

# RCC Pilotage Foundation Islas Baleares

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**Supplement No. 2**  
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## Caution

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

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

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

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

### Author's Caution

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board. Any waypoints are given to assist with passage planning but should be used with caution and should not be relied upon for safe navigation.

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

### Acknowledgements

Tony Boas and Jorge Santos, who contributed to the tenth edition, have made additional contributions to this supplement. Material has also been received from Linda Fraser, John Priestley (RCC), Ian Muir, Will Pedder (RCC), Rob Campbell, Balazs Doczy, Richard Openshaw and Stephen McGibbon. Tony Boas sends a comprehensive report after his annual cruise, part of which is in the Islas Baleares, and this is particularly appreciated!

## INTRODUCTION

### Page 11 Anchorages

*Add to end of first paragraph:*

Many popular anchorages are grossly overcrowded from late morning to early evening in the peak summer period but then become peaceful overnight when most of the motor boats and many of the yachts return to their home ports.

### Page 12 Harbours of refuge

#### Puerto de Andraitx

New waypoint ( $\oplus$ 39A) in harbour approach  
39°32'.5N 02°22'.5E

### Page 18 Posidonia

*Delete:* Once done, the system remembers you.

*Replace with:* It is now necessary to re-register each year. As well as booking online you can also call on VHF 77 to see if there is a buoy available.

### Ports IB

*Add after second sentence of second paragraph:*

Once registered, a booking can be made by Visa for two or more days ahead. This will be accepted immediately if there is a space. Once paid for, the booking cannot be cancelled with refund of payment.

*Add at end of section:*

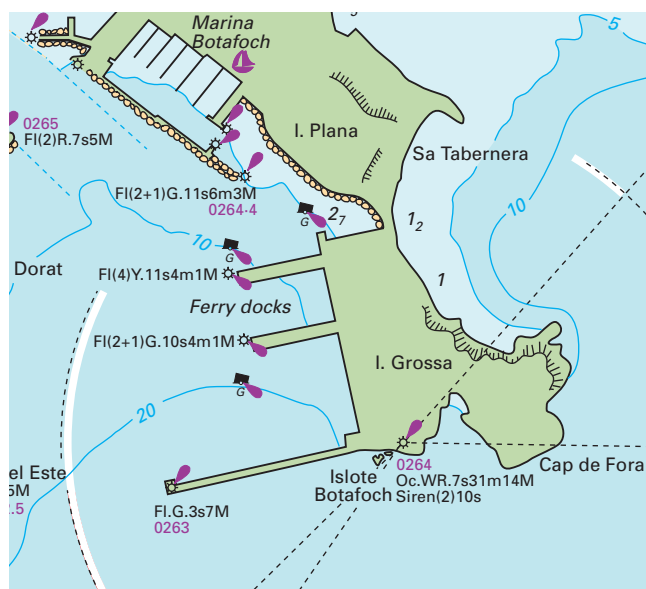
Ports IB staff have generally been found to be helpful and courteous.

## IBIZA

### Page 33 & chartlet page 32 Puerto de Ibiza, Entrance

*Insert new paragraph at end of Entrance section:*

The area between the southeastern mole and the entrance to Marina de Botafoch is now taken up by two large jetties for ferries. Care should be taken on entering the port and the jetties should be given comfortable clearance when approaching Marina de Botafoch. The charted green buoys off the ends of the jetties may not be in place.



*Section of 'Approaches to Puerto de Ibiza' chartlet from page 32, showing new jetties.*

### Page 34 Ibiza Magna, Facilities

Most of the facilities do not exist – there is continuing uncertainty as to the operating concession and until this is resolved there are unlikely to be improvements in the facilities.

#### Facilities, Sailmaker

*Eliminate existing entry and replace with:*

Velamar Sailmakers, C/Capitán Guasch 21, Puig d'en Valls  
☎ (+34) 971318673 or if urgent (+34) 667205432

### Page 43 Cala Codolá

*Delete second sentence. Replace with:* The north side of the cala is buoyed off for swimming and in order to obtain swinging room it is necessary to anchor in about 8m over sand, weed and rock.

