GOBIERNO DE ESPAÑA
MINISTERIO DE TRANSPORTES, MOVILIDAD Y AGENDA URBANA

Puerto de Santander
Autoridad Portuaria de Santander

GUIDE TO SANTANDER PORT ENTRY

2022

INDEX

PORT OF SANTANDER

SANTANDER PORT CONTROL

All ships proceeding Santander should contact Santander Port Control (SPC), when it is within range of the VHF, giving the following information:

- Ship's name.
- ETA Santander confirmation.
- Any or no deficiency on board confirmation.
- ISPS level confirmation.
- IMO cargo: YES / NO.
- People on board

The Santander arrival point (AP) is located in position:

Latitude…… 43º 28' 57'' N
Longitude ..……..… 03º 44' 57'' W

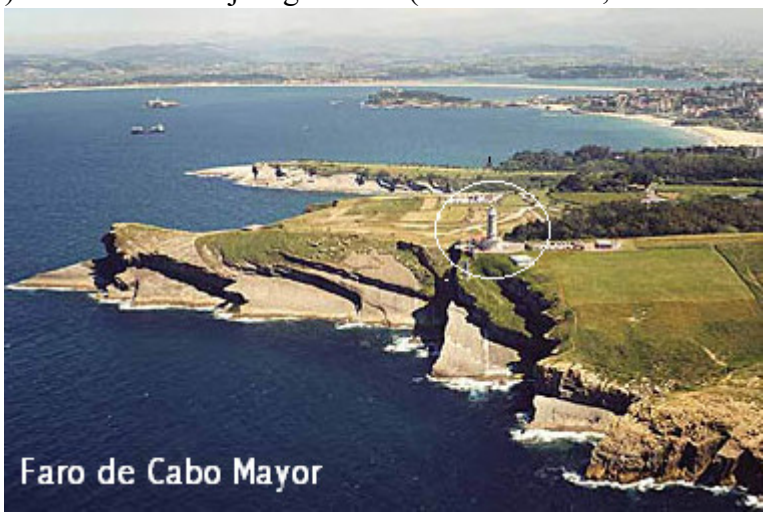
To communicate with SPC, you can use these different ways:

- Telephone: 34 942 213 030/ 34 942 213 060
- E- mail: **spc@puertosantander.com**
- VHF: chanel 11

GENERAL INFORMATION

The geographical coordinates of the Port of Santander, taken at Muelle de Maura are latitude 43º 27' 39" N and longitude 3º 48' 10" W.

The outer limit of the port is a line running between the Cabo Mayor lighthouse (43º 29' 29" N, 3º 47' 22" W) and the Cabo Ajo lighthouse (43º 30' 42" N, 3º 35' 12" W) up to the intersection with meridian 3º 43' 44" W which is the meridian of the Santa Marina Island marker buoy. From this line the port extends 5 miles to the southwest and has the appearance of a large bay at high tide but, at low tide, large sandbanks are revealed with channels between them The widest and deepest of these channels is the main


Faro de Cabo Mayor

navigation channel (Chart 4011 of the Naval Hydrographic Institute, Cadiz- Spain), which, duly marked, runs along the north shore of the Bay following the line of the city of Santander at the end of which it turns towards the South and continues towards the town of Astillero (Chart 4012).

This main channel is navigable by large vessels, since, at lowest water, there is 12 m depth from the entrance to buoy No. 3. In the rest of the channel between the buoys, up to and including the Raos commercial buoys, there is 11.5 m, except opposite Raos Quay No. 7 where there is a 50 m wide section with only 10 m depth.

There is 9m depth from the entry channel to the Raos docks as far as the Dynasol S.A. pier.

There is 4.5 m from the Dynasol S.A. pier to Astillero Dock No. 2 and from this point to Astillero Dock No. 1 the depth is only 3 m

There are no restrictions as to length or beam since the channel is 150 m wide at the narrowest point of the main stretch, being 250 m wide at the entrance and 400 m wide in front of Raos Dock No. 4. The channel is 100 m wide from the end of the Dynasol S.A. pier to Astillero Dock No. 1 in the straight passages and 120 m wide in the curved stretches.

IDENTIFICATION OF SANTANDER

The Port of Santander has a great number of landmarks which helps you to recognise and approach. Firstly, there is the elevated tower of the Cabo Mayor lighthouse (43º 29 ‘ 29” N, 3º 47’ 22” W), which consists of a 30 m high stone tower, cylindrical at the top with an octagonal base. The light is located 91 m above sea level.

Close to the port entrance and 1.8 miles southwest of Cabo Mayor lies Mouro Island. The lighthouse, whose white tower is slightly conical, is built above a house, which is also white in colour. The light is located 38.7 m above sea level. To the east, at a distance of one mile, is the Island of Santa Marina and 800 m to the west, the

Magdalena Peninsula, dominated by the Royal Palace, built in the English style at the beginning of the twentieth century. The Cerda lighthouse is mounted on top of a white coloured building located south side of this peninsula. The dunes of Somo and El Puntal can be seen on the other side of the entrance channel to the south of Mouro Island.


Faro de la Isla de Mouro.

Other important reference points are: Peña Cabarga mountain, 175 º from the Cabo Mayor lighthouse; the Pico de Cavada or Solares which is lower than the former and located next to it but slightly to the east (43º 23' N – 03º 45' W). Finally, on clear days, the Peña Castillo hill may be observed to west of the city.

To identify the port is easy by night. The pulses from Cabo Mayor (GpD 2 B 10s. 21 miles); the light from Mouro Island (GpD 3 B 16s. 11 miles) and the Cerda lighthouse (GpD 1+4 B 20s. 7 miles) allow vessels to ascertain their position. (See lighthouse manual).

Approaching from the west or northwest, the following reference points can be used to line up; Punta Ballota (43º 26'3 N – 4º 05'0 N)?? ; the Punta del Torco de Afuera lighthouse, GpD (2+1)B 24s 22M (43º 26'6 N and 4º 02'7 W) and Los Conejos Island (43º 27'1 N and 4º 01'6 W). Approaching from the east, the following can be used; the Buciero mountain at Santoña, the Cabo Ajo lighthouse, Gp Oc (3) 16s 17M (43º 30'8 N and 4º 35'4 W) and Cabo Quintres (43º 30'0 N and 4º 38'7 W).

THE SARDINERO INLET AND ANCHORAGE FOR COMMERCIAL AND LARGE VESSELS

Prior to describing the anchorage in detail, it is worth mentioning that according to a disposition from the Director General of Merchant Shipping dated 18 February 1992, large vessels may not anchor in the bay, unless authorised by the Harbour Master.

Having clarified this point, the recommended anchorages are detailed below, always taking in mind that this option will be applicable to:

a) Any vessel carrying hazardous cargo or cargo which may be considered as such, whatever its GRT.

b) Any vessel of 500 GT or greater as calculated in accordance with the 1969 International Convention on Tonnage.

The following two anchorage periods have been established based on prevailing meteorological conditions, depths, quality of anchorages and the shelter afforded by the Cabo Mayor from westerly seas:

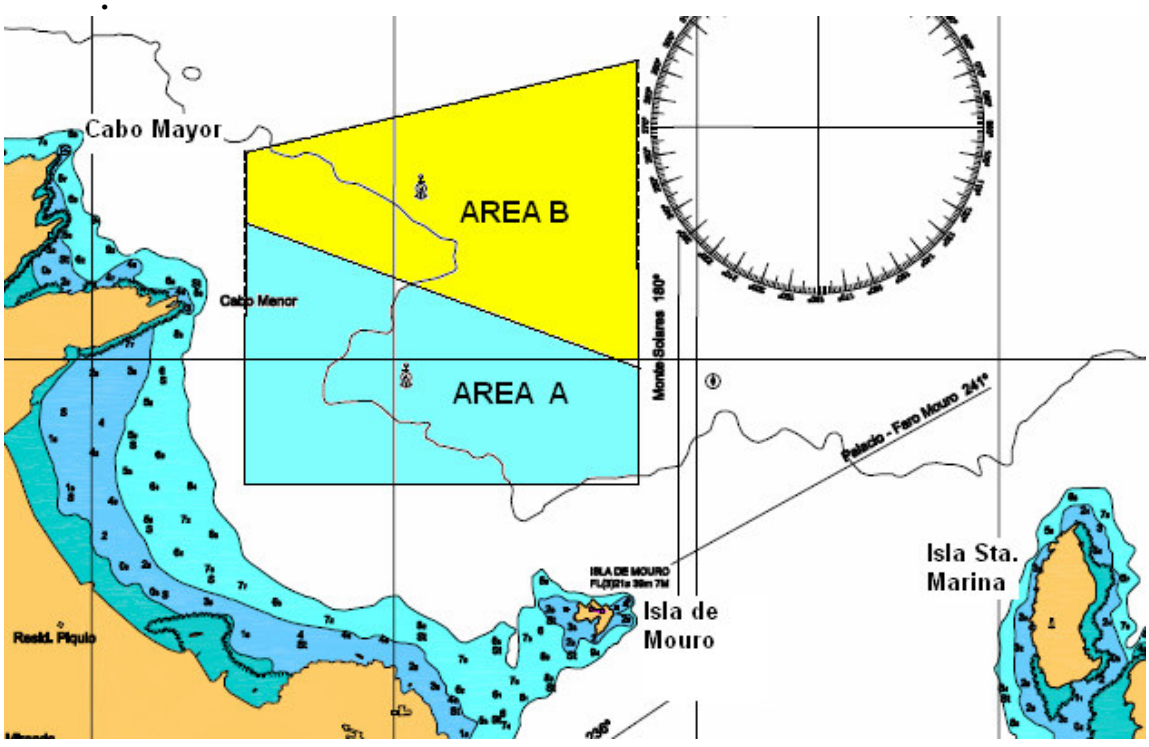
1.- Area A: - Comprising the non-summer period from the 16th of October to the 14th of June.
2.- Area B: - Comprising the summer period from the 15th of July through to the 15th of September.

