

# RCC Pilotage Foundation Chile

Revised 3rd Edition 2016  
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**Supplement No.2**  
**April 2018**

**This replaces all previous supplements**

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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.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

### 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.

This Supplement is cumulative. The most recent information is printed in blue.

### For 2018 thanks are due to:

Maryanne & Kyle Webb, *Begonia*, Isabelle Harlé & Ariel Waksman, *Skol* and Martin Dixon-Tyrer, *Otra Vida* who has continued to provide an enormous amount of detailed and valuable information and photos.

## Page 15 Formalities

The editor regularly receives reports of yachts that have experienced different official requirements from those described in this book. This appears to be due to several factors, apart from changes to the official rules which are very infrequent. Firstly, application of regulations varies from official to official and this is especially so with the *Armada* where the current base commander can cause things to change considerably, such as which anchorages can be visited, whether navigation fees are charged or insurance documents are sighted. Secondly, the regulations are written for large ships and most officials recognise that they are not totally appropriate for yachts and therefore tend to simplify or overlook some formalities. Thirdly, personal appearance and presentation, not to mention linguistic ability, can make or break the interaction with officialdom. It can not be overemphasised that most officials want to be helpful and friendly and make the lives of visiting yacht crews as pleasant as possible; do try always to do the same for them.

### Before arrival

*Insert at start of paragraph:*

It may now be necessary to give pre-warning to the *Armada* and SAG. However, most boats do not do this and seem not to have any problem. See Biosecurity clearance to Chile (below).

### Entry

*Change first sentence:*

There are four authorities that must be attended upon: SAG, agriculture, who will possibly want to visit the vessel before other formalities are completed, the *Armada* (navy), the *Aduana* (customs) and the *Policía Internacional* (international police) a division of *Policía Investigaciones* ('plainclothes' police).

Before immigration, add a new section as follows:

### Biosecurity clearance to Chile

A yacht arriving at Puerto Montt has recently been prosecuted for not giving correct prior notice of arrival to SAG, the Chilean agricultural authorities. They had tried to comply with requirements published on the SAG website. NOTE: this is the only report received concerning this issue.

The relevant rules have been in place since 2014 but this is the first time the editor has heard of their application and it is not clear whether they will become general. Other yachts in the same period have not provided prior notification and not experienced any problems.

For supplementary photographs to the 2015 3rd edition, please see [www.rccpf.org.uk/Updates-and-Supplements](http://www.rccpf.org.uk/Updates-and-Supplements)

The editor has been in contact with SAG. As a result, the website has been modified slightly but the published material and regulations still fail to provide the detail that SAG require from yachts. The following is the procedure that should be acceptable:

Information can be sent by email to the local office at the port of arrival. They do not normally acknowledge receipt, however the onus is on the yacht to ensure that it has been received! The recommendation is a telephone call to check that the email has been received prior to departure for Chile as they require attachments that you may be unable to send from the boat on passage.

At least 48 hours before arrival the following information is requested to be sent to SAG:

- Date of arrival (estimated with updates)
- Name of vessel
- List of all ports visited by the vessel in the preceding 2 years
- Copy of the log book or other documents substantiating the ports visited (originals to be presented at clearance)
- If the vessel has visited a country affected by the Asian Gypsy Moth (PGRA in Spanish) an official certificate of inspection and freedom from the moth
- List of provisions
- List of live animals and plants on board
- Names of all persons on board and whether they will leave the boat in Chile
- Whether the vessel will need to discharge organic waste upon arrival

These rules are intended primarily for commercial vessels using local agents and, in theory, may be enforced at every port visited. However, up until now, local officials have been flexible with yachts. SAG is obviously concerned about the nation's biosecurity and may be taking a firmer line. The editor would be very grateful for information on how yachts have experienced the rules in practice.

#### Email contacts

Check these on the SAG website at

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

contacto.arica@sag.gob.cl

Isla de Pascua and Valparaiso

contacto.valparaiso@sag.gob.cl

Valdivia

contacto.losrios@sag.gob.cl

Puerto Montt

contacto.loslagos@sag.gob.cl

Puerto Williams

contacto.magallanes@sag.gob.cl

#### Page 16

Before Paperwork add a new section as follows:

#### Navigation fees

A small buoy and light fee is due on a once a year basis. This is always charged in Puerto Williams and occasionally in other ports, if not already paid.

#### Page 18 Reporting by email

Email: buceocppxm@directemar.cl should be changed to controltrafico@directemar.cl

Change last line as follows:

Upon arrival at a major port do not assume that, having

checked in, the local authorities will report your arrival to SAR headquarters in Valparaiso. A final email, to whichever address you have been, using will save anxious enquiries and possible false alarms.

#### Page 53 2-1 Puerto Ingles

Replace text of Anchorage with:

Located S of the light at Punta Corona, this is an excellent anchorage and a good spot in which to wait for the flood tide before entering Canal Chacao.

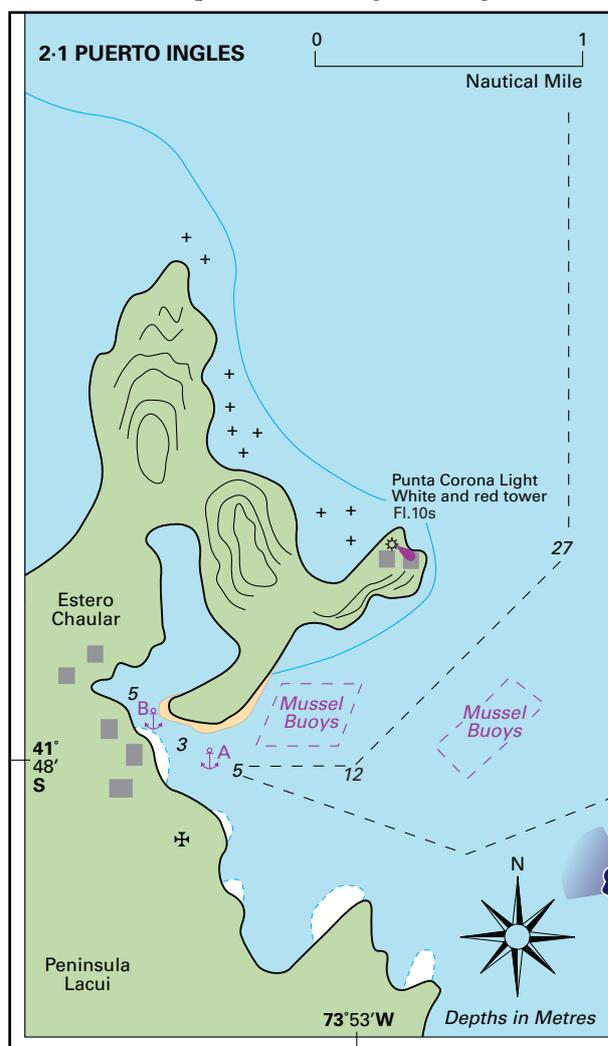
There are two anchorages:

A In good holding, sand, 6-7m at low water, just outside the entrance to the lagoon (Estero Chauar).

B Anchor in mud, just inside the entrance in 3-5m; here the anchorage is windy in northerlies but the water is calm and considered safe in a gale.

Ancud is not a recommended anchorage for yachts. The approach is across shallows, which dry, and there is virtually no protection from the W. There is no proper harbour and mooring areas are crowded with small fishing vessels. Estero Dique, round the corner of Punta Arenas, 2.5M W of Ancud, is well sheltered in strong northerlies.

#### Amended sketch plan 2-1 showing anchorages A and B



#### Page 54 2-2 Canal Chacao

General, 4th paragraph

Add after first sentence:

Roca Remolinos has a substantial structure similar to an oil platform built on it. Assuming at least some visibility or

radar it is unmistakable.

### Page 54 2-3 Puerto Abtao

Replace entire text with:

41°47'9S 73°21'6W (GPS anchorage)

Charts 7000, 7300, 7310, 7311

#### Approach

Puerto Abtao is located at the E end of Canal Chacao between Isla Abtao and Península Challahué. Favour the side of Isla Abtao when entering from the S through Canal Abtao to avoid the sandbank off the point. Also beware of the numerous salmon pens along the route. There is a prominent church on the island to the E of the village and another one at the actual village.

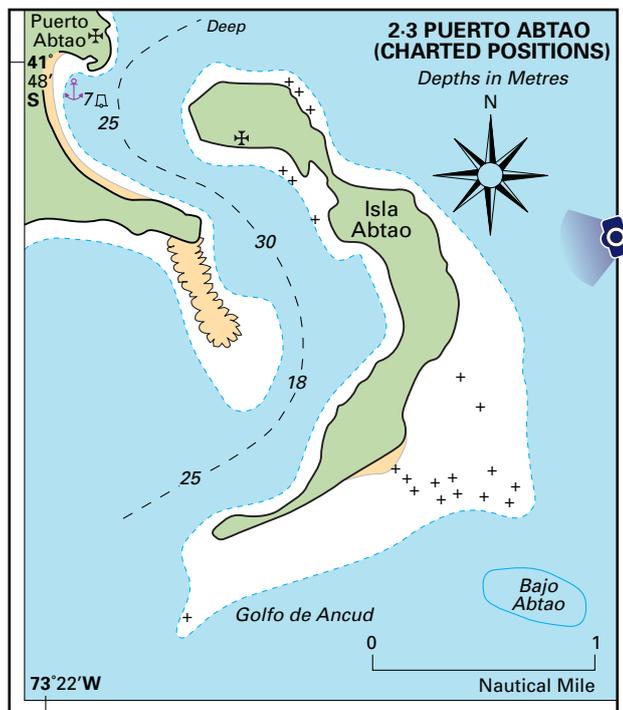
#### Anchorage

Good anchorage can be had S of the village off the beach. 6-14m. Holding is good in mud and sand. Landing straightforward on a steep beach, be aware of tidal range.

#### Facilities

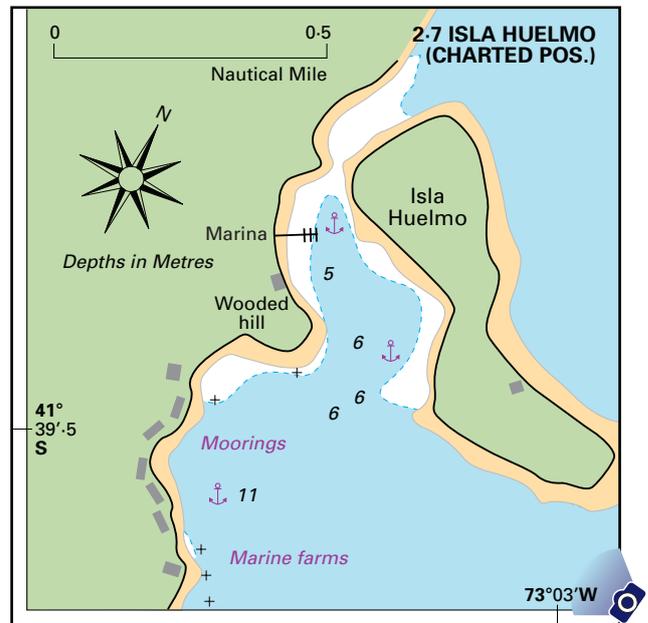
Very small grocery store on the main road up the hill: go through the closed gate (friendly dogs) and knock on the door and they will serve you at any time. No other services ashore.

#### Amended sketch plan 2-3 showing two churches



### Page 56 2-7 Isla Huelmo chartlet

See new marina



### Page 57 2-7 Isla Huelmo

#### Anchorage

3. Insert: A marina has been constructed here that is more tranquil and economical than those in Puerto Montt. However, it is 2km from the bus route, though the owners, who are very hospitable, can help with transport or taxis. See [www.costadehuelmo.cl](http://www.costadehuelmo.cl).

#### Facilities

Marina can offer water, electricity, accommodation, meals and help with transport.