### Page 44 Passage between Isla Conejera and Isla Bosque

*Insert after 2014):* A report has also been received of minimum depth of 4m+.

### Page 56 Clot d'es Llamp

*Add new second sentence:*

Depths are reported as substantial until very close to shore so suitability as an overnight anchorage is questioned.

### Page 56 Cala de San Vicente

*Add to end of second sentence:*

, but in summer swimming buoys will force anchoring further out to 6m+.

## FORMENTERA

### Page 73 Puerto El Espalmador

*Add to end of second paragraph:*

It has been reported that charges are now being made for the summer mooring buoys; €29 per night for a 37ft yacht.

It has been announced that the island is for sale and it is unclear what impact this will have on permission to land on the island.

## MALLORCA

### Page 81 Palma de Mallorca

#### Approach from east

*Delete:* (Oc.5s95m15M white tower and building 12m)

*Replace with:* (LFl.10s95m15M white tower and building 12m 336° – vis – 115°)

*Delete:* (see plan on page 158)

*Replace with:* (see plan on page 160)

### Page 81-83 Palma de Mallorca

There is an additional marina, Marina La Lonja Charter, on the two most easterly of the three pontoons between the fish dock and Marina Moll Vell (Muelle Viejo). As its name indicates, it is primarily for charter yachts. However, it usually has a number of vacant berths from Sunday to Thursday when the charter yachts are away, and they say they will offer attractive rates for these periods.

VHF Ch 8

☎ +34 971 10 04 46 and 634279800

Email info@lalonjamarinacharter.com

### Page 101 Puerto de Andraitx, Location

*Amend to:* 39°32'.5N 02°22'.5E (⊕39A)

### Page 106 Cala Lladó

*Delete first sentence and replace with:*

A narrow cala with a dangerous rock with only 2m water over it in the centre of the cala and surrounded by much greater depths.

### Page 109 Puerto de Sóller, Ports IB moorings

On fourth line change NE to NW and on fifth line change SW to SE.

### Page 110 Puerto de Sóller, Tramontana Marina

*Add at end of the first paragraph:*

It has been reported that berthing on the jetty with a strong swell from the northwest is uncomfortable and potentially damaging from the surge. At the very least mooring warps need anti-chafe protection where they pass over the high edges of the concrete jetty, and in surge conditions yachts need to be held well off the jetty making it difficult or impossible to get ashore. It would seem these berths are designed for relatively large yachts but may be pressed into service for smaller ones if other berths are full.

### Page 113 Cala de la Colobra

*Add new third sentence:*

In summer, swimming buoys close off the cala at about the 8m line.

### Page 116 Vall de Boca

Change plan reference to page 115.

### Page 118 Puerto de Pollensa

*Insert in list of facilities:*

*Launderette* There is a launderette near the Ports IB office.

### Page 122 Marina de Bonaire, Facilities, Fuel

*Delete:* Available end of south jetty.

*Replace with:* No fuel available. Fuel dock at Puerto de Pollensa, less than 4M away.

### Page 132 Puerto de Colonia de San Pedro, Facilities, Fuel

*Delete:* Is not available.

*Replace with:* Fuel dock to starboard on entry, open every day 0800–2000 in summer, 0800–1700 in winter.

### Page 135 Puerto de Cala Ratjada, Communications

*Delete:* Port Authority

*Replace with:* Ports IB

*Insert:* VHF Ch 8, www.portsib.es

### Page 139 Puerto de Cala Bona, Communications

*Insert:* VHF Ch 8

### Page 140 Puerto de Cala Bona, Facilities, Fuel

*Add:* Note that there is only 1.5m depth at the fuel dock.

### Page 141 Puerto de Porto Cristo

Change VHF for Puerto de Porto Cristo from Ch 16 to Ch 08.

### Page 147 Porto Colom

*Delete:* (VHF 77 for mooring buoys) *and replace with* (for both marina and mooring buoys).

### Page 158 Puerto de Cala Figuera

#### Anchorage in the approach

*Delete the whole of this section and replace with:*

Anchoring SE of the mole is strongly discouraged as there are many mooring lines, **small craft moorings** and poor holding.