Definition and details of the areas:

Area A (non-summer): This area is limited to the north by a line which joins Cabo Menor with the most northern point of Santa Marina Island and to the south by parallel 43º 28'42" N. To the east it is bounded by meridian 003º 45'12" W and to the west by meridian 003º 46' 30" W

Vessels carrying hazardous cargo or which may be considered as such cannot anchor in this area under any circumstances. Furthermore, it is not recommended for large vessels and, when there are strong winds from the north, it is not recommended for vessels of any size. This is due to the danger of heavy seas, being apt only for winds from the south or from the north in calm weather.

Area B (Summer): This area is defined in the north by the line which joins Cabo Mayor with Cabo Ajo and to the south by the line which joins Cabo Mayor with the northern point of Santa Marina Island. To the east, the limit is meridian 003º 45' 12" W and to the west meridian 003º 46' 30" W



During the summer, all vessels anchoring in port waters must do so without crossing at any time the line which forms the southern limit (Cabo Mayor - northernmost point of Santa Marina Island), always taking in mind that there is a rocky outcrop which runs from Cabo Menor in the same east-northeast direction for approximately 1,200 m with a width of approximately 160 m Anchoring on this outcrop should be avoided as there is a risk of anchors being lost.

Areas A and B together form a trapezoidal shape, with sandy bottom which makes for good anchoring, with the exception of the aforementioned rocky outcrop. Depth ranges from 12 m to 22 m, being mostly 18 m

The line which separates the anchorages (summer/non-summer) runs from Cabo Mayor to the North of Santa Marina Island.

For vessels carrying hazardous cargo or those which may be considered as such, a line is established between Cabo Menor and the northern point of Santa Marina Island to mark the southern limit of anchorage and, therefore, these vessels must comply with the summertime requirements throughout the whole year.

Despite the foregoing, these anchorages are deemed “recommended” and it is left to the good judgement of the vessels’ masters whether to anchor there or await a berth outside the port limits, particularly when there are strong northerly winds which may affect the safety of the anchorages.

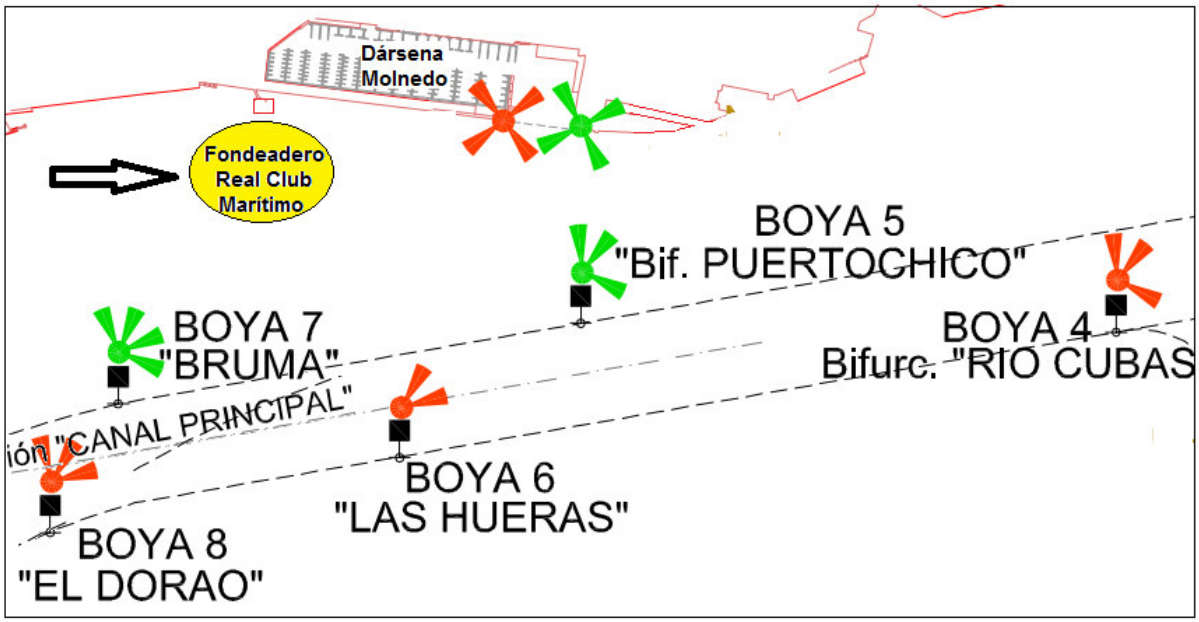
The depth in both areas is between 12m and 22 m, the majority being at 18 m

ANCHORAGE FOR LEISURE CRAFT TILL 50m LENTH

Previous to anchor, leisure craft must contact Santander Port Control by channel 11 VHF.

Area between Punta del Promontorio (43º 27´49,49” N y 3º 46´50,82” W) and Punta del Dique de Gamazo (43º 27´41,40” N y 3º 47´17,97” W), The south limit is the line between the buoys nº 3 and nº 5. The distance between this anchore area and the shore is 300m

Leisure craft can find mooring buoys authorised by the Port Authority to the southwest of Isla de la Torre (Latitude: 43º 28 ’00 N Longitude 03º 45’00 W – Telephone: +34 942 273 013 Fax: +34 942 280 402) and more to the south of the Real Club Marítimo de Santander http://www.rcmsantander.com



ENTRANCE TO THE MAIN NAVIGATION CHANNEL

Initial position: latitude 43º 29'N and longitude = 3º 45' W

Once at this location a course of 179º should be set, passing to the east of Mouro Island at a distance of two cables and, once the Horadada Island appears to the southeast beyond the Punta del Puerto, a course should then be set to Punta del Rostro in Pedreña. Course 213º.

Once the Punta del Puerto and the south of the Isla de la Torre are lined up a course must be changed for the channel entrance, Course = 236º, this is known as the Puntal Leading Line (Enfilación del Puntal), which is marked by two metal towers on the beach (White flash – iso Red = 235º 8) It should be noted that the tower front light to this leading line is equipped with Racon. (K)

Only vessel of less than 500 GT and with a maximum draught of 5m, can use the next channel provided the sea is calm This channel is situated between Mouro Island and the Magdalena Peninsula.

Following this leading line, once the Islote de Horadada (black buoy with red band (Gp D 2 B.7s 5m) and the northeast point of Isla de la Torre are lined up, steer towards buoy no.4 and then set course 259º, 5 towards the sector light of the main channel (Red-White- Green) 6 miles, located in a tower on the Maliaño Quay at latitude = 43º 27'4 N and longitude = 3º 48'5 W.

Once level with buoy No. 8, the main channel bends to the south with the Maliaño quays to the northwest and the Raos commercial quays to the southwest.

The entire channel is marked through the IALA Region A lateral Buoyage System

PORT APPROACH AND CHANNEL NAVIGATION BUOYAGE (Corrected for 2021)

The positions and identification of the buoys can also be found on Charts 4011 and 4012 of the Naval Hydrographic Institute and in the Lighthouse Manual.

