all and Grainger Bay is a Marina and expensive! RCYC may offer a fair deal in the marina as will False Bay YC. For FBYC contact Kim at the Simon's Town marina company. They may well have a swing mooring available at lesser cost.

A: A mooring or on anchor at Simon's Town is a definite option but if the wind comes up you need to be on your boat because it can gust above 50kts It's the only place we have ever worn life jackets in the dinghy but when it's not blowing it's very pleasant.

A: We've seen boats anchor at Granger Bay many times, between the marina and the entrance to CT Harbour. It can be windy there though.

A: Not really anything more than a lunch stop or a stop in a S Easter before you go in to Table Bay and the marinas there. No marina in Granger Bay - it is upmarket condominiums and not very easy to get ashore. You would not want to leave your boat there unattended. You can stay overnight, but it may not be the most comfortable stop!

A: Feel free to email me at cruising@rcyc.co.za to arrange something at the RCYC. I would not advise a Granger Bay anchor for any length of time as it is open to any weather from the N/NW and can get swell and surge. Our marina is much safer and well protected. If you notify early with your rough dates we will make sure you have a spot in our lovely marina.

A: A couple of boats anchored in Grainger Bay (outside the small marina there) last season—one, at least, for a couple of weeks. It becomes very roly every couple of days. I mean very. We knew a bunch of people who've stayed on the swing moorings at Simon's Town, which are massive and very safe. It can blow wicked hard there in the summer—like 35+. Simon's Town is lovely and the marina there has a great community. The most sheltered marina is the V&A, but it's pricey.

50nm north is Saldana Bay, which is super sheltered and has a bunch of beautiful, if remote anchorages. You have to return (with boat) to Cape Town to check out.

6 Stops Capetown to Namibia

6.1 Saldanha Bay

Arthur Hoag FB 2016: We hauled in Saldanha Bay. They have a very modern and large travellift. Prices were much much cheaper than RCYC....but we were also forced to return to Cape Town to check out (long story). We had limited options due to the beam of our cat.

There is not much in the area, and the town of Saldanha is not very nice. Little in the way of services e.g. no rental cars. However, the other side of the bay around Langebaan is a completely different story and is a nice destination.

6.2 Port Owen / St. Helena Bay

FB Group – Jan 2020: Port Owen has a very secure and well protected Marina, with floating pontoons, restaurant, yacht club and is located some kilometers up the Berg River. Suitable for Long Stays. It has a yard with haul out facility. Approaches for the unfamiliar should not be made at low water

7 Namibia

Comments from cruisers in response to a post asking for information on stopping in Namibia Dec 2017:

1. Both Luderitz and Walvis Bay are good places to leave a boat. We did in Luderitz on a mooring and drove to Fish Rivet Canyon and around - fabulous and unforgettable.
2. While there are moorings available from the Walvis Bay yacht club be very careful before using one. Last year we checked out several and uncovered dangerously worn mooring lines and or dragged the moorings while backing up. So ended up anchoring. The waters are also have poor visibility due to high sediment load so it is not possible to check the integrity of the mooring by diving.

In March when we were there the wind tended to blow up to 30kts in the afternoon and get quite lumpy due to the long open fetch. The holding there is very good in sand however having previously lost my highly reliable Manson Supreme anchor and having to rely on my spare more slippery CQR I never felt confident enough to leave the boat over night to explore further in land.

That said we know of several people who did leave their boats on moorings or anchored in Walvis Bay without any incident and had a marvellous time travelling inland.

3. If you're going to travel in Namibia (and it would be a crying shame not to as there is so much to see, from Sossusvlei enormous sand dunes to Etosha and all the wild animals) hire a 4x4 camper van. Everywhere has great camping facilities, caravan parks are cheap and good, you have the freedom to stop where you want without having to book ahead. Namibia is very safe to travel, and the roads are generally very good sand. Bushlore is one rental company we have used several times. Info@Bushlore.com, +264 61233599 bushlore namibia.
4. We left our boat at anchor at Luderitz and Walvis Bay. We went to fish river canyon from Luderitz and Etosha from Walvis. We organised them when we got there. On the way to fish river we visited a small vineyard and saw animals en route.

Etosha is a great game park but lots of things to see on the way. We used the rough guide to decide where to go. In Etosha there are park lodges which we booked by phone and internet once in Walvis. A 4 wheel drive is preferable for Etosha.