### Pages 58 & 59 2-8 Puerto Montt

#### Mooring

Change mooring 3, last 4 sentences to:

Cost \$21/day for 11-5m boat in 2017. It is the most exposed of the marinas and subject to choppy seas in strong winds. Travel lift about \$150 per haul or launch. VHF Ch 16 daytime.

#### Facilities

Replace entire 1st paragraph with:

David Tideswell, a long distance cruiser and racer, can help with boat services at Club Nautico – very helpful, knowledgeable and experienced. ☎ 962 199 858.

Add under heading 'At Marinas':

Laundry at Club Nautico.

Outboard servicing and repair: TecMarine, contact Rodrigo Canales, ☎ 979 862 226 (good service, very limited English).

**Page 68 2-21 Dalcahue**

**Approach**

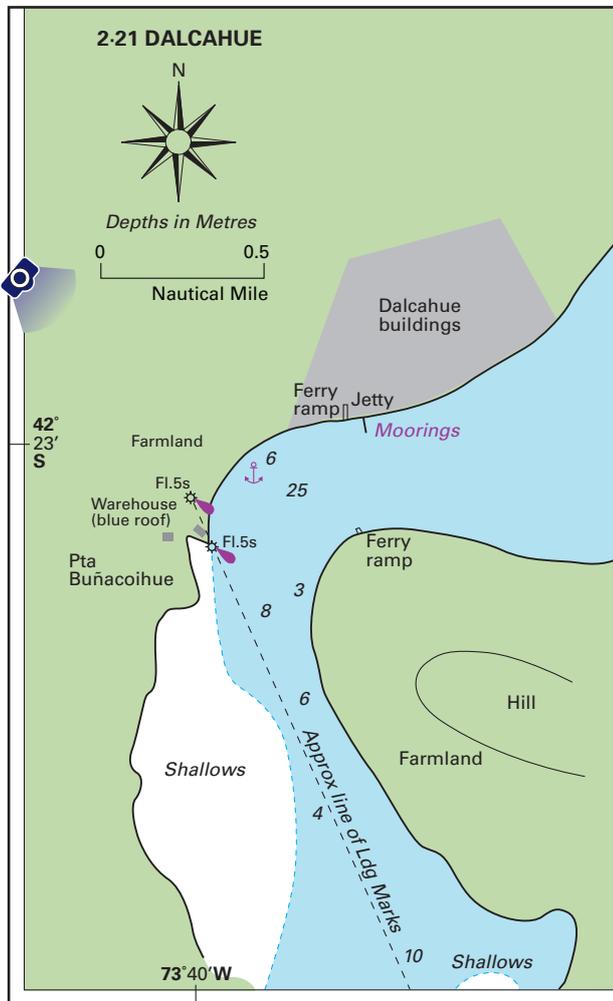
Replace 3rd and 4th sentence with:

There are two pairs of leading marks with lights, both white towers with a red band. The northern pair is just to the east of a large, blue-roofed warehouse.

Anchorage, replace entire first sentence with:

Plenty of room to anchor a few hundred metres from either side of the jetty, 10m, mud with some kelp.

Amended sketch plan 2-21 with power lines removed



**Page 70 2.23 Caleta Linliao and Marina Quinched**

**Facilities**

Marina charges around US\$50/day (2018) for a vessel under 12m.

**Page 71**

**2.24 Castro**

**Anchorage**

A yacht was boarded here at night (2018). The intruders left when surprised.

**Page 74 2-28 Isla Quehui – Estero Pindo**

At end add:

**Facilities**

There is a tiny grocery store and hostel ashore, both owned by the same family. Simple food at the hostel.

**Page 89 2.50 Caleta Porcelana**

At end of first para: There is a charge (very small in 2017).

**Anchorage**

Change last sentence:

Mooring buoys now make anchoring difficult but appear to be available to visitors.

**Page 114 3-34 Thermal springs in Fiordo Aysén**

1. At end of section add new para:

Two pools have been installed, filled from the hot springs. Excursions run from Chacabuco on Thursdays and Sundays. Three local men live on a working boat moored at the pools and are friendly and welcoming. They understandably ask yachts not to use the pools on the days that tourists are visiting, however the rest of the time the pools are available to use without cost (a gift of beer is much appreciated). Anchoring is difficult as the water is over 30m until very close to shore. Either use a mooring from the old *salmonera* (apparently about to be constructed again) or tie up alongside the working boat at the thermal springs.

**Page 115 3-37 Seno Aysén-Puerto Chacabuco**

**Anchorage**

End of first para: Depths within Ensenada Baja appear to be decreasing.

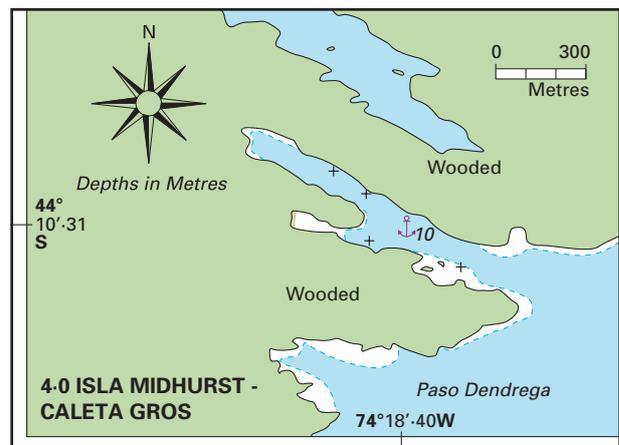
**Facilities**

Add: The Oxxean dock in Bahía Chacabuco has water alongside and can be used by prior arrangement through the *Armada* or directly with Oxxean.

**Page 125 4-2A Isla Midhurst - Caleta Gros Plan**

44°10'·31S 74°18'·40W GPS

New chartlet and information



The channel between Isla Midhurst and Isla Forsyth is a good point of entry to the Chonos archipelago from the ocean. This anchorage makes a convenient first or last stop.

**Approach**

Without dangers. In 2017 there was a *salmonera* just outside the entrance.

**Anchorage**

Mid-way into the inlet. Holding very good in mud 9-10m. There is just enough room to swing but there are lots of trees and enough water close to shore for taking shore lines. Protection from all winds, may suffer some swell with strong E – SE winds (rare).