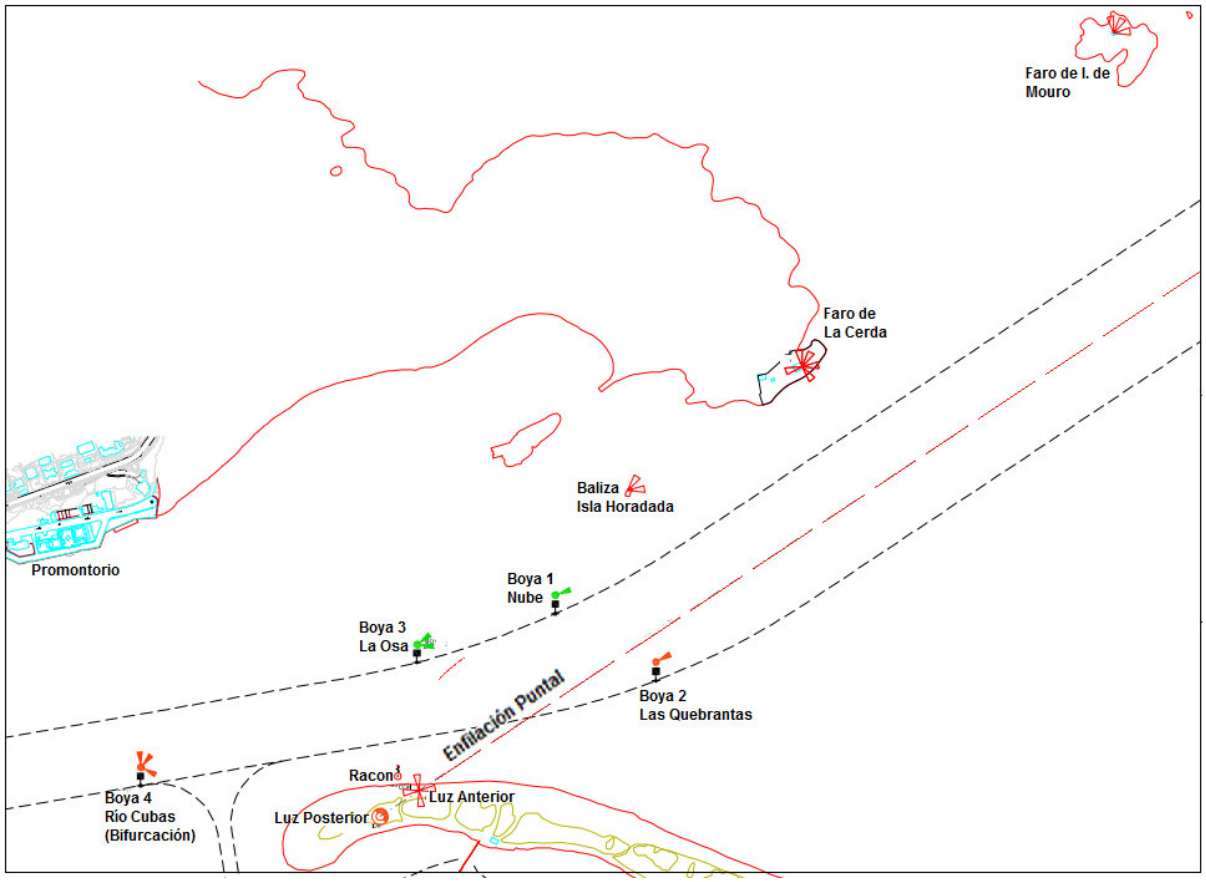
Port Approach

Cabo Mayor Lighthouse	GpD(2) W 10s 21 miles
DGPS Corrections:	289,5 KHz
Mouro Island Lighthouse	GpD (3) W 16s 11 miles
Santa Marina Island buoy. Port on entry (blind)	
La Cerda Lighthouse	GpD (1+4) W 20 s 7 miles
El Puntal leading line (235º 8):	Previous light: CtW 1s 5 miles Racon identification 'K' Next light: IsoR 4s 5 miles
Peña Horadada buoy	GpD (2) W 7s 5 miles

Main Navigation Channel

Approach to Main Channel (259º5): Sector light Red-White-Green. Range 5 miles

Buoy nº 2 "Las Quebrantas"	DR 5s 5 miles
Buoy nº 1 "Nube"	DG 5s 5 miles
Buoy nº 3 "La Osa"	GpD(2)G 7s 5 miles
Buoy nº 4 "Fork to Pedreña-Somo Channel	GpD(2+1)R 15s 5 miles



Pedreña-Somo Channel (Rio Cubas)

Buoy P-1 to starboard "Luis Lorenzo"	DG 5s 3 miles
Buoy P-2 to port P2 "José Bedia"	DR 5s 3 miles
Buoy P-1A to starboard	GpD(2)G 7s 1 mile
Buoy P-2A to port	GpD(2)R 7s 1 mile
Buoy P-1B to starboard	GpD(3)G 9s 1 mile
Buoy P-2B to port	GpD(3)R 9s 1 mile
Buoy P-1C to starboard	GpD(4)G 11s 1 mile
Buoy P-2C to port	GpD(4)R 11s 1 mile
Buoy P-1D to starboard	DG 5s 1 mile
Beacon P-3 to starboard P3 "Punta del Rostro"	GpD(2)G 7s 3 miles
Buoy P-4 to port "Rubén Laso"	DR 5s 1 mile
Port of Pedreña	
Light to port East Dock	CtR 3 miles
Light to starboard East Dock	CtG 3 miles
Light to port West Dock	CtR 3 miles
Light to starboard West Dock Oeste	CtG 3 miles
Beacon P-6 to port	GpD(2)R 7s 1 mile
Buoy P-8 to port	GpD(3)R 9s 1 mile
Marina Port "Marina Pedreña"	Light to port CtR 1 mile
	Light to starboard CtG 1 mile
Beacon P-5 to starboard	GpD(3)G 9s 1 mile
Beacon P-10 to port	GpD(4)R 11s 1 mile
Buoy P7 to starboard "La Bolisa"	GpD(4)G 11s 1 mile

Buoy P-12 to port	DR 5s 1 milla
Buoy P-9 to starboard	DG 5s 1mile
Buoy P-14 to port	GpD(2)R 7s 1 mile
Buoy P-11 to starboard	GpD(2)G 7s 1 mile
Beacon P-16 to port	GpD(3)R 9s 1 mile
Beacon P-13 to starboard	GpD(3)G 9s 1 mile

Main Navigation Channel (continued)

Buoy nº 5. Fork to "Puertochico"	GpD(2+1)G 15s 5 miles

Molnedo Basin

Quay E. Concrete post with upper green band	CtG 1s 5 miles
Quay W. Concrete post with upper red band	CtR 1s 5 miles

Main Navigation Channel (continued)

Buoy nº 6 "Las Hueras"	GpD(2)R 7s 5 miles
Buoy nº 7 "Bruma"	GpD(4)G 11s 5 miles
Buoy nº 8, "El Dorao"	GpD(3)R 9s 5 miles

Centro Botín

Buoy NE Cardinal Sur	GpRp(6)+ D large 10s 1 mile
Buoy NW Cardinal Sur	GpRp(6)+ D large 10s 1 mile

Main Navigation Channel (continued)

Buoy nº 10, "La Pasada"	GpD(4)R 11s 5 miles
Buoy nº 9, "Comisaría"	DG 5s 5 miles
Buoy nº 12, "El Caballate"	DR 5s 5 miles

Eastern end of Margen Norte Quay	
Concrete post with upper green band	CtG 1s 5 miles
Western end of Margen Norte Quay	
Concrete post with upper green band	OcG 4s 5 miles

Bridge

South column (Port and starboard)	DY 2s 1 mile
South Trafic light (Port and starboard)	Close 3 FrR vert. Open 2 FrG and 1 FrW 1
North column (Port and starboard)	DY 2s 1 mile
North Trafic light (Port and starboard)	Close 3 FrR vert. Open 2 FrG and 1 FrW 1

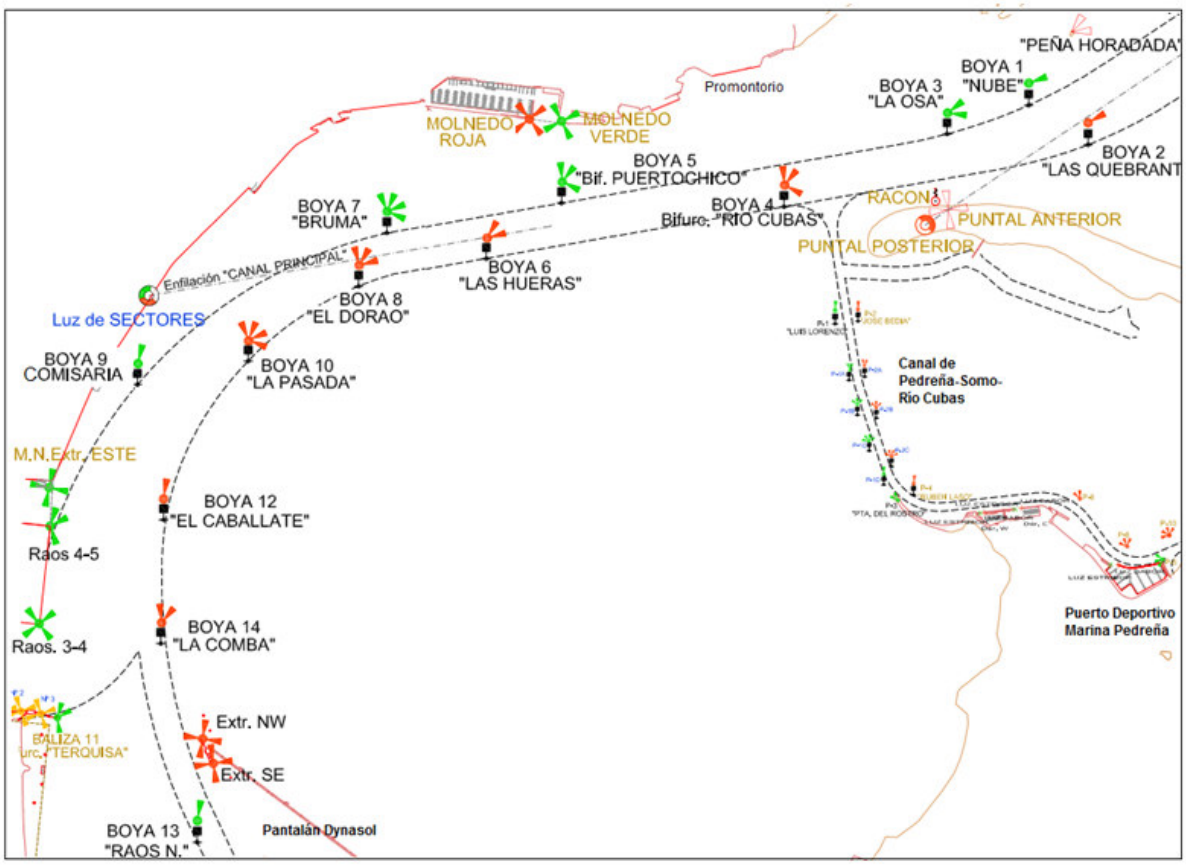
Main Navigation Channel (continued)

Beacon confluence Raos Quays 4-5

Concrete post with upper 3 bands, green-red-green	GpD(2+1)G 10s 5 miles

Beacon confluence Raos Quays 3-4.