The vineyard was Naute Kristall. It was a nice place to stop for lunch. We then drove to fish river canyon and admired the views. We didn't do any walking it was too hot. Stayed overnight and drove back following day by a different route. It's a lovely drive with interesting scenery.

5. More infos for Luderitz Namibia (Feb 2017)

Carhire: benb@afol.com.na or meb@afol.com.na - nissan np300 4x4 pD 1100NAD 500km free - very good car!!!

Marion from safari tous drive to Kolmanskop ghosttown - 300nad (for the vw T5 van share costs up to 6PAX)

Andy in anchorage has 1 mooring 50nad pD others are free. Andy also take care when go to fish river or Sossusvlei

Check in with out check out in SA costs 100nad and is no problem!

Luderitz is a nice town to see... nice restaurants, good spar market, ...

Fish river canyon is great! Ai-ais hotel good and seeheim hotel a funny place! Sossusvlei sanddune 45 is great to see! We did both in 4days but is 2000km!

Where to leave a boat to go inland touring in Namibia:

Tintin – March 2017: Namibia is a country in Southern Africa whose western boarder is the Atlantic Ocean and shares borders with Zambia, Angola to the north, Botswana to the east and South Africa to the east and south.

It's capital and largest city is Windhoek approx 4 1/2 hrs drive, or an overnight train from Walvis Bay.

The dry lands of Namibia were inhabited by the San, Damara and Namaqua since early times, and then around the 1400's by immigrating Bantu.

Most of Namibia became a German Imperial protectorate in 1884 and remained part of the German Colony until the end of WW1. In 1920, Namibia became part of South Africa, which imposed its laws and from 1948 its apartheid policy. Namibia became independent in 1994.

Agriculture, herding, tourism and mining for diamonds, uranium, gold, silver and base metals forms the basis of Namibia's economy.

We sailed along the Skeleton Coast, a term derived from the treacherous nature of the coast--a foggy region with rocky and sandy coastal shallows that have long been a graveyard for ships travelling in these waters. Rolling fog and dusty sandstorms create a very eerie and remote feeling.

Here, dunes in the world's oldest desert meet crashing rollers along the wild Atlantic coast.

The Namib Desert (means open space) is a barren and desolate landscape of undulating burnt orange coloured dunes and dry gravel plains, and is home to Swakopmund and Walvis Bay.

Walvis Bay (Walvisbaai) is the only natural deepwater harbour along the Namibia coast and lies just north of the Tropic of Capricorn and receives less than 10mm of precipitation a year, making it one of the driest cities on earth.

More moisture comes in as fog off the Atlantic Ocean than falls as rain.

Walvis Bay has approx. 85,000 residents and most people are either employed by the huge harbour terminal, the fishing industry, sea salt processing and tourism.

The town is spread out, you really need a car or bike to get around and the landscape is very flat, very dry, barren and sand is everywhere and in everything. Nothing grows here except the occasional palm tree or cacti.

We were anchored in the Walvis Bay lagoon, one of the most important wetlands of southern Africa as it is the hibernation area for 1000s of migratory birds.

The lagoon is a major feeding site for round 80% of all lesser flamingos found in southern Africa and 50% of greater flamingos. There is an estimate 170,000 resident birds around the lagoon and some 200,000 more stop off on migratory routes.

The lagoon and harbour are also home to thousands of friendly seals who spend their days sunbaking and catching and eating fish.

The Salt Works are part of the lagoon and is a 3,500 hectare salt pan complex which supplies over 90% of South Africa's salt.

We enjoyed our week here exploring the towns of Swakopmund and Walvis Bay and the amazing and very beautiful sand dunes on dune buggies, 4 wheel drive and sand boarding.

We hired a car with Div's and Ants (SV Divanty) and drove along the spectacular coastal road where on one side the Atlantic Ocean rolls in and on the other side of the road is the Namib Desert with its majestic towering sand dunes. Our destination was Swakopmund the 4th largest town/city in Namibia and only a 30 min drive from Walvis Bay and Namibia's most popular holiday destination.

Along this road is a very smelly offshore man-made platform known as Bird Island.

The island was conceived and constructed by a German in 1912, who saw a business opportunity, ie to provide a place for seabirds to nest and collect the guano and sell it as high-grade fertiliser.

Initially the platform was 4 meters square and 3 meters above sea level, today it has expanded to 17,000 meters square.

The Guano is collected, then cleaned in Swakopmund, ground to a powder and exported to Belgium.