**Page 128 4-6 Isla Kent**

**Anchorage**

*(See new insert for existing chartlet below)*

*After existing text add:*

**Caleta Skol**

45° 05'52 S 74° 20'45'W GPS

The main anchorage of Isla Kent, as described, is popular and, during the summer season, it is rather crowded. Caleta Skol is a little caleta a couple of miles to the S, in the N arm and is a good alternative in case of strong weather in the laguna, or for those who prefer a little privacy. It was explored by Isabelle Harlé & Ariel Waksman and named by them after their boat.

**Approach**

A gravel beach between some islands is visible from the main laguna. Stay at mid-distance between the west shore and the little islands and nearby rocks. Upon reaching the narrowest part of the passage, favour the east shore to avoid a rock lying 1m underwater on the west side. After this narrows, with 2m depth, the depths increase to 6–7m and there is enough room to manoeuvre.

**Anchorage**

In the basin, 6m with good holding in gravel and mud. Shorelines will probably be needed owing to limited swinging room. Said to be gale proof.

**Page 133 4-19 Isla Clemente - Puerto Millabú**

*After anchorage add:*

**Recommended walk**

A walk to the upper falls is worthwhile, though the route is hard to follow. Start at the middle stream, then through dense forest to the lower cascade. Follow the occasional

cairns to open rock, then look for machete flashes on tree bark to lead to a tree root spanning a narrow gap a few metres above the stream. After this awkward bit it is straightforward to follow cairns to the upper falls and beyond.

**Page 135 4-26 Caleta Cliff**

**General**

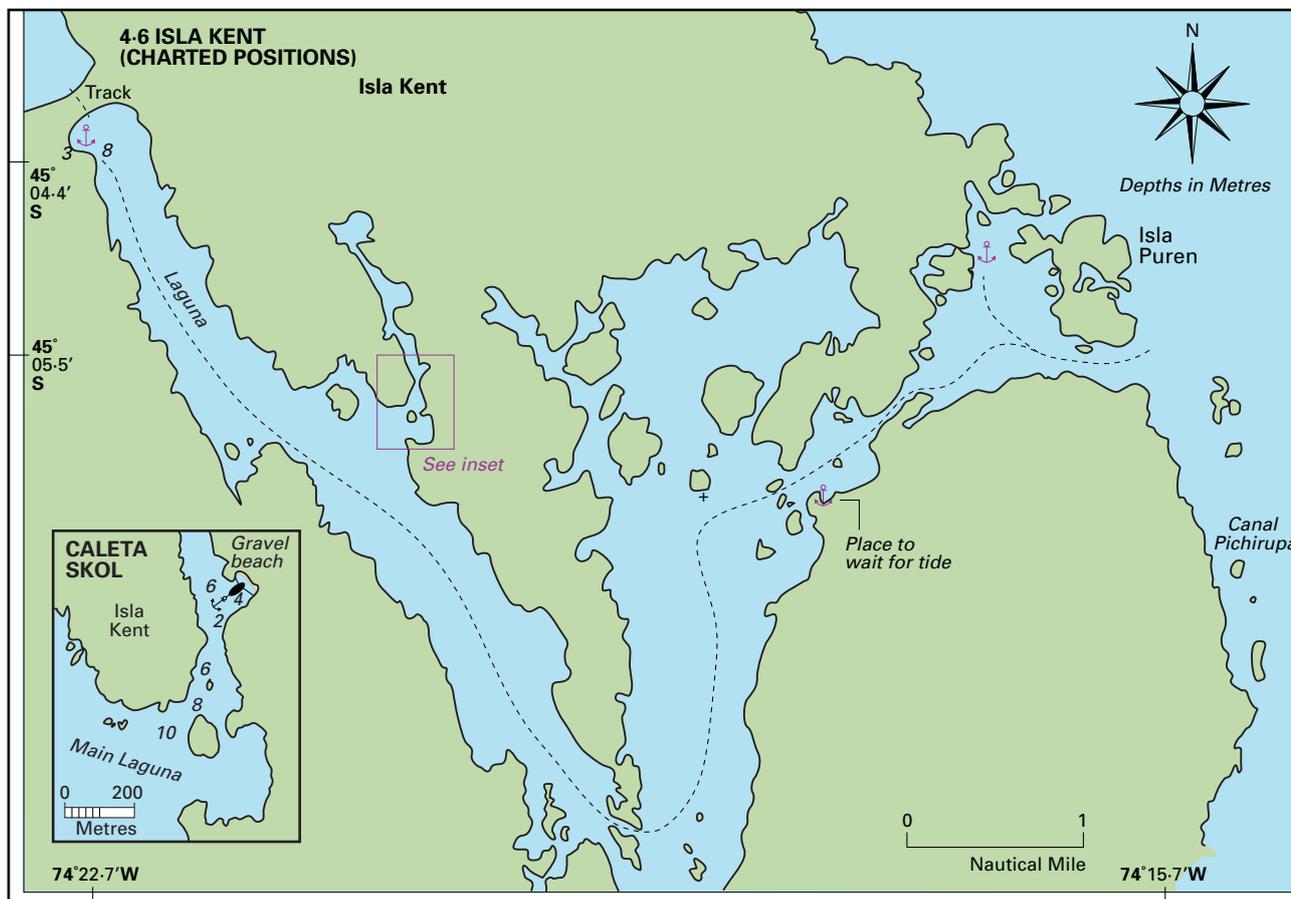
Caleta Cliff has excellent holding even in strong winds. The wind strength seems to pretty much follow the wind outside the bay, along the coast. In other words, the protection is from the seas but not the wind.