Concrete post with upper green band	CtG 1s 5 miles
Buoy nº 14, “La Comba”	GpD(2)R 7s 5 miles
Beacon nº 11, Fork to Terquisa	GpD(2+1)G 15s 5 miles



Dynasol S.A. jetty (previously “Calatrava”pipe pier)

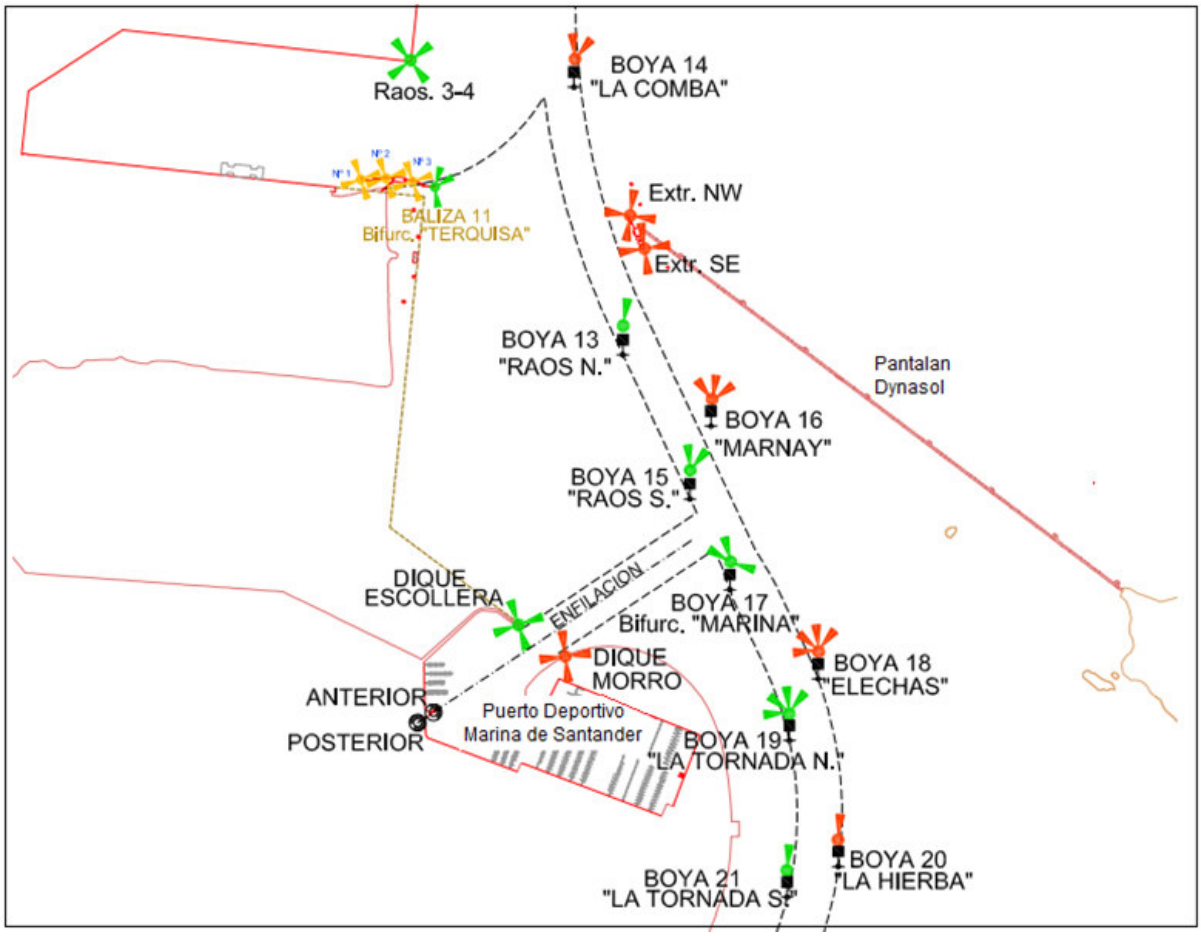
NW end	CtR 3 miles	Dark side eclipse sector to E
SE end	CtR 3 miles	Dark side eclipse sector to E

Main Navigation Channel (continued)

Buoy nº 13, “Raos North”.	DG 5s 3 miles
Buoy nº 16. “Marnay”.	GpD(3)R 9s 3 miles
Buoy nº 15, “Raos South”.	GpD(2)G 7s 3 miles
Buoy nº 17, “Fork to Marina”	GpD(2+1)G 15s 3 miles

Santander Marina

Leading line:	Previous light. IsoW 2s 3 miles
	Post light. OcW 5s 3 miles
Breakwater beacon	CtG 3 miles
Buoy of Dock	CtR 3 miles



Navigation Channel (continued)

Buoy nº 18, "Elechas"	GpD(4)R 11s 3 miles
Buoy nº 19, "La Tornada Norte"	GpD(4)G 11s 3 miles
Buoy nº 20, "La Hierba"	DR 5s 3 miles
Buoy nº 21, "La Tornada Sur"	DG 5s 3 miles

Airport Runway Header

Beacon N	Especial mark	DAm 2,5s 1 mile
Beacon S	Especial mark	DAm 2,5s 1 mile

Buoy nº 23, "Punta de Parayas".	GpD(2)G 7s 3 miles
Buoy nº 22, "Pontejos".	GpD(2)R 7s 3 miles
Buoy nº 25, "La Paloma".	GpD(3)G 9s 3 miles
Buoy nº 24, "Pedrosa"	GpD(3)R 9s 3 miles

Buoy nº 27, “Mijares”	GpD(4)G 11s 3 miles
Buoy nº 26, “Punta de la Vara”	GpD(4)R 11s 3 miles
Buoy nº 29, “Astander”	DG 5s 3 miles
Buoy nº 28, “El Escobal”	DR 5s 3 miles
Beacon “Muelle de la Correa”	GpD(2)G 7s 3 miles
Buoy nº 30, “Espigón de Pontejos”	GpD(2)R 7s 3 miles
Beacon “San José”	GpD(3)G 9s 3 miles
Astillero Basin	Port light. CtR 1 miles
	Starboard light. CtG 1 miles

Daylight Beacon

“Santa Marina Island” beacon (or Jorganes)
“La Comba” beacon
“La Tornada” beacon
“Orconera” mooring buoy

PORT DESCRIPTION

The port quays begin at Punta de San Martin (43º 27’ 8 N and 3º 47’1 W). To the west of this point is the Gamazo Dock, orientated 065º/245º, 105 m long with 4 m depth at low tide at its midpoint. Close by is the dry dock of the now defunct Astillero del Atlántico.

Next comes the Dársena de Molnedo, better known as Puertochico. This is 470 m long by 100 m wide and serves as shelter for leisure and sports craft. There are two buoys at the entrance, one red and one green. There is very little depth in this basin and the bottom of its northern reach is rock, which makes approaching dangerous even in vessels with little draught. The southern area has between 1.5 and 3.5 m depth with spring tides. However, the central channel of the basin has a maximum depth of 1.5 m at low tide. The basin is closed by a quay known as the José del Río Quay, which is 480 m long and orientated 096º/276º. The south side is not used and there is a white building there which houses the Real Club Marítimo de Santander (Santander Royal Yacht Club).

Further to the west is the Calderón Quay. This quay starts where the José del Río Quay finishes. It is 270 m long with a depth of 3m and is orientated 083º/263º. Today it is a promenade where an occasional leisure craft may tie up for a short period. At the western extremity of this quay a small platform juts out upon which is located the so-

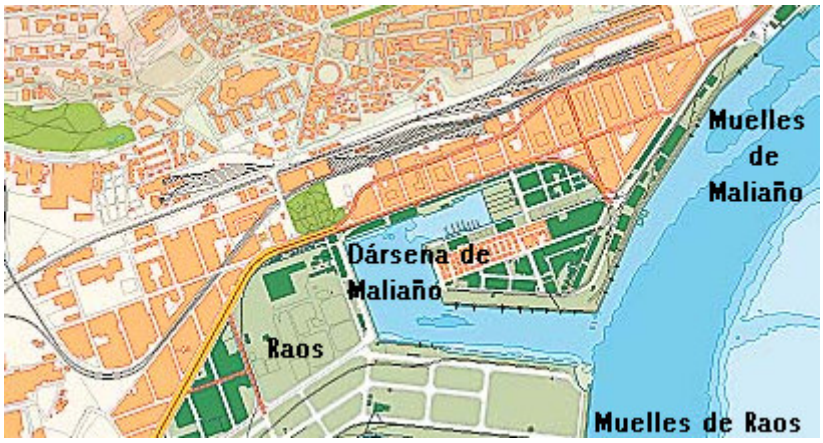
called “Palacete” previously the Real Embarcadero, which is now the Port Authority’s exhibition gallery. Around this platform there are a number of landing stages for passengers embarking and disembarking from the Santander-Pedreña-Somo launches. Close to the Palacete is the Maura or Monja Quay, 57 m long and with no commercial activity. There is a 30 t 19th C crane located here, which is preserved as a monument.

