



CAPTAIN'S NOTES *CÔTE D'AZURE*

RECOMMENDED ITINERARY

Saint-Tropez $43^{\circ} 16' 09'' N, 6^{\circ} 38' 23'' E$
 Berth in the inner harbor if you would like to be at the heart of the action. Otherwise, anchor west of the lighthouse at the harbor entrance in ten meter's depth.

Île des Embiez $43^{\circ} 04' 84'' N, 05^{\circ} 47' 21'' E$
 Berths available at the marina on the north side of the island can be reserved in advance. Depths of 3 meters accommodate most sailboats in stern-to docking with laid moorings as bowlines that are tailed to the quay. Entering the marina in strong northerly wind can be dangerous, but once inside it is well-protected.

Port-Miou $43^{\circ} 12' 01'' N, 05^{\circ} 31' 00'' E$
 A safe harbor for overnighing in the *calanques*, Port-Miou has moorings and stern lines for visiting yachts—far simpler than dropping anchor in such narrow spaces. The inner part of the harbor is administered by a yacht club and there are walkways along the cliff, allowing you to

step off your boat and go ashore. Electric and water is available. The outer part of the harbor has only moorings and stern lines. Anchoring is prohibited.

Port de Porquerolles $43^{\circ} 10' 19'' N, 6^{\circ} 12' 1'' E$
 The Hyères have a variety of options for safe harbor depending on the wind and swell direction. The harbor at Porquerolles has the best all-around protection in the group. This large harbor has ample berths and moorings for visitors and is easily spotted by looking for the old signal station on the top of the hill behind it to the south. Water, electricity, and fuel are available here and there is a repair facility as well.

Port-Cros $43^{\circ} 0' 0'' N, 6^{\circ} 24' 0'' E$
 Berths fill up quickly here, so make sure to arrive early if you want to be on the dock. Moorings are available in the harbor for boats under 14 meters and it is also possible to anchor outside the harbor in less well-protected waters.

Saint-Mandrier-sur-Mer
 $43^{\circ} 04' 45.9'' N, 5^{\circ} 55' 27.1'' E$

This charming little seaside enclave of the Toulon area has ample berths for visiting yachts and nice marina facilities. The shore is lined with classic French seafood restaurants serving fish straight from the sea, brought in by the fleet of small fishing boats in the inner harbor. French naval ships come and go through the channel just past the breakwater.

RECOMMENDED ANCHORAGES

Anse du Bon Renaud
 Calanque de Port Pin
 Le Torpilleur
 Rade de la Badine
 Île de Bagaud

ITINERARY DURATION

5–10 days recommended

PREVAILING WIND

The usual summer winds for the coastline east of Marseille are southeasterly and moderate: around force 4. Strong winds—the *Mistral*—can come out of the northwest, especially on the western end of this itinerary along the *calanques*, where winds blow out of the Rhône river valley and carry cold dry air out to sea towards Corsica. The *Mistral* is a wind that is legendary for its destructive capacities—especially during winter, when it is most common. It will kick up a vicious sea state with very little warning. Upon making your first weather check for the week, take some time to make marina reservations in advance for any nights that seem like they might bring force 5 or above. Strong winds here will surely bring big seas. This effect is strongest when closer to Marseille and tapers off a little as you get back towards Nice. If northwesterlies are in the forecast, staying to the east of Toulon will generally keep you in calmer conditions.

SEASON

The Côte d'Azur has around 300 sunny days a year, so summer is long. Winds for sailing are best around August and September.

FOOD

French food needs no introduction. Visit any seaside restaurant for the classics of French coastal cuisine, or book a table at a fine-dining establishment to experience formal food at its height.

GOOD TO KNOW

Navigating calanques
 The charts here are limited in their accuracy, and the towering limestone walls of *calanques* will block GPS antennae, making your position reading inaccurate. Keep a spotter on the bow as you enter, to communicate clearly about possible obstructions ahead. Many of the bigger *calanques* are divided in half by a line of buoys, to signify one side where

anchoring is allowed and another that is to be left open for navigation. Drop anchor and tie a stern line to shore in all but the biggest of the *calanques*, as the depth of the water and the narrowness means you won't have swing room to sit on anchor alone.

French language

Sailing here is so popular that marinas are plentiful and large. But the prevalence of boat ownership and a national passion for sailing also means that finding space in these large, plentiful marinas is not always easy. A passable knowledge of French will bring a more hospitable reception and possibly even dock space in a marina that would have been "full" if you had tried to ask in English.

Magnetic variance

Magnetic declination: +2° (EAST)