#### Berthing

*Delete first three sentences and replace with:*

There are six berths with tailed mooring lines for visiting yachts on the southeast side of the mole. The innermost berth has less than 2m depth and there is a rock with only 0.3m at the root.

### Page 160 Punta Salinas

*Amend* ⊕65 to 39°15'.00N 03°03'.20E

**Page 165 Puerto de la Rapita**

*Delete:* ① +34 971 641535 (which is the local sailing school!).

*Replace with:* ① +34 971 640001

**Page 168 Cabo Blanco**

*Amend* ⊕68 to 39°21'·2N 02°47'·3E

**Page 175 Puerto de Cala Gamba, Photo**

Bottom photo shows Puerto Ratjada and should be on page 135.

**Page 182 Obtaining a visa to visit Cabrera**

*Add after existing entry:*

Another method is via the link

[www.caib.es/sacmicrofront/contenido.do?mkey=M34&lang=ES&cont=22089](http://www.caib.es/sacmicrofront/contenido.do?mkey=M34&lang=ES&cont=22089)

Finally, port authority harbourmasters and some marina offices are happy to make arrangements on request, the necessary documents having to be filled in or presented.

**MENORCA****Page 190 Introduction**

Third line: *Delete* 26, *Insert* 35

Line 12 of right-hand column: *Delete* 60,000, *Insert* 95,000

**Page 194/195 Puerto de Mahon, Anchorages**

The current position is that anchoring is officially prohibited anywhere in Mahon harbour and this includes Cala Taulera (Teulera). However, if all the marinas in the harbour are full or if there is bad weather (undefined) yachts may anchor but only in Cala Taulera. Outside the main summer period of early July to mid-September the rule does not seem to be enforced at all. During that period it is applied spasmodically; the Port Authority conducts inspections most days and may ask yachts to leave, especially if they have been there for more than one or two nights but sometimes even if they have just arrived. In short, the situation is totally unpredictable!

If you do anchor in Cala Taulera, the holding is generally good but there are some patches of thick weed which it may be difficult to get through. Reverse fairly strongly to test that the anchor is holding and be prepared for more than one attempt. Water clarity is not great and it may be difficult to see the nature of the bottom.

**Page 196 Puerto de Mahón, Facilities****Sailmaker**

*Add:* Velas Fonduco ① 971 354083

**Launderette**

*Delete existing entry and replace with:*

There are no convenient launderettes but the marinas and yacht club can arrange for laundry to be collected and returned.

**Page 205 Cala Porté text and chartlet**

*Change* Xeroni to Xoroi.

**Page 207 Calas Trebalújer and Mitjana, Aerial Photographs**

The captions for the two photographs have been transposed. Cala Mitjana is the photograph on the left and Trebalújer is on the right.

**Page 217 Puerto de Ciudadela**

*Amend:* Ports IB VHF from Ch 14 to Ch 8

**Page 226 Cala Carbó**

Change plan reference on second line to page 225.

**Page 228 Cala Morts and Playa Binimallá**

*Delete sentence beginning with* 'Approach'.

*Replace with:* Do not approach to the east of Escull de sa Nau; a rocky area with least depth less than 1.8m has been found about 150m to the SSE of the Escull and a shallow area of rocks also extends further west than indicated from the point where two rocks are shown on the chartlet. Most vessels enter from near Isla Pregonda keeping about 100m off the shore; careful watch needs to be maintained.

**Page 235 Puerto de Fornells****Berthing**

*At the end of the paragraph, delete:* 'are being laid but were not commissioned in mid 2014.'

*Replace with:* have been laid with six summer pontoons along the Passeig Maritim to the south of the harbour. These are largely taken up with local and hire motor vessels of varying size. In the harbour itself depths have been considerably improved with 2.7m in the region of the fuel dock (see below) and 3m for the outer half of the harbour.

**Facilities, Fuel**

*Delete:* No fuel available

*Replace with:* There is now a fuel dock on the south side by the junction of the dock and the floating pontoon which sells diesel and gasoline. The fuel dock is short, perhaps nine metres, but can be used by vessels up to 15m. There may be a restriction if there is a long vessel in an adjacent berth. Manoeuvring may be difficult in strong winds, particularly leaving the berth in a north or northeast wind. Open every day in July and August from 0800 to 2000 but mornings only in June and September; otherwise closed.