Next come the various commercial quays, which start at Muelle de Almirante and terminate at the Raos Quays.

Almirante Quay is 107 m long, orientated 043º/223º, with a minimum depth alongside of 9.5 m at low tide. It has a ro-ro ramp and houses the Passenger Terminal for the ferry service to England.

Continuing to the east, Section 10-11 of the Maliaño Quay can be found. This section is 228 m long, orientated 043º/223º and has a minimum depth of 10.5 m It has no cargo handling equipment and is mainly used as a berth for cruise, navy, oceanography, and hospital vessels, as well as other vessels not loading or unloading cargo.

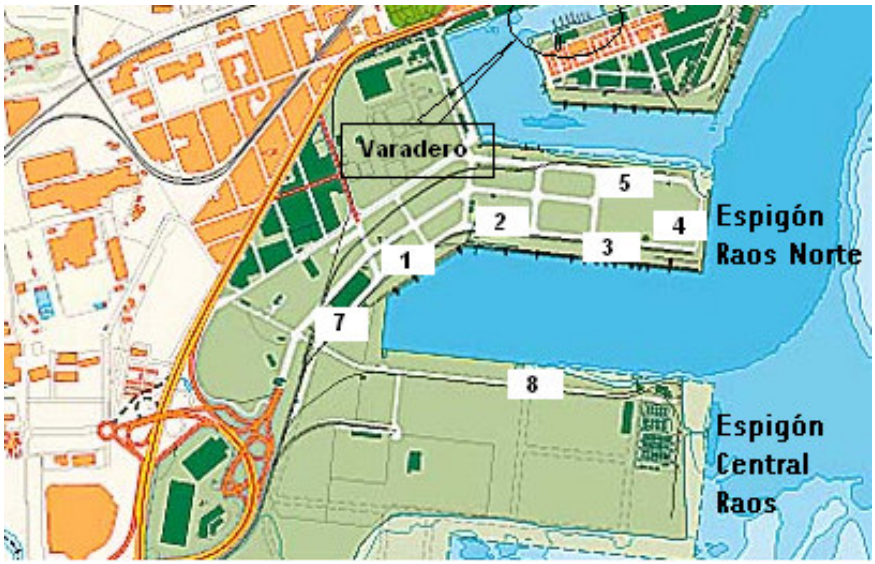
The rest of the Maliaño quays follow on in this direction. Numbered from 9 to 1, they are orientated in various directions. Section 9 is 43º/223º and 032º/212º as there is a direction change in front of bollard no. 60. The depth varies from 5.5. m to 5.7 m and is 5 m with a stony bottom between bollards 62 and 63. Finally, sections 7 to 1 are orientated 032º/212º and 021º/201º due to another direction change at bollard no.40. The depth between these final sections varies between 7m and 8 m The nine sections have a total length of 945 m Section 4 is equipped with a ro-ro ramp and has 8 m depth on its operational side. There are also a number of warehouses for storage and rail tracks connected to the national railway system This quay houses the Naval Headquarters, Maritime Health Offices, Local Sea Rescue Coordination Centre, the Port Authority Service Coordination Centre and the Free Zone. The Customs offices and the railway station are also located nearby.



The quays carry on from the Maliaño Quays, turning inland and forming the Maliaño Basin. The mouth of the basin and the basin itself form a “J” and the depth there is between 5 and 10 m In the northern part of the entry channel is the quay known as the Margen Norte Quay or Muelle del Silo. It is equipped with various portal cranes and is used for dry bulk and scrap. It is 538 m long and is orientated 093º/273º with a minimum depth of 9.5 m except for a section in front of bollard no.10 where there is only 9 m In the southern part of the entry channel are the GSW Quay and Raos Nº5 Quay, both orientated 096º/276º. GSW is 173m long and the minimum depth alongside

is the 5m, Raos Quay No. 5 is 335 m long, and the minimum depth alongside is 10 m at low tide, it is also equipped with portal cranes. The interior of the basin is mainly used for the fishing fleet and is equipped with auction hall, stores, warehouses, workshops, launching hoists, etc.

Continuing towards the southwest is the Raos port complex, built on reclaimed land and formed by two large quays. The first of these, the Raos North is itself made up of various quays: firstly, the previously mentioned Raos Quay: Raos 5 quay; Raos 4 quay, also known as Felix Ducasse, 355 m long and orientated 006º/186º. Raos 3 quay is 569 m long and orientated 096º/276º. Raos 2 Quay, or the Gabriel González Quay is 208 m long and orientated in the same direction as Raos 3 Quay. Finally, Raos 1 Quay, also called Rafael Martínez Quay, 300 m long, 15 m depth and orientated 057º/237º. These quays are equipped with several mobile cranes.



The depth alongside all of these quays is 13 m, with the exception of Raos 1 Quay which has a depth of 15 m and of Raos 5 Quay, which has a depth of 10 m.

Raos North Quay is linked to the similarly dimensioned Raos Central Quay by means of Quay Raos 7 or Jesús González Quay which is 170 m long and orientated 006º/186º with 10 m depth alongside. This quay is equipped with a ro-ro ramp.

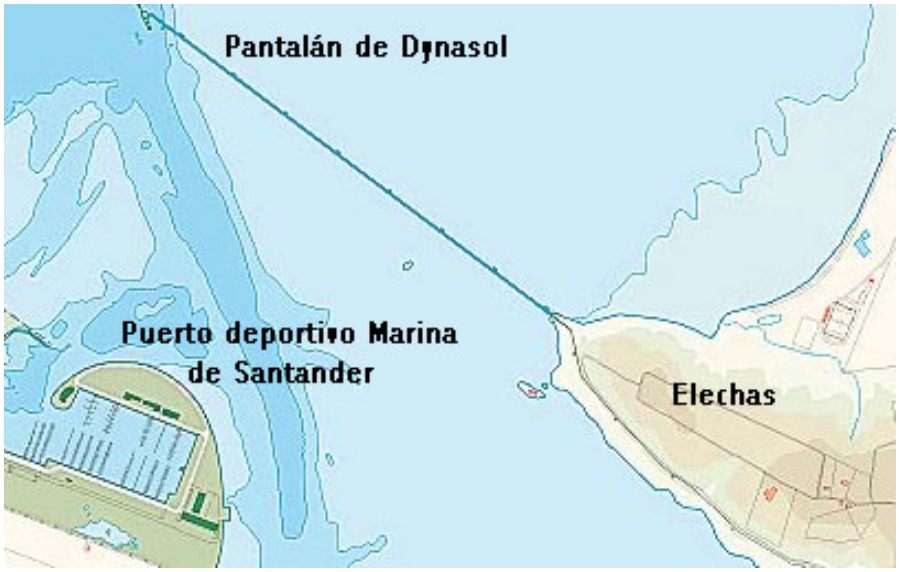
The Central Quay is not completed yet (2017) with only Quay Raos 8 in service, 850 m long and orientated 096º/276º. The depth in this quay is 13 m It is used mainly for new vehicle and machinery traffic and is equipped with a ro-ro ramp which takes two vessels at the same time. At the end of this quay there is also a loader for cement operated by Cementos Alfa whit 11 m depth

On the eastern side of the quay there is a pipe-pier used by Alkion Terminal Santander which stores chemical products and petroleum products. This mooring has 30 m of pier orientated 005º/185º and has four dolphins, the furthest at 206 m and the nearest 106 m The depth at this mooring is 11 m

The Raos port complex currently handles the majority of the port's traffic including, coal, vehicles, minerals, fertilisers and other dry bulk.

Finally, there is the Santander Marina with capacity for 1,350 m launches between 6 and 23 m length all with water and electrical connections. The minimum depth is 5 m at the entrance and 3.5 m within the marina.

Opposite this marina there is a pier which, starting from the southern end of the bay, extends for 1,600 m as far as the navigation channel where there is a small quay 100 m long with dolphins for mooring, the furthest apart being at a distance of 244 m This quay is orientated 157º/337º and has 11.5 m depth alongside. This quay is used for unloading liquid petroleum gas and chemical products.



