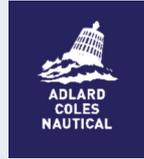


RCC Pilotage Foundation

Pacific Crossing Guide

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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 author and the RCC Pilotage Foundation 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.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.

Acknowledgements

Information for this supplement has been gratefully received from Maryanne and Kyle Webb, Martin Dixon-Tyrer and Andy O'Grady.

Kitty Van Hagen. May 2018

Chartlets

We recommend cross-reference with more interactive electronic chart apps or to the free chart viewer at <https://webapp.navionics.com/>

Page 73 The Great Pacific Garbage Patch

The Pacific's plastic waste zone is now reportedly twice as large as France

<https://www.thetimes.co.uk/article/pacific-s-plastic-waste-zone-is-twice-as-large-as-france-2gdtlk5r8>

Page 110 Puerto Vallarta, Mexico

Formalities

Tourist visas must now be purchased at the first port of entry from Immigration. Online visas are no longer permitted.

A useful guide for yachts arriving in Mexico including all the marinas;

www.latitude38.com/pix/BoatingInMexico.pdf

A new edition of *Pacific Mexico: a Cruisers Guide* is now available from Blue Latitude Press.

www.bluelatitudepress.com/bl_pacmex.html

Page 113 Balboa, Panama

Delete Yacht Pals website.

Flamenco Marina:

Tel: 507-314-0665

VHF Channel 10

www.fuerteamador.com

marina@fuerteamador.com

Page 119 French Polynesia

Customs and Immigration

Yachts can now clear in and out at any of the *Gendarmerie* offices at the ports of entry in all the island groups (Marquesas, Tuamotus, Society Islands, Gambiers, Australs). But it is still necessary to visit all the local *Gendarmerie* offices at the various islands visited throughout French Polynesia once cleared in.

Arrival in Papeete: If visiting Tahiti or Moorea, regardless of whether you have already cleared in elsewhere, it is still obligatory to register with the Harbourmaster on arrival. Registration can be done online: (*Document F09.01; Avis d'Operation Nautique*

Petite Plaisance) must be filled in correctly and sent to trafficmaritime@portppt.pf

A copy must be sent to sp@portppt.pf

And marinadepapeete@portppt.pf

Page 139 Easter Island

Landing is possible from at least one anchorage depending on wind direction. Winds from the NE are the most challenging to find comfortable protection from. All anchorages are subject to swell to some extent, often different to the wind direction. Note that weather conditions can and do change quickly on the island. The *Armada* (Pascua Radio, VHF 16) will advise on upcoming weather changes and recommended anchorages. Weather information (in Spanish) is sometimes broadcast by the *Armada* twice a day on Ch 10 at variable times, morning and evening. An announcement is made on Ch 16 immediately prior to broadcast.

Formalities

Contact Pascua Radio on VHF16. Officials will come to the boat in a launch. Formalities are straightforward and completed on board in under an hour. Technically, importing fresh fruit and vegetables is not permitted - one of the officials will check fresh produce and may take a small quantity away from the boat, but in practical terms it is accepted that boats will have produce on board. You are asked not to bring fruit peel ashore or to throw organic (or other) waste over the side of the boat. There is no charge for check in or for the officials visiting the boat. A day or two later it is necessary to visit the *Armada* (the red building on the coast road between Hanga Roa and Hanga Piko) to pay light dues which are assessed on the tonnage of the boat, approximately \$1 USD per Tonne. The *Armada* requires boats to standby on Ch 16 at all times, and to notify movement between anchorages in advance. Although this may sound formal, the *Armada* personnel are extremely friendly, helpful and courteous. Checking out is done at the *Armada* office. If you are leaving for mainland Chile you will be given a domestic *zarpe*, i.e. you do not need to go through full formalities in the mainland again (although as with all domestic movements in Chile you still need to report to the *Armada*).