**Approach**

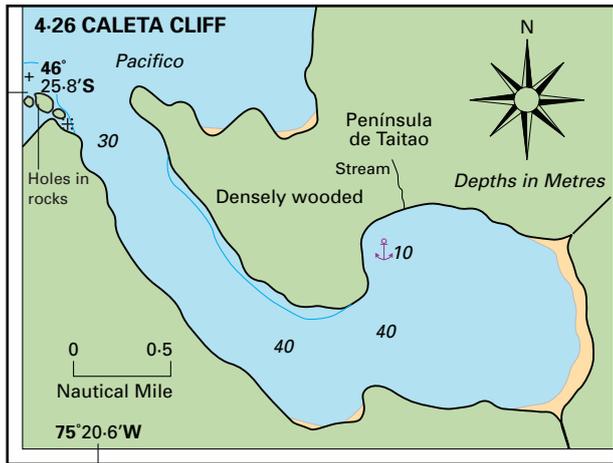
The anchorage is difficult to find when coming from the north. It is best to use the given GPS coordinates since the chart is about 1.8 miles off. The entrance can be identified by the white sandy beach to your port in NEXT bay as entering and the caves on the rock on the south side of the entrance. The rock just appears as part of the point and you do not see the separation until going by the island. The entrance is clear but a slight favoring of the port side of the channel is best since there are some rocks off the island. The entrance could be rough under certain tide/current situations but once inside the channel is calm.

**Anchorage**

Where shown on sketch, swinging with good holding. Shore lines not recommended as wind can come from everywhere and one might find strong winds on beam.



Amended sketch plan 4-26



**Page 138 Passage**

**Crossing the Golfo de Penas**

At the end of the first paragraph insert new paragraph: Fishermen advise that there is a 1.5-2kt S setting current from Cabo Gallegos to Cabo Elena, and 1kt S/SE setting current from Cabo Elena into Golfo de Penas until encountering the tidal effects of Canal Messier. Entrance to Canal Messier has N setting current on the ebb and S setting current on the flood.

**Page 138 4-32 Bahía San Quintín**

First paragraph, from 'A fourth...' replace with:

A fourth anchorage in Puerto Esmeralda, or Seño Escondido, off the NW shore of Península Forelius at 46°49'·57S 74°36'·8W, has been recommended by Skol (Isabelle Harlé & Ariel Waksman): Caleta Jurançon (Seño Escondido) 46°49'·57'S 74°36'·80W Note: (GPS is correct

but does not agree with the charts.) See new chartlet 4-32 Bahía San Quintín and Caleta Jurançon

This anchorage is named after the class of the yacht Skol that explored it in 2017. 'It is also a good white wine, suitable to drink while you taste the local crabs after you have convinced the local otter to let you catch some'. A beautiful spot with plenty of walking available.

**Approach**

There is enough water to enter Seño Escondido at all hours of the tide, but it may be best to avoid mid-tide with its strong currents, especially in strong wind against tide conditions. Leave the sandbank to starboard, aiming for the little island. Turn to starboard just before the island, with a eye on the depth-meter until you pass the 4m bar. Then find your way mid-channel. The first indentation to the north has been used by Yacht Mollymawk, Skol used the second one, where there is room enough for two yachts.

**Anchorage**

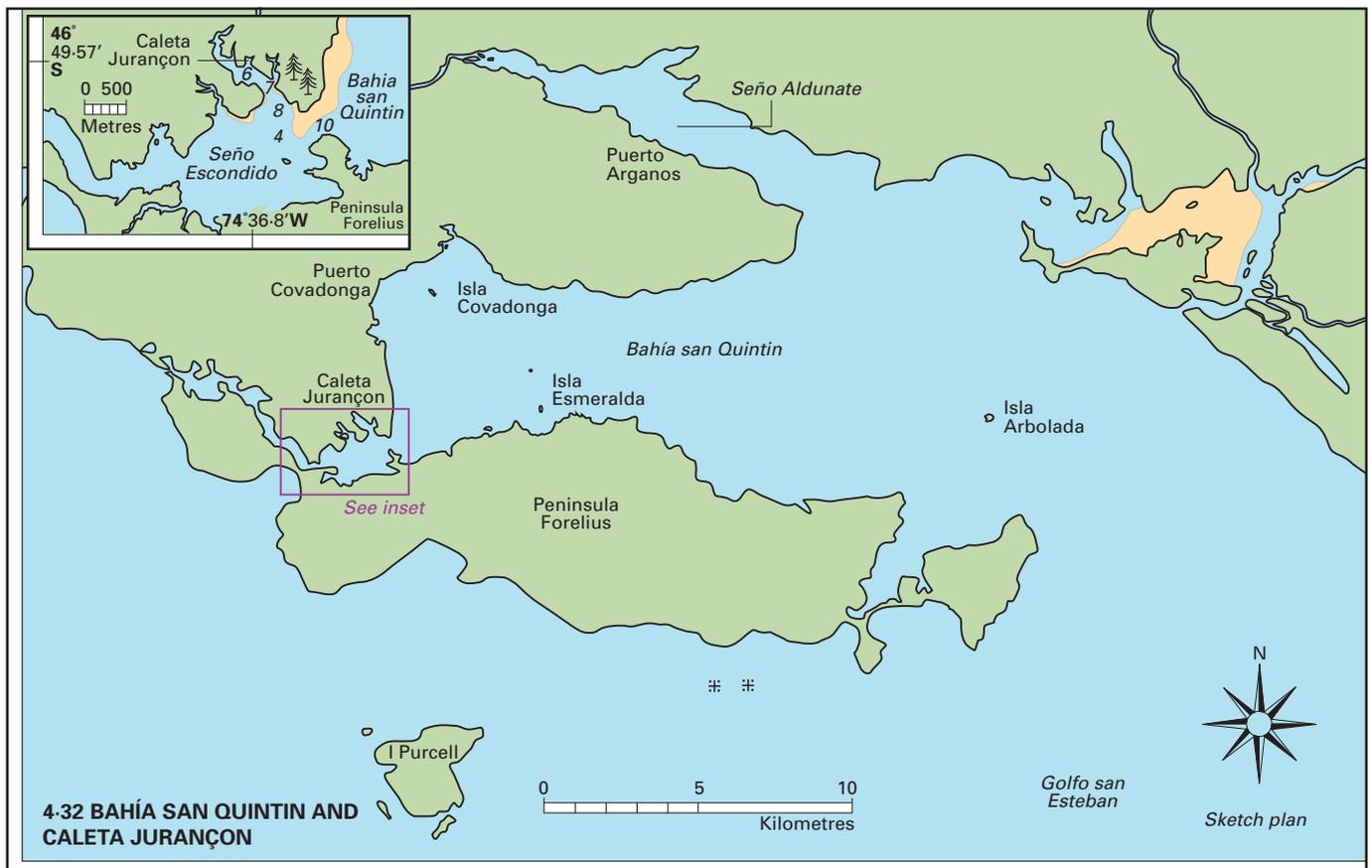
In front of the indentations, there is room enough for swinging at anchor in 6m, but in case of strong wind, the shelter is better in the coves, with as many lines as you need. Depth within the coves 3m mud and good holding. Gale proof. Skol was here 3 weeks.