LONGITUDE, ORIENTATION AND DEPTH OF QUAYS

QUAYS name	Longitude (m)	Depth (m)	Orientatión
Muelles de Raos:			
Raos 1	300	15	057º
Raos 2	197	13	096º
Raos 3	581	13	096º
Raos 4	356	13	006º
Raos 5	335	10	096º
Raos 7	171	10	006º
Raos 8 Oeste	516	13	096º
Raos 8 Este	191	13	096º
Muelle de la Margen Norte	538	9,5 / 9	093º
Muelles de Maliaño:			
Tramos del 1 al 4	390.2	9,5	032º/021º
Tramo 8	106	5	032º
Tramo 9	127	7 / 5,5	043º/032º
Tramos 10 y 11	228	10,5 / 9	043ª
Muelle de Almirante	172	9,5	043º
Muelles en la Dársena de Maliaño:			
Muelle Oeste	313	5,3	
Muelle Norte	293	5	
Muelle Este (antedársena)	201	5	
Muelle Sur	77	5	
Otros:			
Muelle de Gamazo	109	5	065º
Muelle Calderón	270	3	083º
Muelle de Maura	56	1	057º
Muelle de Nueva Montaña	171	5	097º
Atraque de Cementos Alfa	200	11	096º
Atraque de Alkión Términal Santander	210	11	005º
Atraque de Dynasol	200	9	157º
Recuperaciones Submarinas	540	0/2	039º
Astilleros Solana	60	3	
Muelle de Equipos Nucleares	130	6	097º
Muelle de Astander Oeste	166	6	
Muelle de Astander Este	157	4	

TIDES

To consult the tides table:
https://www.puertosantander.es/en/tides

Westerly storms nearly always produce a rise in tides of between 0.3 and 0.5 m as along the rest of the Cantabrian coast; there is a corresponding reduction in the case of easterly storms.

Ebb tides are faster than flow tides and may reach three knots in spring tide conditions. The force of the ebb is increased considerably in rainy conditions.

One of the most noticeable effects of the receding tide is at Punta Rabiosa where it meets water flowing out from the River Cubas and particular care must be taken when navigating here to avoid drifting. The ebb tide here can reach a speed of 5 knots.

High water full and change is 3 h at the entrance to the Port, 3 h 15 m at the Pedreña Passenger Quay, 3 h 20 m at the Maura Quay and 3 h 40 m at Astillero (local time).

The Chart Datum is located 6 metres below the crown of the Maliaño Quays and 6.36 below the crown of the Raos Quays. Taking the Chart Datum as a reference, the minimum height of low tide observed by the Geographic Institute in the old Magdalena Peninsula Chart was 0.033 metres and the maximum high water observed was 5.464 metres.

The average sea level (tidal range) is 2.85 metres above the chart datum

The timings on the tide tables refer to the tide gauge opposite the Gamazo Drydock. The timings are 9 minutes later in Maura Quay, and in Astillero 20 minutes later.

CURRENTS

Within the tidal areas close to the coast, the current observed will be the result of the normal prevailing current at that time and the tidal current.

Since the currents are a product of the prevailing winds in the area, the strongest currents occur between November and February inclusive, which is the period when strong winds and storms are most frequent.

It has been shown that eastern currents along the northern coast of Spain can reach 3 knots. These currents only occur with westerly or north-westerly winds and storms and, therefore, mainly occur during winter, especially when the prevailing current and the tide are running in the same direction.

At sea tidal currents are generally weak and only noticeable close to the coast and in the shallows. However, they may increase significantly close to land, particularly in channels, between islands, in shallows, off headlands and in the mouths of rivers.

Within the Port of Santander, currents are caused by ebb and flow tides. These may reach 3 knots in spring tides and their direction is easterly with the ebb tide and westerly with the flow tide.

It should be noted that the tidal currents of the bay meet the outflow of the River Cubas, causing vessels navigating in the vicinity to drift to the north.

MAGNETIC DECLINATION

The magnetic declination in the Port of Santander as of January 1, 2020 is 0º11'W and the annual forecast variation is 10´ to the east, according to the National Geographic Institute.

WEATHER INFORMATION - PREVAILING WINDS

The current weather conditions in the Port of Santander may be obtained via the Port Authority weather station. Click here
https://www.puertosantander.es/en/meteorology

The prevailing winds are westerly and northwesterly during the summer. Southerly winds are the strongest and cause the biggest seas in the bay, making navigation difficult and at times impossible for small vessels. They are relatively frequent, particularly at the beginning of spring and during the autumn and may occur during the winter and rarely during the summer.

Apart from a falling barometer, the onset of the south wind is accompanied by particularly high visibility and, if it is cloudy, clear skies to the south above the mountains.

Any clouds are leaden, narrow, long and well defined. There is no rain with a south wind and the wind veers to the west with the first drops of rain. It normally occurs rapidly and precautions should be taken if these signs become apparent.

PILOTS

The Port of Santander pilots are located in a small building in the "Molnedo" or "Puertochico" Basin.

The outer limit of the Port where the Pilot will await vessels will be Latitude 43º 28' 57" N and Longitude 003º 44' 57" W on a line between Cabo Mayor and the northernmost tip of Isla de Santa Marina.

When weather and sea conditions prevent the Pilot's launch from going out to this point, he will wait to board the vessel beyond the small island "Peña Horadada", as close to the entrance of the port as conditions permit.

Pilots will await at the designated waiting points in a launch marked Pilot and the letter "P" on the side. By night they will display the appropriate lights.

Pilot service is compulsory in this port for all vessels of 500 GWT and above.

There is a VHF radio service to contact the Corporation of Pilots on the following frequencies:

- Channel 16 (156,800 Mhz) – Call and safety
- Channel 14 (156,700 Mhz) –Call Santander Pilots. Call sign: Prácticos de Santander

Channels 16 and 14 are monitored continuously and the pilot service is available around the clock.

SANTANDER RESCUE COORDINATION CENTER (Call sing: Santander Traffic)

The Santander Rescue Coordination Centre is located on the Maliaño Quay on the third floor of the Port Authority Operations Building (Call sign: Santander Traffic). Its main tasks are monitoring and location via radar ("X" band and "S" band) and VHF radio goniometric marking of vessel traffic within its area of coverage; advising shipping of conditions in the area through local radio broadcasts; issuing periodic meteorological bulletins (VHF Channel 72 at 02.45 – 04.45 – 06.45 – 08.45 – 10.45 – 14.45 – 18.45 – 22.45); directing sea search and rescue operations as well as providing back-up to combat maritime pollution incidents.

The Coordination Centre can be contacted as follows:

- VHF: On Channels 16 and 72 (Work Channel)
- DSC: On VHF Channel 70. MMSI: 002241009
- Telephones: 942 21 30 30 / 60
- Telephone for emergency use only: 900 202 202

The Rescue Centre is operative 24 hours a day 365 days a year. VHF Channels 16 and 72 are monitored continuously as is DSC Channel 70.

SERVICE COORDINATION CENTRE (Call sign: CCS)

The Port Authority of Santander's Service Coordination Centre monitors and records all vessels entering and leaving the port, as well as interior movements, keeping a check at all times on vessel berthing. It also monitors the working of the Port's signal buoys and the Cantabrian Coast lighthouses (Santoña, Ajo, Cabo Mayor, Suances and San Vicente) through radio signals and alarm systems. It supervises loading and unloading operations via CCTV and directs and monitors vehicle and train traffic entering and leaving the port.

The SCC is operative 24 hours a day, 365 days a year, monitoring VHF Channels 16 (156,8 Mhz) and 11 (156,40 Mhz). The call sign is: Centro de Coordinación de Santander.

The SCC may be contacted by telephone on 942 203 618.

SERVICES

- **Repairs**

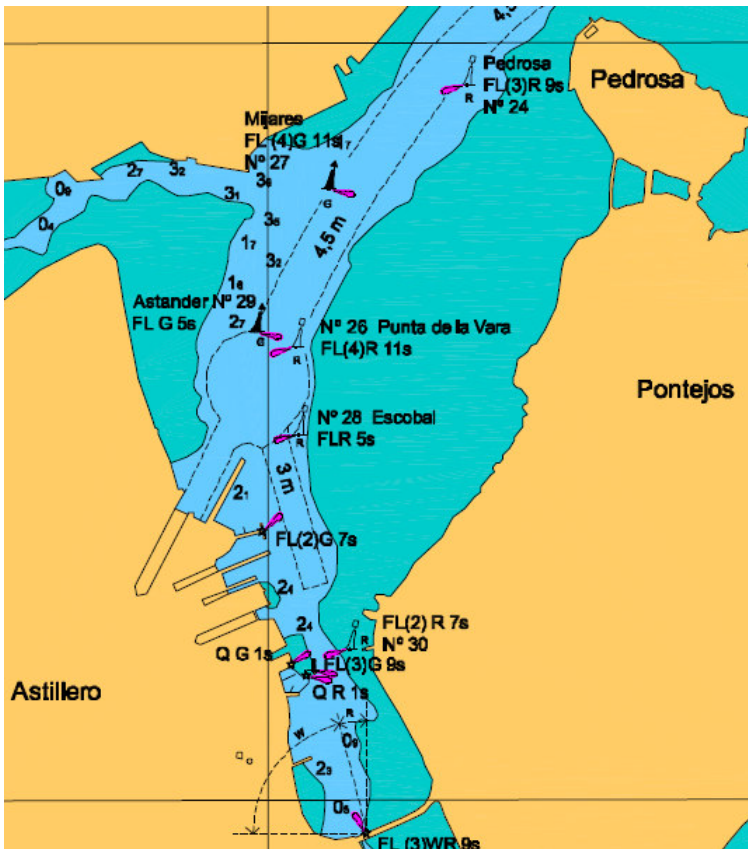
There is a shipyard (Astilleros de Santander) for all kinds of ship repairs located in the town of Astillero.