**Facilities, Chandlery**

*Delete:* near the harbour

*Replace with:* ,Vivelmar, a short way along the Passeig Maritim south of the harbour (① 605 885 336).

**Page 239 Puerto de Cala de Addaya plan**

*See amended plan with new buoyage on page 4 of supplement.*

**Page 239 Puerto de Cala de Addaya****Location**

*Change entrance location to* 40°01'·7N 04°12'·1E (⊕98 and entrance)

**The harbour and anchorage**

*After* 'car park' *insert:* but there is still room for a dozen or so vessels to be hauled out.

**Page 240 Puerto de Cala de Addaya****Approach from southeast**

*Add before Note 1:*

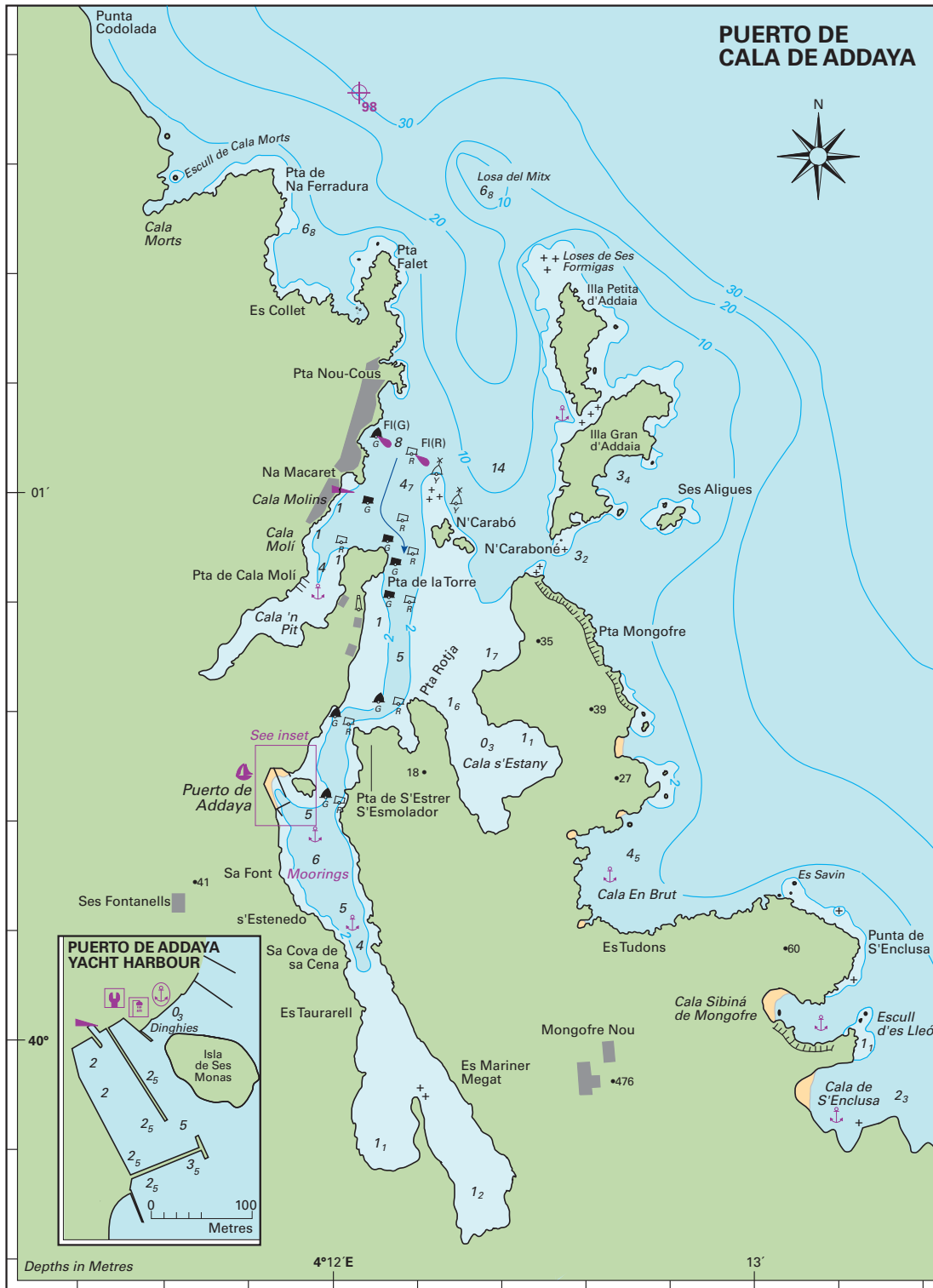
Although this approach is normally very straightforward, in moderate to strong on-shore winds seas build rapidly across the whole distance from Loses de Ses Formigas to Losa del Mitx. In these circumstances a vessel approaching from the southeast will find it more comfortable to pass to the north of Losa del Mitx and a little to the west before turning and ⊕98 has been moved to facilitate this. From ⊕98 a course of approx. 165° for a little under 0.5M clears Pta. Falet by about 100m and leads to calmer waters and the buoyage described below.