**Page 139**

After the Note and before 4-33 Puerto San Salvador:

Another anchorage that has been reported as secure lies at 46°44'·39S 74°30'·01W GPS, in Seno Aldunate near Puerto Angamos.

If working N it has been found advisable to pass through Canal Cheap, from where one of these Bahía San Quintín anchorages may provide respite. The area provides an opportunity for further exploration and the editor would welcome further information.



## Page 141 Isla Schröder – 5-2 Caleta Ideal

### General

Add sentence at end:``

Widely varying reports have been received about the holding in this anchorage. Unless in difficulties it would be wise not to make for it if heavy weather is expected or there is insufficient time to move on to an alternative.

### Anchorage

Replace second sentence with:

The bottom appears to be both mud and rock in quite large patches. Those (including the editor) who have found mud, report good holding in strong winds. Others have found only rock and no holding at all. In a tricky situation this is a place where it may be useful to have a fisherman anchor in reserve.

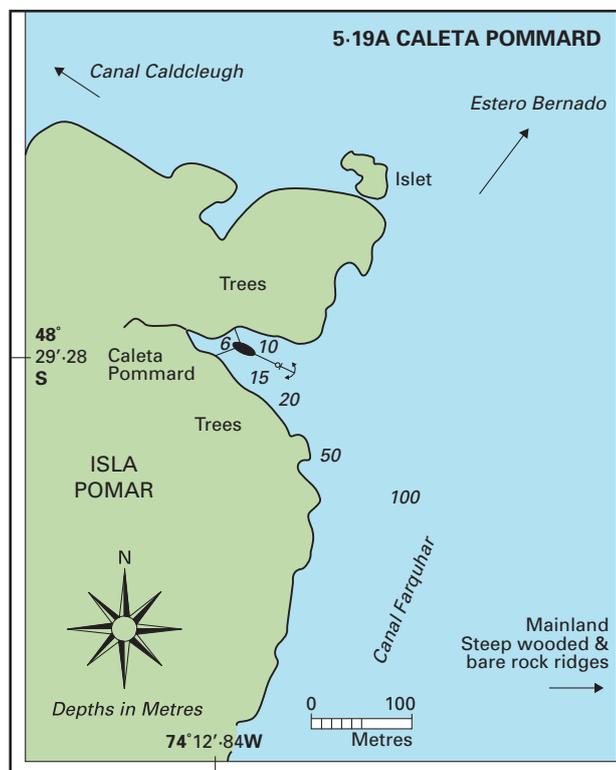
### Page 148 New information

#### Detour Estero Bernardo (diversion from Canal Messier)

Skol visited this *estero* in 2017 and provided 3 new anchorages and highly recommend the trip. Ventisquero Bernardo is accessible with kayak or motorized dinghy:

#### 5-19A Caleta Pommard (Isla Pomar, Canal Farquhar)

48°29'·28S 74°12'·84W GPS



If the conditions are bad at the corner of Canal Farquhar, Canal Caldcleugh and Estero Barnardo, this anchorage provides safe shelter at the NE end of Isla Pomar. It is named after an excellent French wine whose name resembles the name of the island.

### Approach

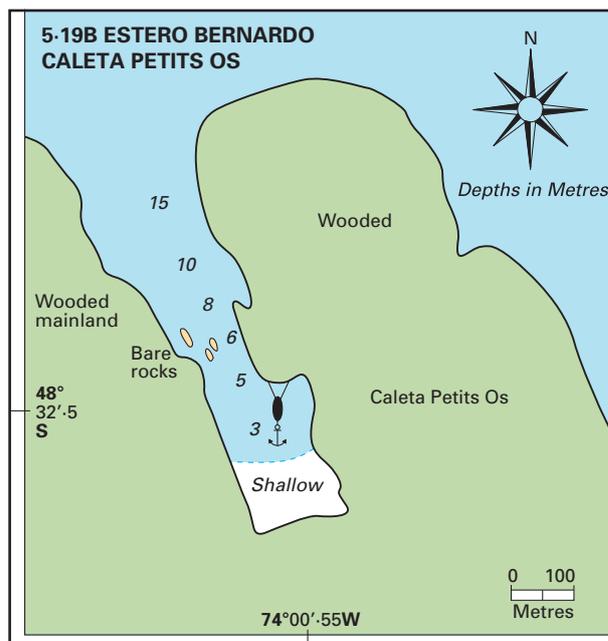
Without dangers.

### Anchorage

Drop the anchor in 12 m, good holding in mud, and make fast to the trees. Shore lines are necessary (possible 4-point tie). Protected from all winds.

#### 5-19 B Caleta Petits Os (Estero Bernardo)

48°32'·51S 74°00'·55W GPS



This very nice caleta lies a few miles from the southern end of Estero Bernardo. It was named after the whale skeleton lying on the beach.