There are two drydocks with the following specifications:

1 – Length: 160 m, Beam: 22'8m Vessels up to 20,900 t.
2 – Length: 231 m, Beam: 32 m Vessels up to 54,000 t.

Two piers for works afloat, 184 m and 168 m

Two docks for works afloat, 110 m and 164 m Both 34 m wide.



"Astilleros de Santander" also has a slipway for vessels up to 3,100 t, maximum length 80 m and maximum beam 13.80 m

For more information visit de site: https://www.astander.es/

- **Slipways**

There are four lifting hoists for vessels of up to 350 t within the Maliaño Basin.

Finally, there is a slipway in Pontejos - “Astilleros Ruiz S.A.” -which can accommodate vessels up to 100 t. Astilleros Ruiz – Pontejos – Santander – CANTABRIA Tel: +34 942 502003.

- **Fuel**

Fuel is supplied via road tankers or vessels at the moorings. On the website of the port authority are the list of the companies authorised to supply fuel via road Within the port area.

The marinas have fuel pumps for leisure craft.

- **Water**

Drinking water may be taken on at all of the commercial quays: Almirante, Maliaño, Raos. The SCC must be contacted to request the service on VHF Channel 11 or by telephone on 942 203 618. The marinas have drinking water available on all piers.

- **Electricity supply**

The commercial port does not supply electricity. The marinas have electrical supply available on all piers.

- **Port equipment**

The Port has three 16 t capacity portal cranes. One of the cranes can lift up to 30 t. There are 7 mobile harbour cranes owned by the stevedoring companies with a maximum lifting capacity of 72 t. There are 6 ro/ro ramps, one of which is used for the ferry service linking Santander with Plymouth and Portsmouth in the south of England. There is also a passenger terminal with a fixed, covered gangway.

A number of the marinas around the bay have slipways and lifting hoists.

- **Tugs**

The Port has a number of tugs rated from 600 HP to 4,500 HP

The towing cable is normally provided by the tug at the request of the Pilot.

ACCESS

Access to the Port is as follows:

By road: To the west, towards Asturias (Oviedo, Gijón, Avilés), and Galicia (La Coruña, Vigo) on the Cantábrico motorway. The highway extends to Galicia in the extreme northwest of Spain..

To the east, towards Bilbao (100 Km), linking directly on motorway with the rest of Europe.

To the south, towards the centre (Madrid) and south of the peninsula, on motorway.

By rail: RENFE (national railway network) https://www.renfe.com. There is also the line Bilbao-Santander-Oviedo-Gijón-Ferrol

By sea: There is a ferry link with Plymouth, and Portsmouht (England). For more information: https://www.brittany-ferries.co.uk/

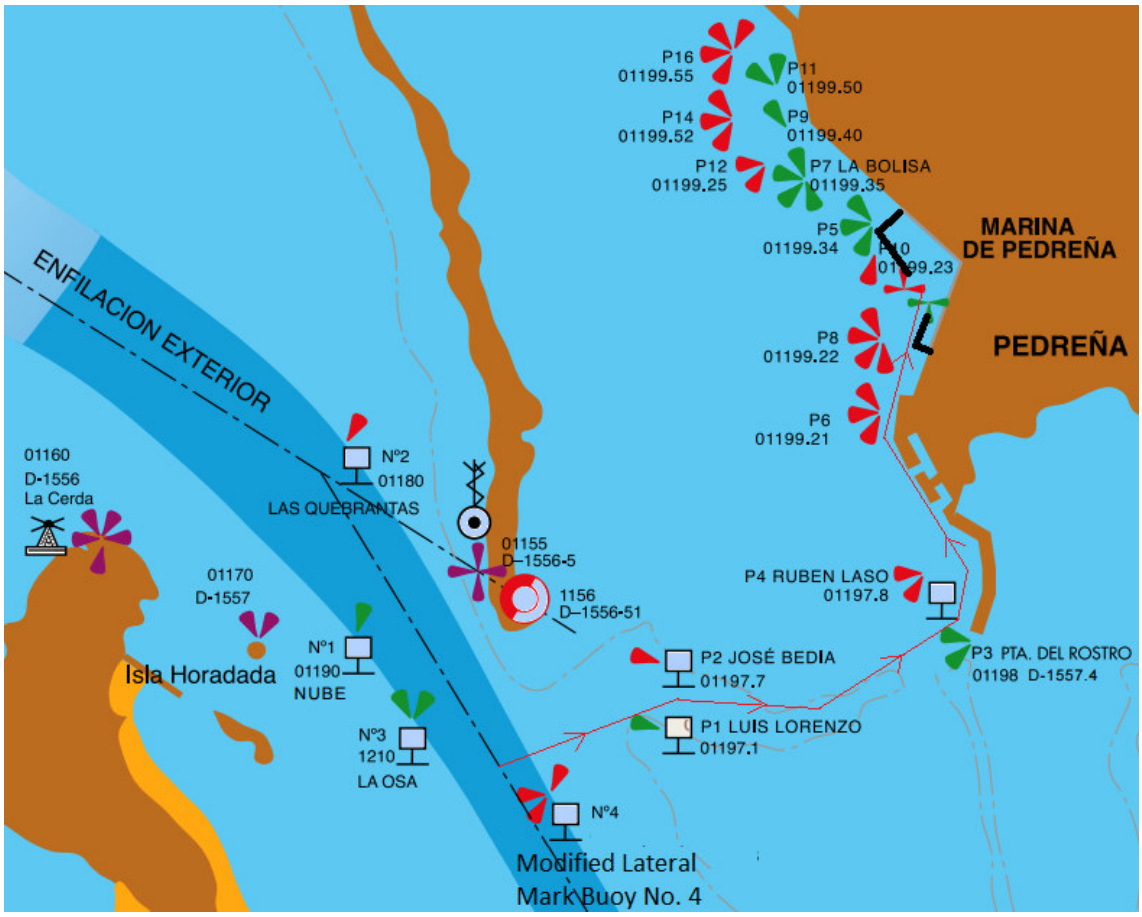
Airport: Severiano Ballesteros Airport located to the south of the Raos Quays has regular daily flights to Madrid, Barcelona, Malaga, Alicante, Las Palmas, Rome, Paris, Frankfurt, London, Edimburg and Liverpool. There are also charter flights to a number of European cities. For more information on flights and timetables: https://www.aena.es

MARINAS FOR LEISURE CRAFT

MARINA DE PEDREÑA

Located below the Alto de Cotrajón (43º 27' N and 03º 45' W)

Landmarks and Access:
Is via the Main Navigation Channel to port before reaching Modified Lateral Mark Buoy No. 4 (GpW 2+1 R 10s) and continuing in this direction along a small marked channel which leads to the Pedreña Quay. Once past this quay, the Marina can be found to starboard after a further 900 m It is well sheltered and has all services for leisure craft, including a slipway workshop.



Locks:
No locks.

Currents:
No current inside of the docks.

Tide:
Taking the Chart Datum or LAT as a reference, the minimum height of low tide was 0.033 metres and the maximum high water observed was 5.464 metres.

Prevailing winds:
The prevailing winds are westerly, north-westerly and north-easterly during the summer. Southerly winds are the strongest but they are relatively frequent, particularly at the beginning of spring and during the autumn and may occur during the winter and rarely during the summer.

Contact:
The Pedreña Marina can be contacted on VHF Channel 9.

Harbour office:
Marina Pedreña 39130 Pedreña (Cantabria) SPAIN Tel. +34 942 500 225
puertodeportivo@marinapedrena.es

Facilities:
250 berths (<12m).

Depth:
1.5m under LAT.

Mooring:
Floating pontoons are available up to 12 m in length with depths between 1.5 and 3 m Water and electricity are available and there is a chandlery and security service 24 hours a day.

Supplies:

Fresh water. electricity, WC, showers, Telephone, Wi-Fi, Ice, ship chandler, , Diving, boats rental.

For more information visit the site: www.marinapedrena.es

PUERTOCHICO, DÁRSENA MOLNEDO

Molnedo Basin:
Located opposite buoy nº 6 "Hueras".

Landmark , approach and Access:
Boats sailing along of the fairway of Santander port, when arriving at buoy nº 5 "PuertoChico", should turn to starboard side and afterwards pass between the green and red towers.

Currents:
No current inside the basin, only tidal current.