Hanga Roa (27°08'.70S 109°26'.27W)

This is the primary anchorage for the island, off the main town of Hanga Roa. Anchor outside the orange buoys in 22-25m, good holding in sand. The water is exceptionally clear and the bottom is easily visible. The buoys are for diving and inshore of them are (quite

deep) reefs. Anchoring inside the buoys is not permitted by the *Armada*. The anchorage is protected from winds E-S, and tenable in light winds from other directions. Note that swell direction is important, especially for landing. Landing is possible by dinghy at the small fishing/dive boat harbour ashore in the centre of the town. From the anchorage proceed to the gap between the two obvious sets of rocks with waves crashing on them and breaking to either side (there will often be surfers riding the breaking waves). Favour the right side of the gap (i.e. leaving the southern of the two rocks to starboard) when coming in from sea, then make directly for the end of the breakwater (red/white column with a red light). Timing is important if a lot of swell is running. Night time entry or exit would be unwise except in the most settled conditions. While not hazardous in moderate conditions and when done correctly, it is worth bearing in mind that one person has drowned in difficult conditions here. The local fishermen and dive operators are very helpful and friendly and will often transfer you between your boat and shore on request, possibly free of charge or for a modest fee. The rumour of a \$50 charge per journey is not true. Good diving and snorkelling inshore of the anchorage. Even though the water is deep, it is so clear that snorkelling is still attractive.

Hanga Piko

The small harbour at Hanga Piko is available to yachts for emergency purposes only. It is no longer possible for visitors to moor in the harbour. The entrance is dangerous, with multiple cross currents in a narrow unmarked channel between rocks and reefs. A local pilot is essential, as is maintaining sufficient speed. The wreck ashore of a South African aluminium yacht, *La Rose*, is testament to the consequences of a small mistake.

It is necessary to apply to the *Armada* for permission, to agree piloting with a local fisherman, and to agree fees (if any) with the *Co-operativa de Pescadores*. The harbour has a water hose alongside, and it may be possible, on a calm day, to agree entry for a few hours to take on water. Hauling using a mobile crane is possible in an emergency. Note that very occasionally a severe swell can enter the harbour and damage boats. It is not a safe location to leave a boat unattended even if access can be negotiated. A boat would be safe on the hard.

Hanga Vanilla (27°10'.66S 109°24'.14W)

Good protection from W-N winds, and reasonable protection from NE winds. Anchor in sand and rock 12-15m. Water clarity is good and the bottom fairly easily visible. To the east of the small jetty are two buoys -

these mark an underwater pipeline and should not be anchored between. Some swell makes its way into the bay regardless of wind direction. Land at the small jetty onto a concrete block, awkward but not difficult. Note that there are sea urchins on the rocks and walls. Either tie the dinghy ashore to a post and use a stern anchor to hold off the wall, lift the dinghy onto the concrete block, or ask for a water taxi service to the yacht. At the top of the hill, by the oil terminal, the road leads past the airport to Hanga Roa (3-4km, hitchhiking possible). Note that there are no facilities ashore until reaching the airport (about 2km). Alternatively land on the stony beach under the red cliff to the south of the jetty, and follow the obvious dirt road leading south to the Vinapu archeological site (several toppled *moai* statues, etc), and from there to Hanga Roa via the oil terminal. Good snorkelling on the various reefs close by.

Communications

Free wifi at the tourist office and in the small park in town. Internet access is slow everywhere on the island. The cyber café on the street leading to the Catholic Church offers PCs and wifi, at the same slow speed as the free wifi. Entel is the cell phone operator on the island. Their office is under the cell phone tower, opposite Banco de Estado. There is sufficient signal coverage for data usage on board at the Hanga Roa and Hanga Vinapu anchorages.

Facilities

Two banks in town with ATMs – Banco de Estado and Banco Santander. Exchange of hard currency is only possible in the mornings when the bank offices are open. The dive shops at the harbour in Hanga Roa are happy to let you fill jerry cans from their freshwater hoses. Laundry service and good showers at the campsite, also a *lavanderia* (laundry service) in town. Several small supermarkets and vegetable shops in town. Prices are more expensive than the mainland. Small gourmet shop at the fuel station with a selection of imported items including French cheese. It is not possible to fill propane tanks on the island. Local tanks can be purchased from Bodega CV on the airport road. Tanks use the large circular clip on fitting, the same as on the mainland and in Spain and Finland. There is one fuel station on the island.

Page 143 Chile

It may now be necessary to email SAG prior to arrival in Chile. Check the updates and supplements on the Chile page of the RCC Pilotage Foundation website:

<http://www.rccpf.org.uk/pilots/147/Chile>

and the SAG website at:

<http://www.sag.cl/ambitos-de-accion/medios-de-transporte-0>

Useful Blogs:

<https://dominocatamaran.blogspot.com/>

<http://sv-footprint.blogspot.com/>

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