### Approach

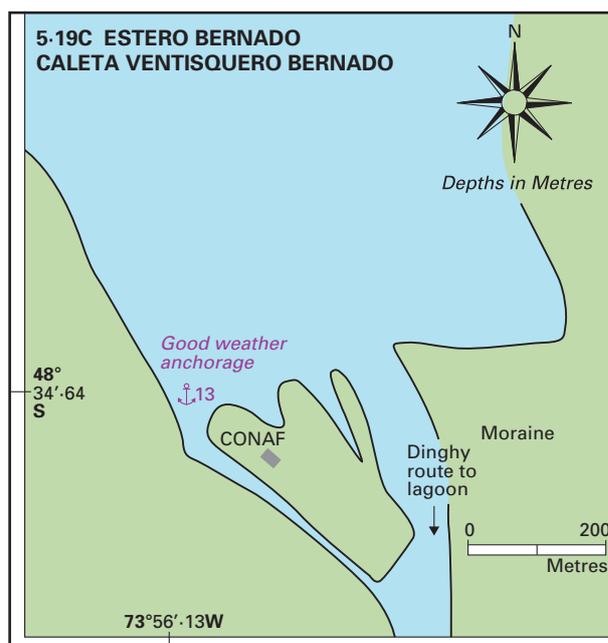
Without difficulty, stay close to the east shore to avoid some rocks (awash)

### Anchorage

There is room enough to swing at anchor, 3m mud, but if you expect strong NW some swell may enter, so you may want to take shelter closer to the beach, with 1 or 2 lines on the N shore. At low tide, the mud makes it a bit difficult to access the shore to handle lines. Protected from all winds.

#### 5-19C Ventisquero Bernardo

48°34'·64S 73°56'·13W



The front of Ventisquero Bernardo is situated behind a vast moraine, and releases huge ice blocks in a laguna. This

laguna is accessible by the river that flows from it. The larger ice blocks get stopped by the shallows but smaller bits escape. It would be a formidable expedition with a powered dinghy or kayaks. (*Skol* saw three kayaks make the trip.)

Along the moraine, the bottom is extremely irregular, *Skol* found a good day-anchorage at the SW corner. Anchor in 13 m in front of a cascade and put one line to a tree.

**Page 148 5-20 Caleta Yvonne**

*Change first sentence to the following:*

Unnamed on the charts and difficult to distinguish until one arrives at the entrance, Caleta Yvonne....

**Page 149 Chartlet 5-20 Caleta Yvonne detail**

*Remove the purple shaded rectangle to the left of 'Pine'; there is no building here.*

**Page 157 Chartlet 6-5 Bahia Elizabeth**

*Add anchor symbol in notch on the south side of Islote Genaro.*

**Page 158 6-5 Seno Eyre - Bahia Elizabeth**

**Anchorage**

*Add:*

It is also possible to anchor to the south of Isolte Genaro. Approach from directly south, anchor in 9m, 49°14'·9435 74°05'·306W GPS. Exceptional holding in dense grey glacial clay. There are rocks with kelp closer to the island, and foul ground between Isolte Genaro and Isoltes Mardones. A good spot in settled conditions with no ice. N sector winds would be fine, S sector winds untenable due to waves and, presumably, some risk of ice.

**Page 164 6-17 Isla Figueroa – Bahía Hugh**

**Anchorage**

*Insert before last sentence:*

Alternatively moor with lines inside Ilsa Bun.

**Page 172 Overview sketch chart**

There is no through route leading south from Golfo Almirante Montt as shown.

**Page 178 7-9 Peninsula Las Montañas – Sugidero Allard**

Coordinates are: 52°04'·95S 73°26'·47W WGS84

**Page 180 7-13 Estero Las Montañas – Bahia Balaena**

*Change emphasis of second sentence as follows:*

... from the S, but is very exposed with N winds and moving to Puerto Pelagic ...

**7-15 Estero Las Montañas – Caleta Mist**

*Insert second sentence:*

However, in fresh winds (more than 20 knots) back eddies enter from the SE and make this spot uncomfortable and potentially dangerous. It should only be used in fair weather.

**Page 181 Chartlet 7.15 Caleta Mist**

*Change scale to 0 – 80m.*

**Page 182 7-17A Caleta Flanneur**

Details confirmed 2017 in calm weather.

*Amend GPS coordinates 51°54'·85S 73°17'·11W WGS 84.*

**Page 184 Chartlet 7-21 Canal Kirke Chartlet**

Remove 'Rubber tyres used by fishing boats'

**Passage Notes – Canal White**

HW for Canal White is Puerto Montt -2h35m, LW Puerto Montt -2h15m.

**Page 187 7-26 Puerto Natales**

**Facilities**

New 50 ton travel lift. Prices are expensive (2017) – a 13m yacht was quoted US\$1400 for lifting, a couple of hours in slings, and relaunching.

**Page 188 7-27 Seno Eberhardt – Puerto Consuelo**

*Insert:*

**General information**

(2017) A taxi driver, Eliseo, ☎ 9 8572 6348, will collect you on shore and take you to Puerto Natales for CLP 15,000 (vs 20-25,000 with other taxis).

A small marina is being constructed a little north of the shown anchorage. It should be open in 2018.

**Page 189 7-28 Seno Ultima Esperanza – Rio Serrano**

**Anchorage**

*Insert at beginning:*

In winds over 20 knots from W to N the wind funnels up the fjord from SW and makes all of the following anchorages untenable and potentially dangerous.

**Page 204 8-16 Canal Barbara**

**The route, b. Paso Shag**

*Insert at beginning:*

Going N to S the low tide slack was 2h55m after LW Punta Arenas in calm wind conditions, for S to N passage HW was found to be HW Punta Arenas +2h20m.

**Page 206 8-18 Bahia Fortescue – Caleta Gallant**

*GPS update to: 53°41'·3S 71°59'·75W WGS84*

**Approach**

*Insert at end:*

Approach in mid channel, then continue closer to the sandy point on the NW corner of the island (to the east is shoal due silting from a small river, visible at low tide), then into the bay.

**Page 221 9-15 Isla Burnt – Caleta Ancha**

Confirmed 2017 by *Otra Vida* who anchored at 54°44'·138S 71°14'·135W in 9m. Good holding.