**Entrance**

*Delete existing paragraphs including* 'warning'.

*Insert:*

A new and comprehensive buoyage arrangement has been put in place which greatly eases the approach to Addaya and which stays in place throughout the year, with the



proviso that the frequent winter storms which hit the north coast of Menorca may result in a buoy being off-station. After passing Punta Nou-Cous, the first pair of red and green buoys mark the wide channel about half way to the crucial 'gate' shown clearly on the plan. These outer buoys are lit flashing red and green, but the lighting seems unreliable. Two yellow buoys with a cross on top beyond the red buoy cover a rocky shoal which several boats have hit, but these are probably only of interest to those using the passage to the south of Illa Gran d'Addaya referred to above. The next red and green (which has a red band near the top), close inshore to Punta de la Torre, are the 'gate' requiring a sharp turn to port and then, after about 100m, to starboard. A least depth of 4m will be found in the 'gate'. Three red and green pairs then mark the channel as

far as Punta Rotja. Note that on the port side beyond the red buoys and parallel with them are a series of six can buoys. There is some potential for confusion as these are also red albeit with white squares on them. These mark a conservation area which should not be entered, although in practice you would probably be aground before you got there! In fact, although the channel typically has 10m+ along this section, in many places the depth shoals rapidly on both sides. Off Punta Rotja the buoys clearly guide round a sharp turn to starboard and then back to port for a straight run into the harbour. A 3-knot speed limit is in force from Punta de la Torre onwards. Night approaches, especially in poor weather, are not recommended without considerable local experience.

**Page 243 Cala Presili**

*Delete:* Three rocks with some 2m over them are reported to lie about 100m off the beach.

*Replace with:* There is a rocky area in the northwest corner of Cala Presili, 100m or so off the north end of the beach, with little more than 1m water in places.

*Add:* This anchorage gives excellent protection in northerly winds and swells.

**Page 245/6 Cala Grau and Caleta Avellana**

The rock in the entrance to Caleta Avellana is 100m or so north of the position shown on the chartlet on page 245 and has a least depth of 1.5m.

**Page 248 List of lights**

**Puerto de Palma de Mallorca Approach, 0316 Cabo Blanco**

*Delete:* 39°21'.9E

*Replace with:* 39°21'.9N

**Page 256 Spanish glossary**

*Insert at end of first paragraph:*

Also *Spanish for Cruisers* by Kathy Parsons (American), ISBN 0-9675905-0-7.

**Page 259 Official addresses**

**BRITISH REPRESENTATION IN ISLAS BALEARES**

**Mallorca**

*Delete existing telephone numbers and replace with:*

☎ (0034) 933 666 200

*Email* BritishConsulate.Mallorca@fco.gov.uk

**Ibiza**

*Change Street number from 45-1 to 45-1D*

*Delete existing telephone number and replace with:*

☎ (0034) 933 666 200

**Menorca**

*Delete existing entry and insert:*

Honorary Vice-consul ☎ (0034) 933 666 200

*David and Susie Baggaley  
March 2017*