Dune 7 is the place to explore on a dune buggy and to go sand boarding, its just on the outskirts of Walvis Bay town. We had great fun exploring the dunes, seeing where Mad Max was filmed and finally sand boarding down a rather steep slope.

The Dunes are formed from sand from the centre of Africa being carried into the Atlantic Ocean where its then carried north by the Benguela Current and deposited along the coast and then the winds that bring the fog carry the sand back inland creating the towering sand dunes.

The orange colour developed over time as iron in the sand is oxidised, the older the dune the brighter the colour.

Divs and our guide

We spent a morning on the "Living Desert Tour" a unique 4x4 adventure which specialises in bringing the desert to life. The coastal dune belt seems very barren and lifeless, however it is alive with a fascinating variety of little desert adapted animals, which are able to survive on the life-giving fog which consistently rolls in from the cold Atlantic Ocean.

Desert Chameleon

The tour guides are continuously looking for tracks on the dunes and we were so lucky to see the Dancing White Lady Spider, the beautiful Desert Chameleons, the transparent Namib Dune Gecko with her webbed feet used to walk and dig in soft dune sand (equivalent to snow shoes in colder areas).

Palmato Gecko

We followed the tracks of a legless Lizard, and watched the Sidewinder Snake travel sideways across the desert. We also learned about the geology, structure and formation of the desert.

Dancing White Lady Spider

Sidewinder Snake

We enjoyed a few long lunches at the restaurants along the waterfront and at the Yacht Club. The issue we had each afternoon was that the wind picked up around 1600 and therefore it became a very wet ride back to our yachts. Therefore all our days were planned around being back at the yacht club, checking our yachts and the wind strength and then deciding if we could have another drink or go back to our yachts before it got very rough!!

Kevin and Ants

Our only regret is that we did not have more time to go inland and explore the natural wonders of Namibia such as the Kalahari Desert, Fish River Canyon, Etosha National Park and Sossusvlei, we will be back.

8 Cmap Chart Offsets for OpenCPN

My copy (Updated 2010) of the CM93 Edition 2 charts are quite off in the Marshall Islands. However, some of the charts are very detailed. So it is useful if using OpenCPN to apply offsets to make the Cmap charts somewhat line up with the Google Earth charts we are using.

The below is pretty techie stuff.

I make no warranty that these offsets won't put you on a reef.

Use this info with extreme caution. No guarantees!!

8.1 How to Apply Offsets in OpenCPN

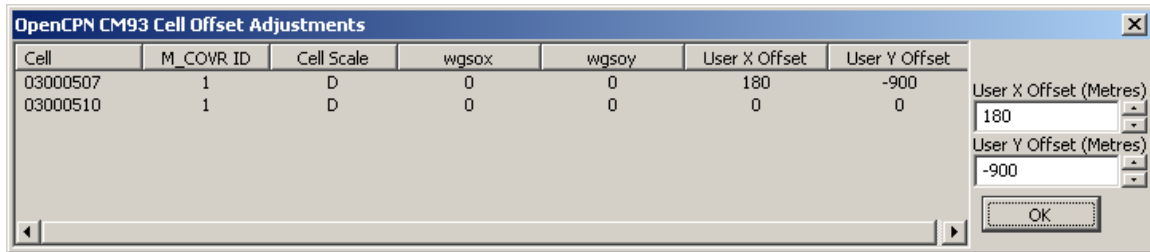
Unlike Maxsea, when you apply offsets to "correct" CM93 charts in OpenCPN, it shifts the chart, not the GPS position. (this is the right way to do it).

Here's a quick rundown on calculating the offset and applying it:

1. Drop a mark in OpenCPN on a prominent feature on a GoogleEarth chart for an atoll. (end of an island, or center of a pass, for example)
2. Turn off Chart Quilting (F9 key, or use the Settings Dialog). There are two easy ways to tell whether Chart Quilting is on or off.
 - a. If the colored ovals at the bottom of the screen have square corners instead of oval corners, quilting is off.
 - b. If you right-click on the CM93 chart (anywhere), the pop-up window will have an additional menu item "CM93 Offset Dialog"

Pressing F9 again will turn quilting back on.

3. Right-click on the CM93 chart and select "CM93 Offset Dialog". This pops up the OpenCPN CM93 Cell Offset Adjustments window:



Normally, if you are zoomed in, you will only see one line (the most detailed chart). Regardless, click on the line to highlight that line. Then enter the offsets in the box to the right. X offsets move the chart left and right. Y offsets move the chart up and down. As soon as you TAB out of the entry field, the offset will be applied. (Clicking OK also applies the offset, but also closes the window).