**Page 224 9-20 Isla Londonderry – Puerto Fortuna**

**Anchorage**

*Change text to:* Entrance is straightforward in any conditions. Anchor in the bay south of the islet on the west side (it is more protected than it looks on the chart) in 5–7m, sufficient room to swing. There are plenty of trees if a shore tie is desired. *Otra Vida* was there in moderate NW-SW-SE winds, good protection. They experienced no *rachas*, but believe that the peak to the SW could generate *rachas* in strong W-SW winds. Attractive setting with good views E along Canal O'Brien and some of the peaks of the Darwin range. Good hiking. Small waterfall nearby for collecting water.

**Page 225 9-23 Chartlet Detail 1:**

Show a drying rock approximately where the 'B' of 'Best anchorage' is.

**Pages 232-234 10-2 Seno Pia**

**Anchorage**

*Second paragraph, begin with:*

Anchorage B.

*At end of second paragraph add:*

Anchorage C. In the Brazo Oeste, 54°48'·862S 69°42'·995W GPS, on the south shore. The caleta is well protected - with

30kts W-SW in the Beagle Channel the anchorage had 5-10kts wind. However the bottom is rocky and shelves steeply with poor holding, therefore is not recommended. Anchorage D. There is a secure anchorage off the beach just north of the entrance moraine belt on the west side of Seno Pia at approx. 54°50' 1S 69°41' 1W. The anchorage is reported as easy to approach, good holding, plenty of swinging room, and secure in winds S-W-N. An experienced charter boat prefers it to others in the vicinity in strong W quarter winds.

#### Page 233 Chartlet 10-2 Seno Pia

Add symbol 'C' by anchor symbol at head of inlet at lower left of sketch.

Add symbol 'D' and anchor in indentation just to the upper right of text: Punta Pasado.

#### Page 236 Diversion, Brazo Suroeste

The *Armada* now seems relaxed about navigation here. *Otra Vida* (2017) specifically said they were going into this Brazo for a couple of weeks, with Estero Coloane as the westernmost destination, and had no problem at all.

#### Page 239 10-9 Peninsula Dumas – Caleta Eugenio

Details confirmed 2017 in a very severe storm.

#### Page 241 10-12 Isla Navarino – Puerto Williams

##### Formalities

Check with other yachts before stocking up in Ushuaia for Chile. This has never been officially sanctioned but until recently has been permitted with a promise that no fresh products will leave the boat (*Balaena* burnt organic waste on board). SAG have become much stricter with yachts and say they will confiscate all fresh produce arriving in the country

#### Page 242

##### Facilities

The bar on *Micalvi* has closed.

There is now a travelift at Puerto Williams, brand new, in its own building, as part of the fishing port / ferry terminal development. Also plenty of space on the hard. At first there was no one who knew how to operate it, but this was due to be remedied by November 2017.

Museum Martin Gusinde is welcoming and interesting, main focus is the indigenous Yaghan people. Upstairs there is a library, desks and chairs, and free Wifi.

Francisco, the guardian at the *Micalvi*, will provide transport to/from the fuel station for a small charge. His wife does laundry, returned to your boat in 1-2 days.

#### Page 254 Isla de Pascua

Keep current text until end of 'General' and then add:

##### (General continued)

23 yachts visited Easter Island in 2016.

Landing is usually 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 VHF 16. 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) and pay light dues which are assessed on the tonnage of the boat, approximately \$1 USD per ton.

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.

Check 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*).

##### 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

Banks: 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.

Water: 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.

Provisions: 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.

Propane: it is not possible to fill propane tanks on the island. Local tanks can be purchased from Bodega CV on the airport road.

Fuel: There is one fuel station on the island.

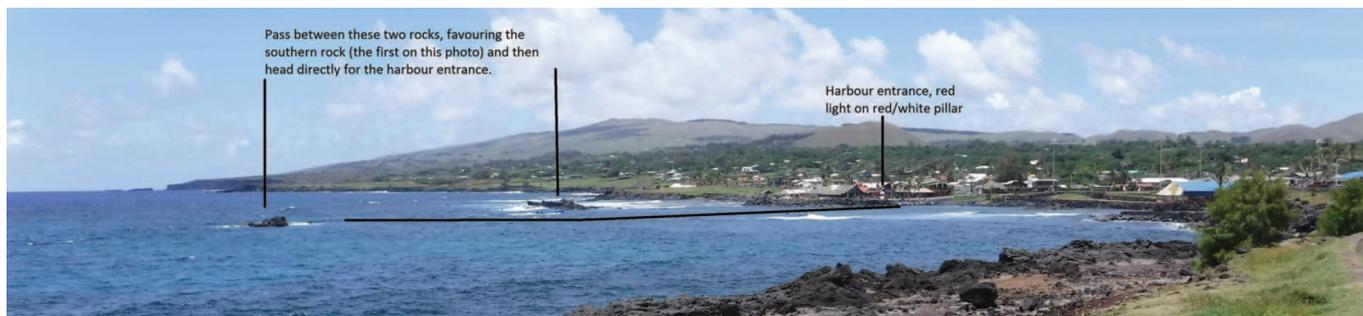
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##### 11-1 Hanga Roa

Amend the location coordinates and main body text for Hanga Roa to read as follows (see also, new photo on next page):

27°08' 700S 109°26' 27W (500m NE of Punta Roa)

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



Entrance to boat harbour Hanga Roa  
*Martin Dixon-Tyrer (Otra Vida)*

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, although light winds from other directions are OK. 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 much swell is running. Local fishermen stated that waves come in sets of 9. It is safe to stay a short distance outside the rocks waiting for a calm spell. Between the rocks and the end of the breakwater a fast dinghy is helpful – entering by rowing or with a small outboard is challenging if much swell is running. Night time entry or exit would be unwise except in the most settled conditions.

While not hazardous in moderate conditions 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.

Good diving and snorkelling inshore of the anchorage. Even though the water is deep, it is so clear that snorkelling is still attractive.

### 11.2 Hanga Piko

*Amend main body text to read as follows:*

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 sailboat, *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 *Cooperativa 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.

In 2016 there were two 35ft+ sailboats on cradles. 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.

### 11.4 Hanga Vinapu

*Amend the location coordinates and main body text for Hanga Vinapu to read as follows:*

27°10'·658S 109°24'·137W

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 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 have someone act as 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.