Tide:
Maximum level of the tide: 5.4m over the lower tide. Maximum tidal range 5.4m

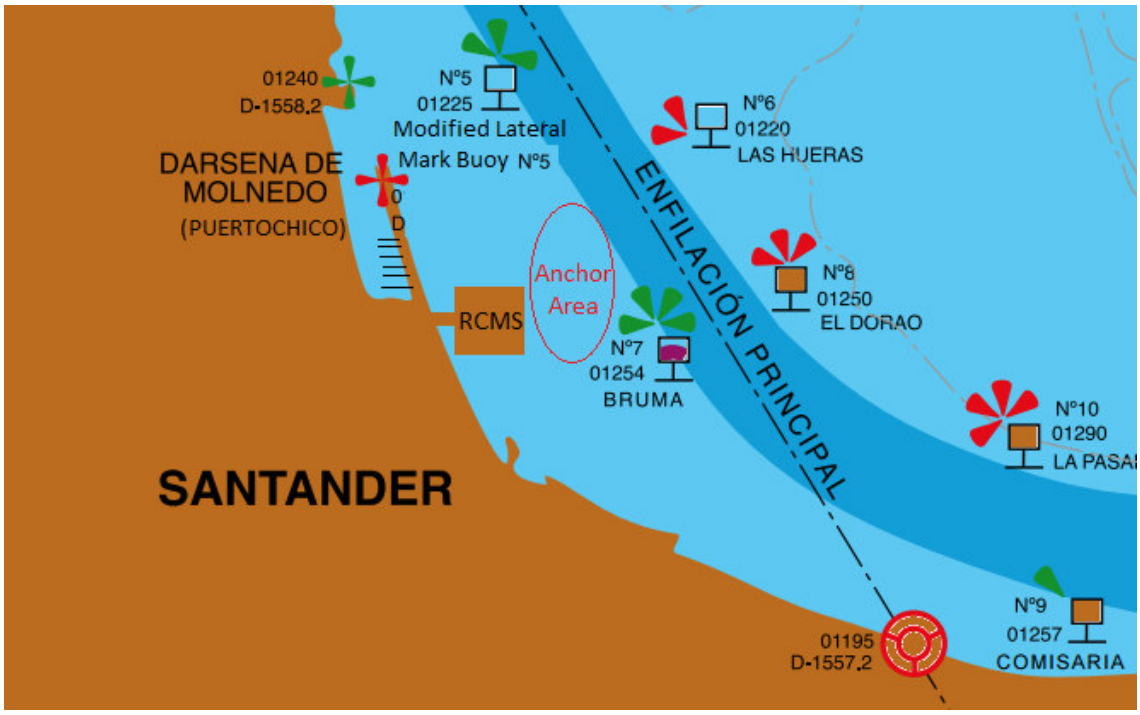
Depth:
1.5m under LAT.

Prevailing winds:
The prevailing winds are westerly, north-westerly and north-easterly during the summer. Southerly winds are the strongest but they are relatively frequent, particularly at the beginning of spring and during the autumn and may occur during the winter and rarely during the summer.

Harbour office: Club Maritimo de Santander s/n Dársena Molnedo 39004 Santander.
T. 942214060; Manager José Muñiz Pardeiro; marisan@nxo.es;
http://www.rcmsantander.com
Facilities: Puerto Chico 250B. Incl 10 visit (<12m; draught 1.5m under LAT). No prolonged stays allowed.

Mooring: Floating pontoons.

Supplies:
Fresh water, electricity (220V); cranes, caretaking ashore, fuel. In the club building: 2WC, 3 showers.



REAL CLUB MARÍTIMO SANTANDER (RCMS)

Located in the city centre, opposite Puertochico basin, at l = 43º 26' 05" N and L = 03º 48' 18" W.

Landmarks and access:
Boats sailing along the fairway of Santander port, when arriving at buoy nº 7 "Bruma" GpFl 4G 11.5 miles, should turn to starboard side.
Currents:
They are caused by ebb and flow tides. These may reach 3 knots in spring tides and their direction is easterly with the ebb tide and westerly with the flow tide.

Tide:
Taking the Chart Datum or LAT as a reference, the minimum height of low tide was 0.033 metres and the maximum high water observed was 5.464 metres.

Depth:
In Puerto Chico basin the depth is 1.5m at lowest tide. Anchorage area draught under 6 m

Prevailing winds:
The prevailing winds are westerly and northwesterly during the summer. Southerly winds are the strongest and cause the biggest waves in the bay, making navigation

difficult and at times impossible for small vessels. They are relatively frequent, particularly at the beginning of spring and during the autumn and may occur during the winter and rarely during the summer.

Mooring:
The Santander Royal Yacht Club has 225 berths for members and visitors within the Puertochico marina basin, ranging from 6 to 12.5 m in length.
During the summer period (15 June until 15 September) a mooring field with a launch service is available opposite the Club for members and visitors with vessels anchored in this area.

Services:
Fresh water and electricity are available and there is CCTV security backed up by a private security patrol service at night in pontoons. Showers and bathrooms in the club, internet.

Supplies:
Fuel Station In Puertochico basin.

Harbour office:
Channel 9 VHF, PuertoChico s/n, 39004 Santander, Cantabria Tel.: +34 942 214 050. Manager: José Muñiz Pardeiro, rcmsantander@rcmsantander.com,

For getting more information on the site: http://www.rcmsantander.com/

MARINA DEL CANTABRICO

Located in the south of Santander Bay. It is located northwest of Seve Ballesteros-Parayas airport, l = 43º 26' 05" N and L = 03º 48' 18" W.

Landmarks and access:
Sailing along the fairway, 100 m after Buoy Modified Lateral Mark Nº 17, Marina Santander (GpFl 2+1 G 10s), the entrance to this marina can be found to starboard (Leading line: previous iso W 2s – Next Oc W 5s = 235º).

Locks:
No locks.

Dangers:
There is an area beyond the harbour channel to starboard with insufficient depth close to the shore.

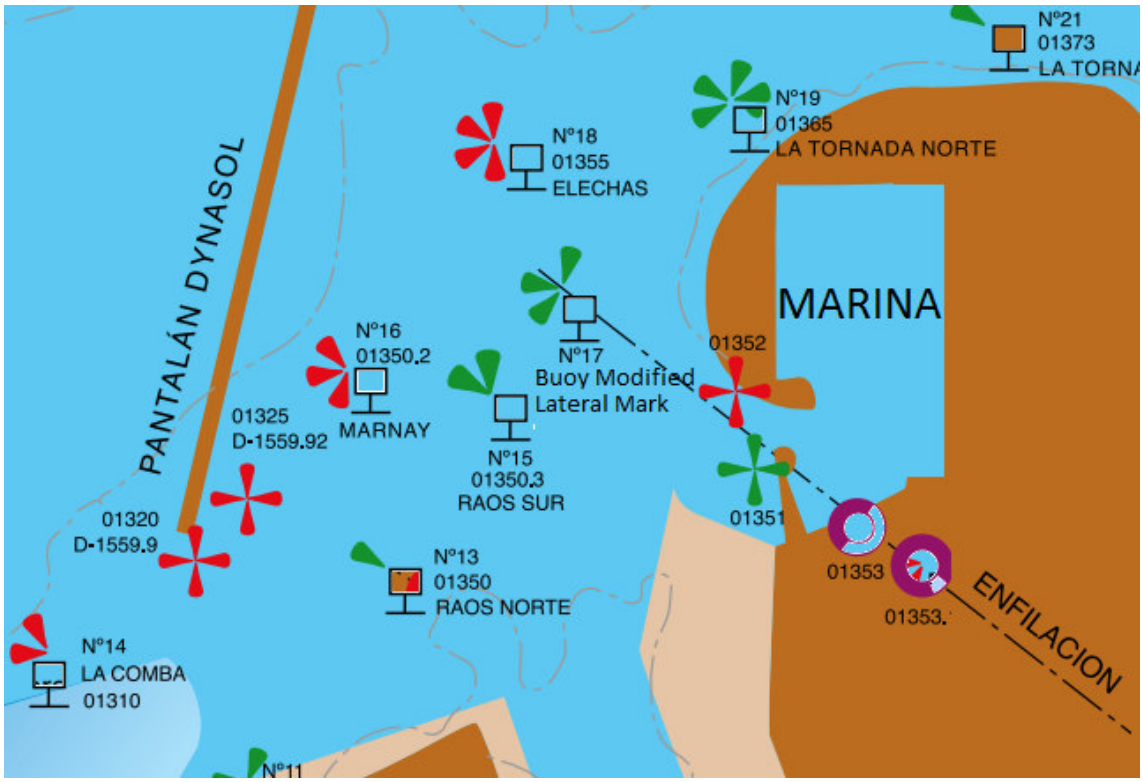
Currents:
No current inside the docks.

Prevailing winds:
The prevailing winds are westerly, north-westerly and north-easterly during the summer. Southerly winds are the strongest but they are relatively frequent, particularly

at the beginning of spring and during the autumn and may occur during the winter and rarely during the summer.

Harbour offices and reception:

Comunidad de Propietarios. Avda. Tornada 39600 Maliaño (Cantabria) SPAIN. TLF: +34 942 369 281, Seaman duty tel.: +34 679 715 479; VHF channel 9, e-mail: coprocarcan@gmail.com



Facilities:

1330 berths (<23m).

Depth:

The minimum depth is 5 m at the entrance and 3.5 m within the marina.

Mooring:

There are a number of pontoons, which can accommodate a total of 1,330 vessels between 6 and 23 m in length.

Anchoring:

No anchorage area.

Repair:

They are a full range of services for pleasure craft. There is a slipway with a ramp and a 27 T lifting hoist. There is also a service area for mechanical and fibreglass repairs and painting.

Supplies:
Fresh water, electricity (220-380v), WC, showers, Telephone, Wi-Fi, Ice, ship chandler, 60 T travelift, fueling, diving, bike rental.

Fuel:
Fuel station en Marina de Santander.

For more information visit the site: http://www.marinadelcantabrico.com