Keep fiddling with the offsets until the mark you dropped on the prominent feature on the GoogleEarth view, lines up correctly on the CM93 view.

4. Now check the offset in several other places on the chart. Often you will get it perfect in one spot, and it will be off in another spot. This is the nature of imperfect charts. Fiddle until you are happy with it... either the pass you intended to go in is dead-on, or you have an average view.

Notes:

See the OpenCPN help file for more info (there's not a lot in v3.2.2, but may be in the future).

In OpenCPN, these offsets are, I think, saved in the CM93 folder in the OpenCPN folder in the Program Data folder (see the Help/About tab for where the log file is... that's where you'll also find a CM93 folder.) (ie where the layers folder is).

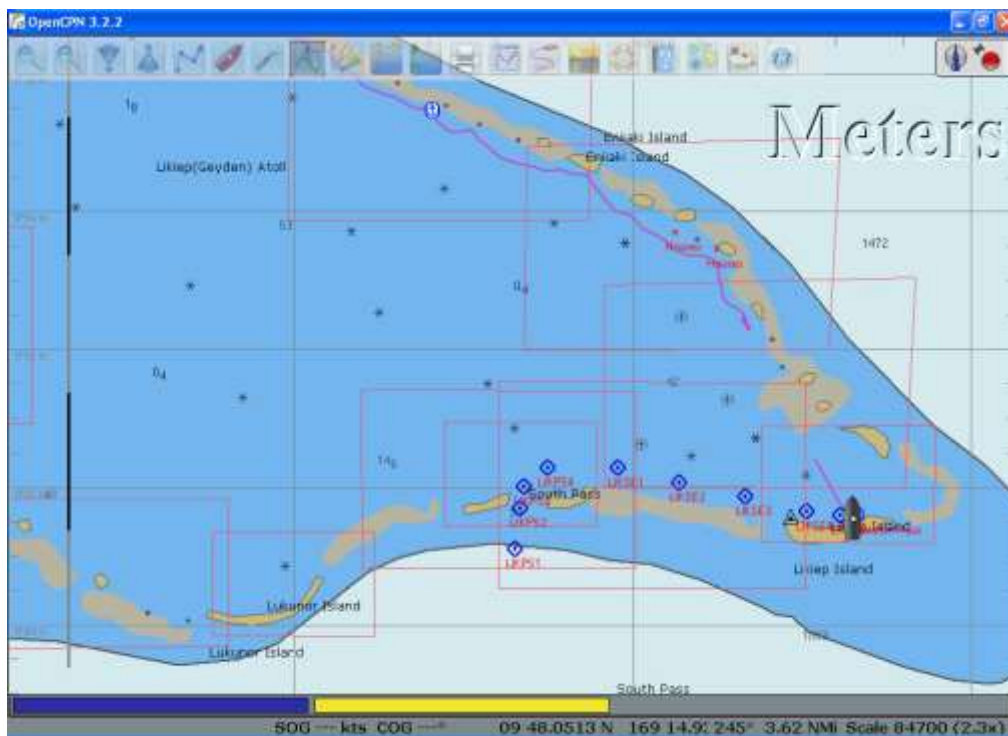
They appear to be saved in a file that is named the same as your CM93 chart folder name. Backing up this folder, AND keeping the same naming convention on another computer MIGHT allow you to transport these offsets to another computer. I haven't found any other way in OpenCPN to do so.

Warning: There are a LOT of different CM93 chart sets floating around. Offsets for a 2010 version of charts (what mine are) may not be appropriate for a 2011 (or 2005) version of charts.

Also, if your set of charts have been made from combined directories (ie copying an "update" into an existing CM93 directory, some charts may be there that are not in someone else's "2010" list. Example: Below is a screen shot from the most detailed chart I have for Likiep Atoll on one computer.



And here is about the same view with the "same" chart set on another computer:



Note considerably more detail. This chart, 2940504, dated 2010-03-01, does not exist apparently in the "latest" 2010 chart set. (it also won't be displayed by Maxsea, even if it is present in the CM93 folder).

8.2 Offset List

I make no warranty that these offsets won't put you on a reef. Use this info with extreme caution. No guarantees!! USE YOUR OWN EYEBALLS and only navigate in reefy areas with good light!!

Place	Chart Cell	M COVR ID	Cell Scale	X Offset	Y Offset	My Chart Date	Comments
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